

Technology Transfer Quarterly

Florida's Traffic Engineering and Safety Workforce Training Update



Florida Transportation Technology Transfer Center



Volume 26, Number 01
February 2011

Tort liability: can your agency defend itself?

p. 3



Florida Transportation Technology Transfer Center

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Safety Edge Shoe Available for Loan

The Federal Highway Administration (FHWA) has provided a Safety Edge Shoe to the Florida T² Center to loan to agencies. This shoe is needed to install the Safety Edge during paving jobs.

The Safety Edge is a simple and highly effective solution to reduce crashes on both rural and low volume two-lane roads. Shaping the pavement edge to 30 degrees minimizes the problems associated with vertical drop-offs. This angle provides a safer roadway edge that allows drivers to more safely re-enter the paved road. The Safety Edge also improves pavement density, making the edge durable. According to FHWA, almost all drivers and vehicles can recover if the edge is tapered to 30 degrees from horizontal.

This durable Safety Edge taper is easy to include in the paving process, provides a safer roadway edge, and strengthens the interface between the pavement and the graded material. The additional cost of the asphalt edge is minimal when included as part of resurfacing projects. Benefits include the avoided economic and social impacts of fatalities, injuries, and property damage.

For more information on the Safety Edge, visit safety.fhwa.dot.gov/roadway_dept/pavement/safedge and contact David Page at 352.273.1685 for more about using the loaner shoe.

Source: FHWA III

Florida Technology Transfer Quarterly Established 1984

Voice	352.392.2371
Workshop Registration	EXT. 31670 or 31669
Workshop Development	EXT. 31685
Traffic Safety Courses	EXT. 31685
Pilot/Escort Program	EXT. 31670
CTT and CTQP Courses	EXT. 31669 or 31670
Customer Service	EXT. 31674 or 31676
Media Center	352.392.9537 EXT. 1544
Product Demo. Showcases	EXT. 31687
Safety Circuit Rider Program	EXT. 31685
Safety Resource Center	352.392.9537 EXT. 1544
Mailing list	EXT. 31670
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Email	t2@ce.ufl.edu
Web	t2ctt.ce.ufl.edu

Florida Technology Transfer Quarterly — published by the Florida Transportation Technology Transfer (T²) Center at the University of Florida, Department of Civil and Coastal Engineering — facilitates information exchange relating to roads, bridges, general surface transportation and safety.

Our programs are sponsored through partnerships between the Florida Department of Transportation and the Federal Highway Administration and include the Local Technical Assistance Program (LTAP), Safety Circuit Rider Program (SCR), the Product Demonstration Showcase Program (PDS), the Pedestrian/Bicycling Safety Resource Center, and the Center for Transportation Training (CTT) which offers Construction Training Qualification Program (CTQP) courses.

Interested parties may receive this publication at no cost by completing and returning the FaxBack form on the inside back cover. Newsletter content and accuracy is the exclusive responsibility of the Florida T² Center.

Circulation: 13,269

Checklist to Guard Against Tort Liability

If you can answer yes to all of the following questions, your public works or transportation department is in a good position to defend itself against tort liability:

Training

Do employees regularly receive training appropriate for the work they perform and for the materials and equipment they use? ☐ yes ☐ no

Do employees understand the importance of using reasonable care in performing their duties? ☐ yes ☐ no

Are employees instructed to report hazardous conditions and to act on them? ☐ yes ☐ no

Signs and Markings

Do you make an up-to-date copy of the Manual on Uniform Traffic Control Devices (MUTCD), Florida Greenbook and other agency governing documents available to employees? ☐ yes ☐ no

Are employees familiar with these above-mentioned governing documents? ☐ yes ☐ no

Are signs and markings adequate, properly installed, and well-maintained? ☐ yes ☐ no

Do you have an up-to-date inventory of signs, signals, and markings, as well as a plan for maintaining conformance with the governing documents? ☐ yes ☐ no

Do you have and follow a plan for periodic day and night review of signs and markings? ☐ yes ☐ no

Are identified road hazards posted with appropriate warning signs based on the MUTCD and other governing documents? ☐ yes ☐ no

Are bridges properly posted for weight restrictions and low clearance? ☐ yes ☐ no

Roads, Culverts, and Bridges

Do you have a current inventory of road, culvert, and bridge conditions, as well as a plan for addressing deficiencies? ☐ yes ☐ no

Is the right-of-way for your roads properly established and recorded? ☐ yes ☐ no

Do you keep good records on agency activities, including roadway conditions, crashes, and maintenance work? ☐ yes ☐ no

Do you use current versions of accepted guidelines in road design, construction, operations, and maintenance? ☐ yes ☐ no

Are dead end roads and railroad crossings properly signed? ☐ yes ☐ no

Do you provide proper maintenance of traffic (MOT) control in work zones? ☐ yes ☐ no

Are sight lines clear at intersections? ☐ yes ☐ no

Administration

Are your roadways inspected on a regular basis? ☐ yes ☐ no

Is your equipment in good repair? ☐ yes ☐ no

Are employees instructed to report faulty equipment immediately? ☐ yes ☐ no

Do you follow objective procedures in setting priorities? ☐ yes ☐ no

Are your maintenance standards achievable with the resources available? ☐ yes ☐ no

Do you have an established procedure for receiving complaints, acting on them, and recording all actions? ☐ yes ☐ no

Do you meet periodically with your legal counsel to review the status of roadway-related claims filed against your agency? ☐ yes ☐ no

Adapted with permission from the NV LTAP, Milepost, Winter 2009.

SafeRoadMaps Version 3 Features Summer Hot Spots

Version 3 of SafeRoadMaps includes user-friendly interfaces for policymakers, travelers, and crash analysts to view crash data at a glance. SafeRoadMaps now contains Fatality Analysis Reporting System (FARS) data from all years that contain georeferencing information, currently 2001 to 2008.

States with the most hot spots are (in alphabetical order) Arizona, California, Colorado, Florida, Mississippi, North Carolina, Pennsylvania, South Carolina, Tennessee, Texas, and Virginia. Viewers can zoom from a national map view down to a photo of each individual section of the road.

The Google Map-based system allows visitors to enter a zip code, municipality name, or street address and immediately see a map or satellite image of all the road fatalities that have occurred in the chosen area over the past eight years. Details about each individual crash are also available, such as whether the driver was wearing a seatbelt, drinking, or speeding. The tool also notes which life-saving public policies, such as strong seat belt laws, are being employed in the chosen area.

Visit the site at SafeRoadMaps.org

The Four-Step Employee Development Plan

Developing an employee involves improving their current job skills as well as developing them for future responsibilities and new positions. As manager, it's your job to develop your people. Many organizations hold managers responsible for employee development and make it a part of the manager's performance appraisal. The management skills required for employee development are often enhanced in leadership, management, and supervisory training.

This four-step employee development plan will put you, your employees and the whole department on track to achieve maximum potential.

