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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 workforce development 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), and the Product Demonstration Showcase Program (PDS).

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.

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Preventive Maintenance Part 3

Chips Seals and NovaChip®

Agencies practice preventive maintenance with municipal equipment such as dump trucks and backhoes, but when it comes to maintaining our roadways, most agencies defer repairs until the pavements have failed, resulting in very expensive repairs. This is the third in a four-part series about preventive maintenance for pavements.

Preventive Maintenance Techniques

Many different types of preventive maintenance treatments are available, including popular methods such as crack sealing, fog sealing, rejuvenators, and thin overlays. However, in this article, the focus is on chip seal and NovaChip®. Part two discussed slurry surfacing and micro-surfacing (*T*² *Quarterly* November 2007 Vol. 22, No.4).

Chip Seal

A chip seal is commonly referred to as tar and chip or oil and chip, which, in the past, had been a popular surface. However, the popularity of chip seals has decreased considerably due to changes in the type of asphalt binding agent which has negatively affected the performance of chip seals plus the fact that more "city folk" want "higher quality" road surfaces. Chip seals can still be a cost-effective treatment if properly designed and constructed.

Materials

The basic components of a chip seal are asphalt emulsion and aggregate. The emulsion acts as a binding agent (glue) that holds the aggregate to the pavement surface. Typically, the aggregate is uniform in size with minimal fines. The stone should be placed in a single thickness. For example, if one-quarter inch stone is used, the layer should be one-quarter inch thick. Multiple stone thicknesses will actually reduce the quality of the treatment. If a thicker surface is desired, a second application of chip seal should be performed (referred to as a double application). The stone size for the second layer should be smaller than the first layer so that it can nest in between the stones in the first layer to provide for better stability.

Applications

Chip seals are used to place a new surface on aged pavements, to slow down the oxidation process, and to seal out water.

Application Techniques

Asphalt emulsion is applied to the pavement surface using a distributor truck with a spray bar. After the emulsion is applied, it is immediately covered with a layer of aggregate. The aggregate is then immediately embedded in the asphalt emulsion before the emulsion breaks. This should be accomplished by a pneumatic-tired (rubber tire) roller. Timing is imperative, each step in the process should occur within 30 to 45 seconds after the previous step. Sweeping, typically required to remove loose stone, should be done carefully to minimize damage to the new chip seal. Depending upon the quality of the application, two or more sweepings may be necessary over the next few months.

Common Problems

The three main reasons that people are dissatisfied with chip seals are:

- Poor construction techniques. A good chip seal does not happen by accident. Although chip seals appear to be simple to construct, many factors can affect how well a chip seal will perform. If the chip seal is not properly constructed, it will not perform as expected.
- Improper application. If the road serves heavy duty traffic, has extensive bleeding, or the existing pavement has significant structural damage, a chip seal should probably not be used.
- Unrealistic expectations. While chip seals are very effective at preventing moisture penetration and further oxidation of the existing road surface, public percep-



tion can create problems. Because of the appearance and reality of loose aggregate after construction, the application is not recommended for urban residential areas. Citizens often complain of cracked windshields or rough texture and confuse the process with gravel roads - one of the primary reasons the process is used sparingly in more highly populated areas in Florida.

NovaChip[®]

NovaChip® is the most high tech of the surface treatments. Initially developed in France during the mid-1980s and widely used throughout Europe, it was brought to the United States in the early 1990s. Orange County was the first to use the process in Florida in 1999. NovaChip® is an ultra-thin hot mix asphalt paving process that places a thin layer of open-graded hot mix over a special emulsified asphalt membrane.

Materials

NovaChip® consists of a polymer modified asphalt emulsion (NovaBond), open-graded hot mix asphalt and is placed with a specialized paver. The open-graded aggregate means that there are very few fines, and as such, the mix has many more voids in the aggregate structure. The mix is very similar to the FC-5 gradation used by the Florida Department of Transportation (FDOT). In fact, FDOT is currently using the NovaChip® process with their FC-5 gradation under the designation BACFC (Bonded Asphalt Concrete Friction Course). The aggregate used is higher quality material such as granite, enabling the new pavement to provide a high level of skid resistance. The binding agent is a polymer modified asphalt cement that provides excellent strength and flexibility to the material. Nova-Bond is a polymer modified emulsion that provides excellent bonding to the existing surface, which when exposed to the hot mix asphalt, expands and creates a membrane that seals the existing surface.