1. Prepare the Employee

Start the employee thinking about their own development and the areas where development can occur by asking the following questions:

- What skills are needed to do your job? How well do you perform them?
- What aspects of your job do you like least/best?
- What major accomplishments have you achieved since your last performance appraisal?
- In what ways can your supervisor and/or the organization help you to do a better job?
- What changes would you like to see in your current job?
- What are your job goals for the next year?
- Where do you see yourself in five years?
- What have you been doing to prepare yourself to move ahead in your career?
- What activities would help you develop yourself?

Provide the questions to the employee well in advance of the appraisal interview to give them time to prepare. Their answers will help guide the discussion.

2. Provide Development Opportunities

A vast array of things can be done to help each employee develop. Here is a list of some approaches to consider.

- Training – obviously first on the list. Often training needs are simply defined by looking at the employee's performance or by understanding their experience or lack of experience with the specific job tasks.
- Peer Coaching – employees coach other individuals on their jobs and the benefits are two-fold. First, the employees develop skills in other areas and can fill in for their counterpart if that person is on vacation or out sick. Also, by teaching another person, the teacher themselves becomes more proficient.

- Job Design Changes – the employee defines all aspects of their job and makes suggestions as to how the job might be redesigned to enhance proficiency. You may be surprised by their creativity and superior ideas. Even though you may not be able to totally revamp a job, the employee performs the job better and you begin to recognize some of their concerns.
- Representing the Department – have the employee represent you, the team, or the department at an important meeting and report the proceedings to you and/or the team. In the process, the employee has a better understanding of how the team, the department, and their job fit into the big picture of the organization.
- Delegate Special Projects – make certain the project challenges the employee and is seen as meaningful. Also, make sure the employee views the project as a reward for good work in other areas of their job. In doing so, the assignment becomes a motivating experience and not just more work.
- Assist the Boss – assign an employee to assist your boss or another executive on a special assignment where the employee will be exposed to new organizational business perspectives.

3. Monitor Progress

Observe how the employee is doing and meet at least once per quarter to discuss how things are going. Ask questions; review any quantitative and qualitative measures that are relevant. Give ongoing feedback on what the individual is doing well and what they need to be doing differently. Feedback is critical to the success of the developmental process. Lack of follow up tells the employee the developmental process is not all that important to you. If it is not important to you, how can you expect the employee to take it seriously?

4. Create Confidence

Let them know you are always available and provide the encouragement and support needed to feel confident in their ability to succeed. When things do not go as well as planned, focus on what went right. You are asking the person to go beyond their current level. Take it one step at a time, recognizing we must sometimes take smaller steps to ensure a successful outcome.

The ultimate success in developing the employee depends on the employee themselves. However, the success of the developmental process depends on the manager. Follow these guidelines to ensure success in developing your people.

Adapted with permission from Dale Mask (dmask@alliancetac.com) Alliance Training and Consulting, Inc. ■■■



Florida Pedestrian and Bicycling Safety Resource Center Materials

Pedestrian and bicycling materials can enhance your organization's ped/bike events and educational activities. Use them to help teach safe walking and bicycling practices. Materials are free to qualifying organizations.

Visit www.pedbikesrc.ce.ufl.edu for a list of new items, descriptions, illustrations, and ordering information. Our current inventory includes:

Books

- Pedestrian Safety Guide for Transit Agencies
- A Resident's Guide for Creating Safe and Walkable Communities
- How to Develop a Pedestrian Safety Action Plan
- I'm Safe! Walk with Me Activity Sticker Book (English)
- I'm Safe! Walk with Me Activity Sticker Book (Spanish)
- I'm Safe! On my Bike Activity Sticker Book (English)
- I'm Safe! On my Bike Activity Sticker Book (Spanish)
- The Guide to Bicycle Rodeos
- PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System

CDS

- Safer Journey
- Bicycle Safer Journey
- Walk Smart & Bike Smart
- BIKESAFE

DVDS

- I'm Safe - Walk With Me
- I'm Safe - On Wheels
- Step to Safety with ASIMO
- Pedestrian Law Enforcement Training

Passive Reflectors

- Be Safe Be Seen Reflective Wristlet

- Reflective Zipper Pull

Posters

- Hispanic Pedestrian Poster: Caution
- Hispanic Bicyclist Poster
- Hispanic Pedestrian Poster: Crosswalks and Signals
- Hispanic Pedestrian Poster: Sidewalks
- Hispanic Pedestrian Poster: Intoxicated

Publications

- Crosswalk Safety
- Walk - n - Roll Punch Cards
- I'm A Safe Walker
- Know the Rules - Going To & From School (English)
- Know the Rules - Going To & From School (Spanish)
- Road Riders Are Drivers
- Peligro en el Camino (Spanish)
- How To Fit & Wear Your Bicycle Helmet
- Easy Steps to Properly Fit a Bicycle Helmet
- Bikeability Checklist
- Stepping Out
- Safety Fun Activity Book (Spanish)
- Kids Physical Activity
- Bicycle Safety: What Every Parent Should Know

- Neighborhood Safety
- Sprocket Man Comic Book
- Tips for Parents and Other Adults For Teaching Pedestrian Safety to Children
- Tips for Walking Safely to School
- The Top Ten Rules of Bicycle Safety
- I'm Safe! Paint Sheet - Bike Spanish
- I'm Safe! Paint Sheet - Pedestrian (English)
- I'm Safe! Paint Sheet - Pedestrian (Spanish)

Stickers

- Walk Safely!
- Use Your Head (Dog)
- Walking School Bus
- Use Your Head (Moose)



May is National Bike Month

Bike-to-Work Week

Bike-to-Work Day

www.bikeleague.org/programs/bikemonth/pdf/national_bike_month_guide.pdf

May 16-20, 2011

Friday, May 20, 2011

National Bike Summit

Washington, DC

www.bikeleague.org/conferences/summit11/index.php

March 8-10, 2011

3rd Annual Florida Bike Summit

Florida Capitol Courtyard, Tallahassee FL

www.floridabicycle.org

March 24, 2011

Livability in Transportation Guidebook from FHWA

The Federal Highway Administration (FHWA) Office of Planning has developed the Livability in Transportation Guidebook: Planning Approaches that Promote Livability to help practitioners at the federal, state, and local levels understand which strategies can enhance community livability.

What is Livability?

Livability is about tying the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, quality schools, and safe streets. This includes addressing safety and capacity issues on all roads through better planning and design, maximizing and expanding new technologies such as ITS and the use of quiet pavements, using Travel Demand Management approaches to system planning and operations, etc.

What does the Guidebook offer?

Through a series of case studies involving rural and urban areas, the guidebook demonstrates that a livable community is not a one-size-fits-all concept; rather that unique characteristics of a given community define livability. The case studies show how to apply planning practices that are consistent with livability goals to a variety of transportation projects. They also address how to better connect neighborhoods and downtown areas through transportation systems, and how mixed-use developments can improve quality of life for residents. One of the case studies includes the I-95 Corridor, Miami to Ft. Lauderdale - Improving Highway Operations to Support Livable Communities. Additionally, the guidebook provides strategies to revitalize rural towns. The guidebook is available on FHWA's Livability website www.fhwa.dot.gov/livability/index.cfm along with a multitude of other resources on livability.

Source: FHWA ■■■

How to Keep Your Good Employees

Budgets are tight everywhere, but eliminating training altogether or relying on minimal on-the-job training often results in losing your good employees. The lack of technical training for new hires can also result in them looking elsewhere for employment – even in this economy!

Cutting the training budget to save money in the short term can have a large, detrimental effect on your employees and productivity. It has been proven over and over that employees see training as an investment in the employee which results in greater morale and productivity. New skills improve efficiency. The opportunity to learn new skills is a key reason why good employees stay and grow in the job. Cross

training with reduced staff is key to successfully covering tasks. Provide the skills to your employees through training — in-house or from an outside source.

The Florida Technology Transfer (T²) Center is an umbrella for many training opportunities. The Center offers technical, management, and leadership skills training at all levels, from entry level through supervisors, to top managers. Courses are reasonably priced and are available in a variety of delivery formats including live, video-based, web-based, and broadcast. The Center has a large video collection to borrow from that can be used by your staff to develop in-house training. Open enrollment workshops, as well as exclusive workshops — ones held at your facility for your employees — can be scheduled to save your employees time and travel. Visit t2ctt.ce.ufl.edu today or call David at 352.273.1685. Don't see what you need? Contact us and we will work with your agency to help you get the training your workforce needs. ■■■



Instructor Spotlight

Gordon Burleson, a University of Florida (UF) Civil Engineering graduate and Gator sports fan, just couldn't keep away from teaching for his favorite college team. Burleson has been working for UF's Florida T² Center since 1993, after an illustrious career with the Florida Department of Transportation (FDOT). Gordon was indoctrinated into the world of transportation and public works by his father, who served as the City of Orlando Public Works Director and Ocala City Engineer as well as several positions with the Florida State Road Department (SRD) which became FDOT in 1969, as well as his grandfather, who was also an engineer with the Florida SRD and Pinellas County Engineer.

Gordon's upbringing guided him to UF's Civil Engineering program, the only engineering program in the state at that time. After graduation, Gordon worked up through the ranks and in a variety of jobs within FDOT and retired as Engineer of Construction Training. This vast and versatile array of experience made him an ideal candidate to become a Florida T² Center instructor. Because the Center could offer a flexible work schedule (so Gordon and his wife, Janet, could attend many of the UF activities), Gordon agreed to become one of the Center's Mobile Video Training (MVT) instructors. For years, Gordon has visited numerous agencies to deliver our 31 video-based training modules that he developed for the Center. What these agency staff received was not only the training, but also access to Gordon's 31+ years of experience.

With the loss of funding that supported the MVT training, Gordon has focused on teaching our Maintenance of Traffic (MOT) courses, continuing to deliver the quality training that would make Gordon's father and grandfather proud. Several years ago when the Federal Highway Administration (FHWA)

named the Florida T² Center as a recipient to receive a Safety Circuit Rider grant, Gordon hit the road again to guide agencies through the steps of assessing their transportation infrastructure and provide suggestions for improvement. Gordon's talents

were used again as he taught even more courses, including Intersection Safety, Road Safety Audits (RSA) and RSA for Community Traffic Safety Teams, Low Cost Safety Improvements for Rural Roads, Plans Reading, and our new course on Using a Retroreflectometer. Anyone who has taken a T² course under Gordon knows the quality and depth of information received. ■■■



Some of Gordon's FDOT engineer experience was on the property where the Florida T² Center's offices are located today. The property served the FDOT as a maintenance yard since the early 1920s and also housed the state road prison. Later, it became the FDOT State Materials and Research Office as well as the Construction Office. The property continued to be the FDOT local Maintenance Yard, where Gordon was the Maintenance Engineer from 1967 to 1974. In the early 2000s, the University of Florida took possession of the property. The warden's house is still standing on the compound today. Gordon has also been instrumental in providing history of the property, but he is quick to point out not since the 1920s.

10th International Conference on Low-Volume Roads

July 24–27, 2011

Hilton - Walt Disney World®

Lake Buena Vista, Florida, USA

This Transportation Research Board (TRB)-sponsored conference, held every four years, features the latest information about low-volume road management, design, construction, safety, maintenance, and many other important related topics. Pre-conference workshops and field trips are also part of the agenda.

The conference is organized for practitioners worldwide, in local, state, and federal agencies; universities; private firms; and

international organizations. Previous conferences have typically attracted 300 or more transportation professionals from all continents.

Tabletop Exhibitor Space and several levels of Conference Supporters are available.

Visit www.trb.org/LowVolumeRoadsConference/LVR10.aspx to register for the conference, view the preliminary program, workshop and field trip information and/or become an exhibitor or supporter. ■■■

FDOT Summary of Final Reports—New Topics Available

Access the FDOT web site www.dot.state.fl.us/research-center/ for these summaries. Go to the Research Center Topics dropdown menu in the lower left corner of the page and click on Completed Research. Summaries are listed by category.

Materials Research

BDL13 977-01 Use of Aggregate Screenings as a Substitute for Silica Sand in Portland Cement Concrete

BDK84 977-03 Rapid Hydration of Mineral Slurries for Drilled Shafts

Operations Research

BDK75 977-19 The Economic Cost of Traffic Congestion in Florida

Roadway Design

BD521-04 Florida Manuals for Erosion and Sediment Control and the Creation of the Stormwater Management Academy Research and Testing Laboratory

BDK78 977-03 Inlet Protection Devices and Their Effectiveness

Structures

BD015-22 Alternatives to Steel Grid Decks

Sharing Additional Success Stories

The Florida T² Center continues our commitment to feature success stories identified through the Florida Association of County Engineers and Road Superintendents (FACERS) annual awards and other success story submissions. Although winners were announced in the 2010 August newsletter, other outstanding nominations deserve sharing. A brief synopsis of the FACERS Team Project award entries will be included as newsletter space permits.

Please see page 9, or visit facers.org for information on all award categories and instructions on how to nominate your outstanding projects and agency effort. FACERS and the Florida T² Center hope sharing these stories will provide a small thank you for a job well done and also inspire others to share their successes.

City of Palm Bay EPRMS

To help conserve budgets, agencies have implemented tactics such as conservation plans, no-idle policies, smaller vehicle purchases, and use of hybrids and alternative fuels. However, fuel markets have made it nearly impossible for fleet managers to anticipate fuel costs which threaten service delivery.

In January 2009, the City of Palm Bay Public Works Department instituted an Energy Price Risk Management Strategy (EPRMS) to minimize the fuel budget's exposure to volatile fuel markets, thus adding certainty to a pre-determined future fuel volume.

The new EPRMS utilizes financial hedges that increase and decrease in value, based on fuel markets movement. Normally, a hedge takes an offsetting position in a related security, such as a futures contract. As prices spike, capital gains from contract sales cover increased fuel costs. Adversely, when prices decrease, the contract is sold at a loss, but a decline in fuel expenditures compensates for that loss.

City of Palm Bay employed a financial planning firm to manage, track, and report transactions. In 2009, Palm Bay's profits were nearly \$100,000 in realized gains, adding stability to its fuel budget.