Application Technique

NovaChip® is applied with a specially designed paving machine referred to as a NovaPaver. The paver is similar to a hot mix paver in that it has a receiving hopper, augers and a vibratory screed. Additionally, the paver contains a large emulsion tank and has a spray bar placed directly in front of the paving screed that applies the NovaBond tack coat just before the hot mix asphalt is placed on the surface. This location ensures that the NovaBond is not damaged prior to placement of the asphalt.

Applications

- Unlike other open-graded materials, the NovaBond asphalt membrane seals the surface. The process is favored over traditional friction courses due to its ability to seal cracks in the existing pavement and retard reflective cracking when used over concrete. NovaChip® is very effective at reducing raveling and delamination. The open-graded aggregate structure of NovaChip® will reduce back spray and hydroplaning.
- Adapted from an article by Alan S. Kercher, PE Part three of a four-part series with contributions by Chris Evers, E.J. Breneman, LP in Zeph-yrhills, Fla.

Emulsified Asphalt

Emulsified asphalt is liquefied asphalt produced by breaking the asphalt cement into very small droplets with a high-speed, high-shear mechanical device, and then mixing it with an emulsifying agent, which keeps the asphalt droplets dispersed in the water until the emulsion is used. When applied to a road surface, the emulsion starts to cure (harden) as the water evaporates. The curing process allows the emulsion to revert back to asphalt cement, regaining all its characteristics, including adhesion (binding action) and water resistance. As a result of the emulsion curing, the asphalt separates from the water and forms a continuous film that adheres to the road surface. Sometimes asphalt emulsion is modified with a styrene block co-polymer or natural latex in order to improve the performance of the emulsion.

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2008 APWA Annual Meeting & Trade Show

The Florida Chapter of APWA proudly announces the 2008 Annual Meeting & Trade Show, April 28 -May 2 at Jacksonville, Florida's Prime Osborn Convention Center. Many social events will be at the Hyatt Regency Riverfront, the host hotel. We are pleased to return to Jacksonville again. Here are just a few reasons why you must plan to attend...

Get Results at the 2008 Show

Public Works Professionals

- See the latest products exhibited by leading suppliers
- Attend education sessions on Public Works hottest issues
- Earn CEUS and PDHs at many sessions
- Attend fun and exciting networking events
- Sharpen your skills, maximize production and stay on the cutting edge of emerging technologies

Opportunities for Suppliers

- Network directly with hundreds of Public Works professionals from Florida
- Introduce your products and services
- Offer selective show pricing
- Strengthen relationships build new ones
- Attend fun and exciting networking events

Earn Education Credits

- APWA is recognized for its focus on education and promises to deliver sessions on the hottest topics facing Public Works professionals today. Earn Continuing Education Units (CEUS) and Professional Development Hours (PDHS) at many of the sessions.
- Suppliers, contact Corporate Events today at 727.548.7200 or *CorporateEvents@tampabay.rr.com* about booth space.

Mark your calendar and plan to attend!



Schedule of Events Monday, April 28 8:30 AM - 5:00 PM Registration Open 9:00 AM - 5:00 PM Rodeo Set-Up Exhibit Hall Set-up (Decorator) 9:00 AM - 5:00 PM 9:00 AM - 9:45 AM 1st Timers Session Branch Officer, District Rep & Comm Chair Training 10:00 AM - 11:00 AM Technical Sessions AM 11:15 AM - 12:15 PM Opening Session (welcome, lunch & keynote speaker) 12:30 PM - 2:30 PM 2:45 PM - 3:45 PM Technical Sessions PM **Executive Committee Meeting** 3:00 PM - 4:30 PM Presidents Reception 5:00 PM - 6:30 PM

Tuesday, April 29

7:30 AM – 5:00 PM	Registration Open
8:00 AM – 12:00 PM	Exhibitor Move-in (bulk space)
8:00 AM – 1:00 PM	Golf Tournament
9:00 AM – 11:15 AM	Technical Sessions AM
9:00 AM – 3:00 PM	Rodeo
9:00 AM - 4:00 PM	Spouse Program
1:00 PM - 6:00 PM	Exhibitor Move-in (10'X10' booths)
1:30 PM — 3:45 PM	Technical Sessions PM
6:30 рм – 9:30 рм	Special Event Night