Prior to establishing an EPRMS, changes in existing ordinances and/or investment policies were needed to allow for investments in non-traditional securities. Employees educated commission-

ers about hedging instruments and reviewing principles, and emphasized the long term stability in the fuel budget derived from the strategy, much like any successful investment strategy.

Pooling resources from multiple agencies gained economies of scale by sharing administrative costs and purchasing futures contracts in larger quantities and with greater frequency. Palm Bay's current blocks are in increments of 42,000 gallons and the city is looking for partners to ramp it up.

Benefits of increased certainty in the fuel budget extend beyond the Fleet Services Division. Palm Bay can now more accurately predict yearly fuel expenditures, freeing dollars for other city and community priorities.

Plant City's Advanced Traffic Management System (ATMS)

A \$2.2 million federal grant allowed Plant City to upgrade their traffic signal system to the highest technology available in electronic traffic signals: an Advanced Traffic Management System (ATMS). City staff managed the team that installed the system, saving over \$200,000. This savings was then used to buy much-needed equipment to implement the system and software. The impact this funding had on the community has been unsurpassed. Cameras monitor traffic so Interstate incident response units can help move traffic as efficiently as possible. City staff can correct traffic-related problems without leaving the Traffic Management Center. ■■■

Free FACERS Membership Available

A free one-year membership in the Florida Association of County Engineers and Road Superintendents (FACERS) is available to new members. Membership categories include both county and city public works and transportation professionals. Experience, for free, the benefits of a FACERS membership. Visit facers.org to apply today! ■■■

Read about how you can view the broadcast of the FACERS technical sessions. See page 13 for details.

Safe Routes to School Updates

Receive the Florida Safe Routes to School (SRTS) Updates via email. Contact Pat Pieratte, Florida SRTS Coordinator, at pat.pieratte@dot.state.fl.us ■■■

April is National Distracted Driving Awareness Month

National Work Zone Awareness Week

April 4 – 7, 2011

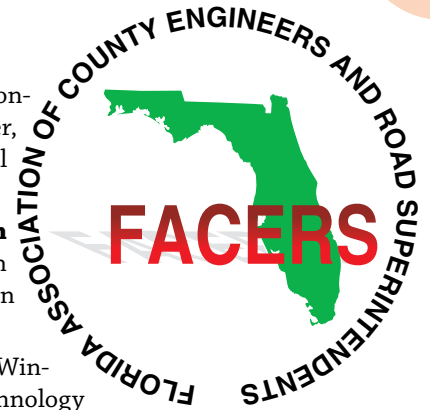
FACERS ANNUAL AWARDS

Every year the Florida Association of County Engineers and Road Superintendents (FACERS) honors a Public Works Employee, Small Agency or Rural* Engineer, Large Agency or Urban* Engineer, and a Team Project of the Year for projects completed in the previous year. Awards are open to all individuals in public works, transportation, and engineering in Florida's counties and cities.

This year FACERS has added a new category: **Local Agency/State Agency Collaboration Award** which recognizes the value of teamwork and outstanding project collaboration between public agencies, including state agencies. The new award category will be open to all individuals in local and state agencies.

There is no requirement to be a FACERS member. Nominees receive a congratulatory letter. Winners receive statewide recognition at the annual FACERS conference and are featured in the Technology Transfer Quarterly newsletter. The Engineer award recipients may also qualify for national recognition.

*Small Agency/Rural is defined as having a population less than 100,000. Large Agency/Urban is defined as having a population of 100,000 or more.



How do I nominate someone?

Select a project completed within the calendar year of 2010. Provide information about the project and its contribution with respect to the following criteria:

A brief description of the 2010 project
Outline of need – timeliness
Discussion on innovation

Description of leadership needed to successfully complete project
Impact on the agency budget
Impact on the community

Choose the method of submittal that best fits your schedule and style.

Online: Go to t2ctt.ce.ufl.edu/FACERS_2011 and enter the information, then press submit.

Download and Email or fax: Go to facers.org to download the nomination form. Type or print the information and email the completed form to t2@ce.ufl.edu or fax the completed form to 352.392.3224. An Awards Committee member may call for more details.

Nominee / Team Leader Information:

Name _____ Position _____

Email _____ Phone _____

Agency Name _____ Address _____

City _____ Zip _____ Best time to call _____

Nominated for (check one) ☐ Team Project ☐ Public Works Employee

☐ Small Agency / Rural Engineer ☐ Large Agency / Urban Engineer ☐ Local Agency/State Agency Collaboration

Project Name _____ County or City _____ Date finished _____

By signing below, I certify that this individual / team has participated in a local project that has had a major impact toward improving our local services and protecting our citizens' best interests in 2010.

Your Information:

Name _____ Position _____

Email _____ Phone _____

Agency Name _____ Address _____

City _____ Zip _____

Signature _____ Date _____

For assistance, please call Janet Degner at 352.273.1676

The deadline for applications is April 18, 2011.

APWA Florida Chapter

2011 Meeting & Trade Show – Daytona Beach, Florida

Tentative Agenda

Monday, April 18

8:30AM – 5:00PM	Registration Open
9:00AM – 5:00PM	Rodeo Set-Up
9:00AM – 9:45AM	1st Timers Session
10:00AM – 10:45AM	Branch Officer, District Rep & Comm Chair Training
11:00AM – 12:00PM	Technical Sessions AM
12:30PM – 2:30PM	Opening Session
2:45PM – 3:45PM	Technical Sessions PM
3:00PM – 4:30PM	Executive Committee Meeting
5:00PM – 6:30PM	President's Reception

Tuesday, April 19

7:30AM – 5:00PM	Registration Open
8:00AM – 12:00PM	Exhibitor Move-in (bulk space only)
8:00AM – 1:00PM	Golf Tournament
8:00AM – 1:00PM	Fishing Tournament
9:00AM – 11:15AM	Technical Sessions AM
9:00AM – 3:00PM	Equipment Rodeo
1:00PM – 6:00PM	Exhibitor Move-in (10' x 10' booth space)
1:30PM – 3:45PM	Technical Sessions PM
6:30PM – 9:30PM	Special Event Night

Wednesday, April 20

7:30AM – 4:00PM	Registration Open
9:00AM – 4:00PM	Exhibit Show Open
9:00AM – 10:00AM	Coffee & Danish (in exhibit hall)
10:00AM – 4:00PM	Student Expo
12:30PM – 1:30PM	Lunch w/Exhibitors
3:00PM – 4:00PM	Reception w/Exhibitors (in exhibit hall)
4:00PM – 8:00PM	Exhibitors Move-out

Thursday, April 21

8:00AM – 5:00PM	Registration Open
9:00AM – 11:15AM	Technical Sessions AM
11:30AM – 2:30PM	Awards / Scholarship Luncheon
5:30PM – 7:30PM	Farewell Reception

Friday, April 22

9:00AM – 10:00AM	Breakfast Honoring Past Presidents
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For more information visit florida.apwa.net

Technical Sessions

Monday, April 18

Track A – Transportation Rail Transportation Systems in Florida-The Future is Here; Daytona Beach Speedway Resurfacing