Wednesday, April 30

7:00 AM - 4:00 PM	Registration Open
8:00 AM - 4:00 PM	Exhibit Show Open
8:00 AM – 10:00 AM	Coffee & Danish (exhibit hall)
10:00 AM - 4:00 PM	Spouse Program
12:30 PM – 2:00 PM	Lunch with Exhibitors
2:00 PM - 4:00 PM	Reception with Exhibitors (exhibit hall)
4:00 рм – 8:00 рм	Exhibitors Move-out

Thursday, May 1

8:00 AM – 5:00 PM	Registration Open
9:00 AM – 11:15 AM	Technical Sessions AM
12:30 PM – 2:30 PM	Awards / Scholarship Luncheon
5:00 PM - 7:00 PM	Farewell Reception

Friday, May 2

9:00 AM – 10:00 AM Past Presidents Breakfast



Proper Mounting and Dismounting of Construction Equipment and Other Safety Tips

- Slips, trips, and falls happen while attempting to climb onto, or dismount from, heavy equipment. According to construction safety groups, up to one-third of all construction job injuries occur when equipment operators, drivers, and mechanics get on or off of equipment. Injuries range from lacerations, sprains, and broken bones to fatalities. Knee, ankle, and back injuries are also common.
- Since equipment designs vary greatly, it is important to know the manufacturer's proper procedure for mounting and dismounting equipment. Make sure your personnel are fully trained on every piece of equipment used. Review basic safety procedures so they know the correct procedures and are aware of the hazards to reduce risk of injury.

Follow these simple safety tips:

- Make sure equipment is stopped before mounting or dismounting.
- Set parking brakes before exiting the seat.
- Lower lifts completely and shut off the engine before dismounting.
- Keep your hands empty when mounting or dismounting.
- Clean your shoes and remove mud, grease, and oil to prevent slipping.
- Look where you are going to step before you step.
- Always step squarely and solidly rather than at an angle.
- Maintain a three-point contact for all mounts and dismounts (described below).
- Be aware of your clothing and make sure it will not catch on the equipment.
- Always face the equipment when mounting and dismounting.
- Take your time!

Three-Point Contact

- At all times when climbing in/on or out/off, maintain contact with the equipment by using either one hand and two feet or two hands and one foot, and forming a triangle with your body acting as the center. The smaller the triangle, the more stable you are.
- Handholds or grips should be located on both sides of the access route. When moving the hands from one handhold to another, both feet should be on the footholds securely.

Equipment Design

Equipment design varies greatly so operators must become familiar with the particular equipment they operate. Manufacturers purposefully design equipment with sufficient handholds and footholds, constructed of solid material and in fixed positions, to facilitate three-point contact during mounting and dismounting.



Chains, tires, or wheel hubs should never be used as step surfaces or footholds because they do not provide a stable surface.

- Skid resistant material placed on steps helps prevent slips and falls.
- Consider using contrasting paint to outline the proper access route and help identify the intended, safe path.

Equipment Inspection and Maintenance

- Pre-shift walk-around inspections by the operator are essential. Before performing inspection or maintenance work, personnel must make sure the equipment is properly secured and not in gear.
- Good housekeeping is very important and should be carried out by all personnel.
- Keep steps, running boards, treads, handholds, footholds, and platforms clean and clear of mud, oil, grease, equipment, and other hazards that can cause falls and slips. Provide hand tools for on-site cleaning and maintenance.
- Qualified personnel should inspect and service equipment on a regular basis and according to manufacturer's recommendations. Inspection and maintenance programs include checking access routes. Repair or replace broken or missing handholds and footholds. Secure skid resistant materials on slippery surfaces.
- Thanks to City of Gainesville Public Works, especially Bruce Ferris, Tom Frisbie, Regina Hawkins, Richard Semarge, and Lawanda Warren, for providing us an opportunity to take pictures for this story.

Injuries involving heavy equipment have a higher probability of resulting in a fatality than many other types of construction accidents. It is critical to follow all of your organization's safety rules and manufacturers' procedures when operating or working around heavy equipment.