Track B – Public Works Institute PWI Training

Track C – Stormwater APWA Stormwater Management

Track D – 1st Timers Session; Branch Officer, District Rep & Comm Chair Training; Dealing with Generation X&Y: How to Lead the Next Generation in Public Works

Tuesday, April 19

Track A – Transportation Expressway Authorities & Toll Roads – Getting it Done!; Gaines Street – Putting a State Roadway on a Diet in Support of Redevelopment; Aviles Street – Private-Public Improvements on a “Dime” in the Oldest City

Track B – Public Works Institute PWI Training

Track C – Stormwater APWA Stormwater Management

Track D – Special Sessions Chemical Grouting & Grouting Methods; Low Impact Roadway Design – Green Roads; Successful Strategies for Navigating through a Large Scale Remediation Project; Implementing an Asset Management/Service Request System in a Tight Economy

Wednesday, April 20 Exhibit Show

Track B – Public Works Institute PWI Training

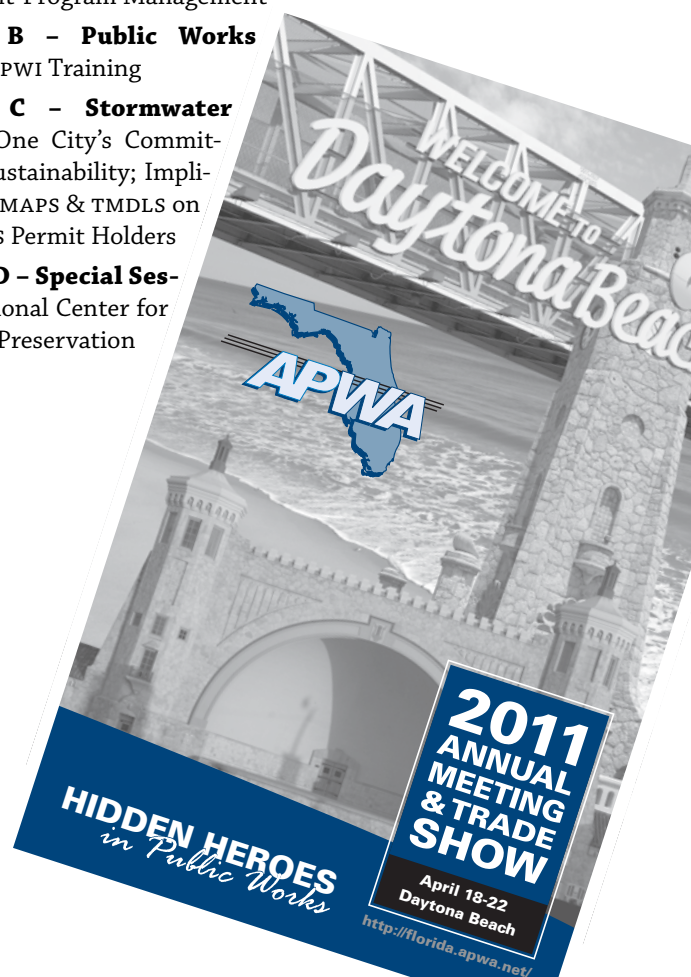
Thursday, April 21

Track A – Transportation Funding Transportation Improvement - The Next 5 Years; Short Staffed? Take a Supplement-Program Management

Track B – Public Works Institute PWI Training

Track C – Stormwater Margate, One City's Commitment to Sustainability; Implication of BMAPS & TMDLs on MS4 NPDES Permit Holders

Track D – Special Sessions National Center for Pavement Preservation



New at the T² Media Center

Fax to 352.392.3224

Our Media Center offers more than 7,000 publications, 1,000 videos, and 175 CDs for loan. To request any of the items below, please mark the items you want to borrow, fill out the form below, and fax to 352.392.3224. Descriptions can be found on our website: t2ctt.ce.ufl.edu and browse the electronic catalog. Call 352.392.9537 EXT. 1544 for assistance.

New Publications

- | | | |
|---|---|---|
| <input type="checkbox"/> Legal Research Digest 53: Liability Aspects of Bikeways
P8407.01 TRB | <input type="checkbox"/> State of the Practice in Highway Access Management
N-SYN404.01 TRB | <input type="checkbox"/> Tech Brief: Effects of Yellow Rectangular Rapid-Flashing Beacons and Yielding at Multilane Uncontrolled Crosswalks
P8433.01 FHWA |
| <input type="checkbox"/> Soil and Water Road Condition Index - Desk Reference
P8409.01 USDOT | <input type="checkbox"/> Effective Public Involvement Using Limited Resources
N-SYN407.01 TRB | <input type="checkbox"/> Tech Brief: Crosswalk Marking Field Visibility Study
P8434.01 FHWA |
| <input type="checkbox"/> Integrity of Infrastructure Materials and Structures
P8410.01 USDOT | <input type="checkbox"/> Recommended Guide Specification for the Design of Externally Bonded FRP Systems for Repair and Strengthening of Concrete Bridge Elements
NCHRP655.01 TRB | <input type="checkbox"/> Tech Brief: Evaluation of Shared Lane Markings
P8435.01 FHWA |
| <input type="checkbox"/> Culvert Scour Assessment
P8412.01 US FOREST SERVICE | <input type="checkbox"/> Guide for the Geometric Design of Driveways
NCHRP659.01 TRB | <input type="checkbox"/> CTIP News 2010: Native Revegetation; Warm Mix Asphalt; Greenroads; Bicycling on Federal Lands
P8436.01 FHWA |
| <input type="checkbox"/> Tech Brief: Crash Impact of Smooth Lane Narrowing with Rumble Strips at Two-Lane Rural Stop-Controlled Intersections
P8414.01 FHWA | <input type="checkbox"/> Accelerating Transportation Project and Program Delivery: Conception to Completion
NCHRP662.01 TRB | <input type="checkbox"/> Implementing the High Risk Rural Roads Program
P8438.01 FHWA |
| <input type="checkbox"/> Summary Report: Factors Contributing to Pedestrian and Bicycle Crashes on Rural Highways
P8415.01 FHWA | <input type="checkbox"/> Traffic Control Devices, Visibility, and Highway-Rail Grade Crossings 2010
TRB2149.01 TRB | <input type="checkbox"/> Safety Circuit Rider Programs
P8449.01 FHWA |
| <input type="checkbox"/> Tech Notes #57: To Pave or Not To Pave
P8417.01 BAY STATE ROADS LTAP | <input type="checkbox"/> Traffic Monitoring: A Guidebook
P8431.01 FHWA | <input type="checkbox"/> Models for Predicting Reflection Cracking of Hot-Mix Asphalt Overlays
NCHRP669.01 TRB |
| <input type="checkbox"/> Human Factors Guidelines for Road Systems
NCHRP600C.01 TRB | <input type="checkbox"/> Tech Brief: Safety Effectiveness of the HAWK Pedestrian Crossing Treatment
P8432.01 FHWA | <input type="checkbox"/> Recommended Procedures for Testing and Evaluating Detectable Warning Systems
NCHRP670.01 TRB |
| <input type="checkbox"/> Pavement Management 2010
TRB2155.01 TRB | | <input type="checkbox"/> Pavement Marking Warranty Specifications
N-SYN408.01 TRB |

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Giveaways - CDs

- ☐ Slow Down Pay Up or Crash: Teen Safe Driving in Work Zones
FDOT/T²
- ☐ Local Roads Safety Resource CD
USDOT/FHWA
- ☐ Group Riding: A Cycling Awareness Program
FL Bicycle Assoc
- ☐ APWA agenda: 2011 Annual Meeting and Trade Show: Hidden Heroes

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Importance of Access Management

With fewer new arterial roadways being built, the need for effective systems management strategies is greater than ever before. Access management offers a variety of benefits to a broad range of stakeholders. By managing roadway access, government agencies can increase public safety, extend the life of major roadways, reduce traffic congestion, support alternative transportation modes, and even improve the appearance and quality of the built environment.

Without access management, the function and character of major roadway corridors can deteriorate rapidly. Failure to manage access is associated with the following adverse social, economic, and environmental impacts:

- An increase in vehicular crashes
- More collisions involving pedestrians and cyclists
- Accelerated reduction in roadway efficiency
- Unsightly commercial strip development
- Degradation of scenic landscapes
- More cut-through traffic in residential areas due to overburdened arterials
- Homes and businesses adversely impacted by a continuous cycle of widening roads
- Increased commute times, fuel consumption, and vehicular emissions as numerous driveways and traffic signals intensify congestion and delays along major roads

Not only are these impacts costly for government agencies and the public, but they also adversely affects corridor businesses. Closely spaced and poorly designed driveways make it more difficult for customers to enter and exit businesses safely. Access to corner businesses may be blocked by queuing traffic. Customers begin to patronize businesses with safer, more convenient access and avoid businesses in areas of poor access design. Gradually the older developed areas begin to deteriorate due to access and aesthetic problems, and investment moves to newer, better-managed corridors.


Access problems are difficult to solve after they have been created. Reconstructing an arterial roadway is costly and disruptive to the public and abutting homes and businesses. The shallow property depth, multiple owners, and right-of-way limitations common to older corridors generally preclude effective redesign of access and site circulation. In some cases, a new arterial or bypass must be built to replace the functionally obsolescent roadway, and the process begins again in a new location. Access management programs can help stop this cycle of functional obsolescence, thereby protecting both the public and private investment in major roadway corridors.

Principles of Access Management

Access management programs seek to limit and consolidate access along major roadways, while promoting a supporting street system and unified access and circulation systems for development. The result is a roadway that functions safely and efficiently for its useful life, and has a more attractive corridor. Access management goals are accomplished by applying the following principles:

- **Provide a Specialized Roadway System** Different types

of roadways serve different functions. Design and manage roadways according to the primary functions that they are expected to serve.

- **Limit Direct Access to Major Roadways** Roadways that serve higher volumes of regional through traffic need more access control to preserve their traffic function. Frequent and direct property access is more compatible with the function of local and collector roadways.
- **Promote Intersection Hierarchy** An efficient transportation network provides appropriate transitions from one roadway classification to another. For example, freeways connect to arterials through an interchange that is designed for the transition. Extending this concept to other roadways results in a series of intersection types that range from the junction of two major arterial roadways, to a residential driveway connecting to a local street.
- **Locate Signals to Favor Through Movements** Long, uniform spacing of intersections and signals on major roadways enhances the ability to coordinate signals and to ensure continuous traffic movement at the desired speed. Failure to carefully locate access connections or median openings that later become signalized can cause substantial increases in arterial travel times. In addition, poor signal placement may lead to delays that cannot be overcome by computerized signal timing systems.
- **Preserve the Functional Area of Intersections and Interchanges** The functional area of an intersection or interchange is the area that is critical to its safe and efficient operation. This is where motorists are responding to the intersection or interchange, decelerating, and maneuvering into the appropriate lane to stop or complete a turn. Access connections too close to intersections or interchange ramps can cause serious traffic conflicts that result in crashes and congestion.
- **Limit the Number of Conflict Points** Drivers make more mistakes and are more likely to have collisions when they are presented with the complex driving situations created by numerous conflict points. Conversely, simplifying the driving task contributes to improved traffic operations and fewer collisions. A less complex driving environment is accomplished by limiting the number and type of conflicts between vehicles, vehicles and pedestrians, and vehicles and bicyclists.
- **Separate Conflict Areas** Drivers need sufficient time to address one set of potential conflicts before facing another. The necessary spacing between conflict areas must increase as travel speed increases to provide drivers adequate perception and reaction time. Separating conflict areas helps to simplify the driving task and contributes to improved traffic operations and safety.
- **Remove Turning Vehicles from Through Traffic Lanes** Turning lanes allow drivers to decelerate gradually out of the through lane and wait in a protected area for an opportunity to complete a turn. The availability of these lanes reduces the severity and duration of conflict between turning vehicles and through traffic and improves the safety and efficiency of roadway intersections.
- **Use Nontraversable Medians to Manage Left-Turn Movements** Medians channel turning movements on 

major roadways to controlled locations. Research has shown that the majority of access-related crashes involve left turns. Therefore, nontraversable medians and other techniques that minimize left turns or reduce the driver workload can be especially effective in improving roadway safety.

• **Provide a Supporting Street and Circulation System**

Well-planned communities provide a supporting network of local and collector streets to accommodate development, as well as unified property access and circulation systems. Inter-

connected street and circulation systems support alternative modes of transportation and provide alternative routes for bicyclists, pedestrians, and drivers. Alternatively, commercial strip development with separate driveways for each business forces even short trips onto arterial roadways, thereby reducing safety and impeding mobility.

Articles attributed to the TRB Access Management Committee (AHB70). Visit www.accessmanagement.info/importance.html and www.accessmanagement.info/principlestxt.html ■■■

Video of FACERS Technical Sessions Available on FACERS Website

The Florida Association of County Engineers and Road Superintendents (FACERS) 2010 Legislative Conference was held in Amelia Island, November 17 - 19 2010. Because of travel restrictions that face many agencies, the first day of the technical sessions was broadcast live via the web and recorded for playback in your browser. You can view the full meeting agenda and select technical presentations, which were interactive, at facers.org/?p=334

Sessions include:

- Florida Cultural Resources and How they Relate to Your Public Works Project – Brent Handley, Environmental Services, Inc.
- Best Practices – Pavement Preservation & Rehabilitation. “Are you Diversified?” – Bob Siffert, APS & Chris Evers, EJB
- Quality Based Roads Program; Pavement Solutions for State, County, and Municipal Infrastructures – Matthew J. LaChance, VHB

- SB 360 and Multi-Modal Impact Fees & Efficiently Managing a Street Lighting System – Bob Wallace/Demian Miller – Tindale Oliver
- FDOT LAP Community of Practice Efforts – Duane Brautigam, FDOT

The website also has tips for viewing the recordings. Several other PowerPoint (only) presentations are also available on the site:

- CCNA Reform – Steve Carnell, Collier County/FAPPO
- Changes to Florida’s Water Quality System and Standards & Potential Impacts–Doug Manson & Laura Donaldson, Manson Law Group

The Florida T² Center provided the technical assistance to broadcast the sessions. ■■■

Florida Greenbook courses being scheduled for 2011

The Florida Greenbook (Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways) covers uniform minimum standards and criteria (as directed by Sections 334.044(10)(a) and 336.045, Florida Statutes) for the design, construction, and maintenance of all public streets, roads, highways, bridges, sidewalks, curbs and curb ramps, crosswalks, bicycle facilities, underpasses, and overpasses used by the public for vehicular and pedestrian traffic for roads that are not located on the State Highway System. The Introduction to the Florida Greenbook course addresses all current 17 chapters of the manual.

The course also provides knowledge to assist in identifying and mitigating roadway features that may cause aggressive driving in order to achieve the safety goal of significantly reducing Florida’s injuries and fatality crashes.

Participants attending this two-day course will be able to develop and /or evaluate designs that conform to the Greenbook standards, and hence offer a safer, more consistent roadway network throughout the state.

Target audience: Engineers, engineering interns and/or design technicians who are charged with developing roadway designs

in Florida not located on the State Highway System, as well as staff from agencies charged with reviewing designs prepared by others to determine conformance with FDOT Greenbook criteria.

Visit t2ctt.ce.ufl.edu to see the course schedule and locations, or request a course for your agency. ■■■



Railroad Safety Awareness Week *Don't cross the line* April 17 – 23, 2011

May is Motorcycle Safety Awareness Month *Don't be a moving target*

Upcoming Workshops

For a list of all courses or to register, visit our website at t2ctt.ce.ufl.edu or for T² workshops, email t2workshops@ce.ufl.edu or call 352.273.1670 and for CTT and CTQP courses, email ctt@ce.ufl.edu or call 352.273.1669. We look forward to serving you.

Advanced Maintenance of Traffic

February 16–18, 2011	Orlando
March 9–11, 2011	Tallahassee
March 30 – April 1, 2011	Tampa
April 6–8, 2011	Port Charlotte
April 13–15, 2011	Gainesville
April 20–22, 2011	Pompano Beach
May 11–13, 2011	Orlando
June 8–10, 2011	Pompano Beach
June 15–17, 2011	Gainesville
June 21–23, 2011	Tallahassee
June 21–23, 2011	Tampa
July 20–22, 2011	Orlando
August 3–5, 2011	Tampa
August 17–19, 2011	Pompano Beach
September 14–16, 2011	Orlando
September 21–23, 2011	Gainesville
October 19–21, 2011	Pompano Beach
October 25–27, 2011	Tampa
November 16–18, 2011	Gainesville
November 16–18, 2011	Orlando
December 7–9, 2011	Pompano Beach
December 14–16, 2011	Tampa
December 17–18, 2011	Orlando

Advanced Maintenance of Traffic - Refresher

February 15, 2011	Orlando
March 8, 2011	Tallahassee
March 29, 2011	Tampa
April 5, 2011	Port Charlotte
April 12, 2011	Gainesville
April 19, 2011	Pompano Beach
May 10, 2011	Orlando
June 7, 2011	Pompano Beach
June 14, 2011	Gainesville
June 20, 2011	Tallahassee
June 20, 2011	Tampa
July 19, 2011	Orlando
August 2, 2011	Tampa
August 16, 2011	Pompano Beach
September 13, 2011	Orlando
September 20, 2011	Gainesville
October 18, 2011	Pompano Beach
October 24, 2011	Tampa
November 15, 2011	Gainesville
November 15, 2011	Orlando
December 6, 2011	Pompano Beach
December 13, 2011	Tampa

Asphalt Combo - Inspection and Maintenance

February 16, 2011	Gainesville
May 25, 2011	Pompano Beach

Asphalt Mix Design reduced fee!

June 27–30, 2011	Gainesville
June 27–30, 2011	Gainesville

Asphalt Paving Level 1

February 22, 2011	Chipley
March 1, 2011	Orlando
April 12, 2011	Davie
May 23, 2011	Fort Myers

Asphalt Paving Level 2 reduced fee!

February 23–25, 2011	Chipley
March 2–4, 2011	Orlando
April 13–15, 2011	Davie
May 24–26, 2011	Fort Myers

Asphalt Plant Level 1 reduced fee!

February 23–25, 2011	Gainesville
June 15–17, 2011	Gainesville

Asphalt Plant Level 2 reduced fee!

March 15–17, 2011	Orlando
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Bridge Maintenance

April 18–22, 2011	Tallahassee
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Bucket Truck Safety/Hands-on

March 10, 2011	Gainesville
May 25, 2011	Naples
November 9, 2011	Pompano Beach

Chainsaw Safety in Disaster Recovery

June 15, 2011	Pompano Beach
July 20, 2011	Port Charlotte

Chainsaw Safety/Hands-on

June 8, 2011	Gainesville
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Concrete Batch Plant Operator

February 22, 2011	Orlando
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CTQP Proficiency Exam Only (No books provided)

March 4, 2011	Gainesville
April 8, 2011	Gainesville
May 6, 2011	Gainesville
June 3, 2011	Gainesville

CTQP Written Exam Only (No books provided) reduced fees!

February 22, 2011	Chipley
February 22, 2011	Orlando
February 25, 2011	Chipley
February 25, 2011	Orlando
February 28, 2011	Fort Myers
March 1, 2011	Orlando
March 2, 2011	Chipley
March 2, 2011	Jacksonville
March 2, 2011	Pompano Beach
March 4, 2011	Orlando
March 9, 2011	Jacksonville
March 9, 2011	West Palm Beach
March 11, 2011	Jacksonville
March 14, 2011	Lakeland
March 16, 2011	Lakeland
March 16, 2011	Ocoee
March 17, 2011	Orlando
March 24, 2011	Tampa
March 30, 2011	Miami
March 30, 2011	Ponce de Leon
April 1, 2011	Miami
April 1, 2011	Ponce de Leon
April 6, 2011	Chipley
April 6, 2011	Jacksonville
April 6, 2011	Orlando
April 6, 2011	Pompano Beach
April 8, 2011	Miami
April 12, 2011	Davie
April 15, 2011	Davie
April 19, 2011	West Palm Beach
April 21, 2011	West Palm Beach
May 4, 2011	Chipley
May 4, 2011	Jacksonville
May 11, 2011	Jacksonville
May 13, 2011	Jacksonville
May 18, 2011	Sarasota
May 23, 2011	Fort Myers
May 26, 2011	Fort Myers
June 1, 2011	Chipley
June 1, 2011	Jacksonville
June 8, 2011	Orlando
June 10, 2011	Orlando
June 22, 2011	Davie
June 23, 2011	Davie
Drilled Shaft Inspection reduced fee!	
March 14–16, 2011	Ocoee
May 16–18, 2011	Sarasota

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through December 2011

**Earthwork Construction Inspection
Level 1**

March 8–9, 2011 Jacksonville
 March 29–30, 2011 Ponce de Leon
 April 18–19, 2011 West Palm Beach
 June 7–8, 2011 Orlando

**Earthwork Construction Inspection
Level 2 reduced fee!**

March 10–11, 2011 Jacksonville
 March 31 – April 1, 2011 Ponce de Leon
 April 20–21, 2011 West Palm Beach
 June 9–10, 2011 Orlando

**FDOT Concrete Field Inspector
Specification reduced fee!**

February 23–24, 2011 Orlando
 March 22–23, 2011 Tampa
 March 29–30, 2011 Miami
 May 10–11, 2011 Jacksonville
 June 21–22, 2011 Davie

Final Estimates Level 1

March 9, 2011 West Palm Beach
 March 14, 2011 Lakeland
 April 12, 2011 Gainesville

Final Estimates Level 2

March 10–11, 2011 West Palm Beach
 March 15–16, 2011 Lakeland
 April 13–14, 2011 Gainesville

Florida Greenbook

April 13–14, 2011 Pompano Beach

**Forklift-Powered Industrial Truck -
Safety/Hands-on**

March 11, 2011 Gainesville
 July 13, 2011 Pompano Beach

Front-end Loader Safety/Hands-on

April 26, 2011 Gainesville

Inspecting Municipal Properties

August 24, 2011 Naples

**Integrating Pavement Preservation
Practices and Pavement Management**

May 24, 2011 Gainesville

Intermediate Maintenance of Traffic

February 23–24, 2011 Cape Coral
 February 23–24, 2011 Port Charlotte
 March 16–17, 2011 Gainesville
 March 16–17, 2011 Orlando
 March 23–24, 2011 Tampa
 April 6–7, 2011 Naples
 April 20–21, 2011 Port Charlotte

May 11–12, 2011
 May 18–19, 2011
 May 18–19, 2011
 May 18–19, 2011
 July 7–8, 2011
 July 12–13, 2011
 July 20–21, 2011
 July 27–28, 2011
 August 16–17, 2011
 August 24–25, 2011
 August 30–31, 2011
 September 20–21, 2011
 September 28–29, 2011
 October 19–20, 2011
 October 19–20, 2011
 November 2–3, 2011
 November 15–16, 2011
 November 16–17, 2011
 December 7–8, 2011

**Intermediate Maintenance of Traffic -
Refresher**

February 22, 2011 Cape Coral
 February 22, 2011 Port Charlotte
 March 15, 2011 Gainesville
 March 15, 2011 Orlando
 March 22, 2011 Tampa
 April 5, 2011 Naples
 April 19, 2011 Port Charlotte
 May 10, 2011 Tampa
 May 17, 2011 Cape Coral
 May 17, 2011 Gainesville
 May 17, 2011 Orlando
 July 6, 2011 Tampa
 July 11, 2011 Naples
 July 19, 2011 Gainesville
 July 26, 2011 Port Charlotte
 August 15, 2011 Naples
 August 23, 2011 Orlando
 August 29, 2011 Cape Coral
 September 19, 2011 Tallahassee
 September 27, 2011 Tampa
 October 18, 2011 Gainesville
 October 18, 2011 Orlando
 October 25, 2011 Tampa
 November 1, 2011 Tampa
 November 14, 2011 Naples
 November 15, 2011 Cape Coral
 December 6, 2011 Orlando

**Limerock Bearing Ratio (LBR)
Technician reduced fee!**

February 17–18, 2011 Gainesville
 June 23–24, 2011 Gainesville

Tampa
 Cape Coral
 Gainesville
 November 30, 2011 Port Charlotte

**Mobile Equipment and Internal Work
Zone Safety****Pile Driving Inspection**

April 4–6, 2011 Orlando
 June 6–8, 2011 Gainesville

Pilot/Escort Flagging

February 16, 2011 Fort Myers
 March 5, 2011 Tallahassee
 March 8, 2011 Orlando
 April 7, 2011 Gainesville
 May 10, 2011 Gainesville
 May 17, 2011 Fort Myers
 June 4, 2011 Tallahassee
 June 21, 2011 Orlando
 July 7, 2011 Gainesville
 August 9, 2011 Gainesville
 August 16, 2011 Fort Myers
 September 13, 2011 Orlando
 November 8, 2011 Gainesville
 November 15, 2011 Fort Myers
 December 6, 2011 Orlando

Plans Reading Fundamentals

March 9, 2011 Naples
 March 16, 2011 Naples
 September 14, 2011 Pompano Beach

Qualified Aggregate Sampler

February 16, 2011 Gainesville
 February 28, 2011 Fort Myers
 June 23, 2011 Davie

Quality Control Manager reduced fee!

March 31 – April 1, 2011 Miami
 April 6–7, 2011 Lake City
 May 12–13, 2011 Jacksonville

Roadside Maintenance Safety

February 23, 2011 Pompano Beach
 September 28, 2011 Port Charlotte

**Successful Supervision in Public
Works**

August 12, 2011 Pompano Beach

**Surveying Methods for Local
Agencies**

March 23, 2011 Pompano Beach

Tractor Mower Operator Safety

February 16, 2011 Port Charlotte
 April 6, 2011 Pompano Beach



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Upcoming Workshops

For the dates and locations of these upcoming workshops, see page 14 and 15.

Advanced Maintenance of Traffic

**Advanced Maintenance of Traffic -
Refresher**

**Asphalt Combo - Inspection and
Maintenance**

Asphalt Mix Design *reduced fee!*

Asphalt Paving Level 1

Asphalt Paving Level 2 *reduced fee!*

Asphalt Plant Level 1 *reduced fee!*

Asphalt Plant Level 2 *reduced fee!*

Bridge Maintenance

Bucket Truck Safety/Hands-on

Chainsaw Safety in Disaster Recovery

Chainsaw Safety/Hands-on

Concrete Batch Plant Operator

**CTQP Proficiency Exam Only (No
books provided)**

**CTQP Written Exam Only (No books
provided)** *reduced fees!*

Drilled Shaft Inspection *reduced fee!*

**Earthwork Construction Inspection
Level 1**

**Earthwork Construction Inspection
Level 2** *reduced fee!*

**FDOT Concrete Field Inspector
Specification** *reduced fee!*

Final Estimates Level 1

Final Estimates Level 2

Florida Greenbook

**Forklift-Powered Industrial Truck -
Safety/Hands-on**

Front-end Loader Safety/Hands-on

Inspecting Municipal Properties

**Integrating Pavement Preservation
Practices and Pavement Management**

Intermediate Maintenance of Traffic

**Intermediate Maintenance of Traffic -
Refresher**

**Limerock Bearing Ratio (LBR)
Technician** *reduced fee!*

**Mobile Equipment and Internal Work
Zone Safety**

Pile Driving Inspection

Pilot/Escort Flagging

Plans Reading Fundamentals

Qualified Aggregate Sampler

Quality Control Manager *reduced fee!*

Roadside Maintenance Safety

**Successful Supervision in Public
Works**

**Surveying Methods for Local
Agencies**

Tractor Mower Operator Safety