New at the T² Media Center

Our Media Center offers more than **7,000** publications, **1,000** videos, and **150** CDs and it's easy to borrow materials from the T² Center. To request any of the items on these pages, please mark **2** the items you want to borrow and fax with the FaxBack form on the inside back cover to **352.392.3224**. You can also request a full catalog on CD, or browse the electronic catalog on our website: t2.ce.ufl.edu or call **352.392.9537 ext. 1544**

New Publications

- Research and Innovative Technology Innovation: Safety Performance and 21ST Century Solutions (faxback) P7894.01 RESEARCH AND INNOVATIVE TECHNOLOGY ADMINISTRATION (RITA)
- □ The Safety Edge: Pavement Edge Treatment (faxback) P7895.01 FHWA
- A Pocket Guide to Asphalt Pavement Preservation P7899.01 FHWA
- Context Sensitive Roadway Surfacing Selection Guide P7902.01 CTIP
- Long-Term Pavement Performance Program: Falling Weight Deflectometer Maintenance Manual P7903.01 FHWA
- □ Distress Identification Manual for the Long-Term Pavement Performance Program P7904.01 FHWA
- Life-Cycle Cost Analysis in Pavement Design: In Search of Better Investment Decisions P7905.01 FHWA
- □ A Manager's Guide to Roadside Vegetation: Using Native Plants P7907.01 FHWA
- □ Innovative Contracting Solutions: Alternative Contracting Methods (faxback) P7913.01 FHWA RESOURCE CENTER
- □ The Transportation Process—Key Issues: A Briefing Book for Transportation Decisionmakers, Officials, and Staff P7922.01 FHWA
- Transportation Asset Management Case Studies:
 Data Integration—The Virginia Experience
 P7923.01 FHWA
- Transportation Asset
 Management Case Studies:
 Bridge Management—
 Experiences of California,
 Florida, and South Dakota
 P7924.01 FHWA

- Transportation Asset Management Case Studies: Comprehensive Transportation Asset Management—The North Carolina Experience, Part I P7925.01 FHWA
- Transportation Asset Management Case Studies: Economics in Asset Management—The Ohio-Kentucky-Indiana Regional Council of Governments Experience
 P7928.01 FHWA
- Transportation Asset Management Case Studies: Comprehensive Asset Management—The Washington State Experience P7929.01 FHWA
- Transportation Asset Management Case Studies: Economics in Asset Management—The Hillsborough County, Florida Experience P7930.01 FHWA
- How to Engage Low-Literacy and Limited-English Proficiency Populations P7933.01 FHWA
- Pavement Preservation Checklist Series: Chip Seal Application P7934.01 FHWA
- Distress Identification Guide:
 - P7935.01 FHWA
- Pavement Preservation Checklist Series: Thin Hot-Mix Asphalt Overlay P7936.01 FHWA
- Pavement Preservation Checklist Series: Fog Seal Application P7937.01 FHWA
- Pavement Preservation Checklist Series: Microsurfacing Application P7938.01 FHWA
- Pavement Preservation Checklist Series: Hot In-Place Asphalt Recycling Application Checklist P7943.01 FHWA
- Pavement Preservation Checklist Series: Cold In-Place Asphalt Recycling Application Checklist P7944.01 FHWA

- Pavement Preservation Checklist Series: Slurry Seal Application Checklist P7945.01 FHWA
- **Freight Facts and Figures 2007** P7948.01 OFMO
- Green Roadways for Environmentally Sustainable Transportation (GREST) P7950.01 RMRC
- ☐ Highway-Rail Grade Crossings: Seven Steps for Safety (faxback) P7954.01 FMCSA
- Nine Myths About Safety Belts for Truck Drivers P7955.01 FMCSA
- □ The Returning City: Historic Preservation and Transit in the Age of Civic Revival P7956.01 FTA
- □ Vegetation Control for Safety: A Guide for Local Highway And Street Maintenance Personnel P7958.01 FHWA
- □ Transportation Asset Management Case Studies: Data Integration—The Colorado Experience P7959.01 FHWA
- Think Geotechnical Engineering and Hydraulics Are Just About Dirt and Water? Think Again. P7960.01 FHWA RESOURCE CENTER
- □ Transportation Air Quality Facts and Figures: Jan 2006 P7961.01 FHWA
- □ Techbrief: Help with Converting Pavement Smoothness Specifications (faxback) P7967.01 FHWA
- Techbrief: Quantification of Smoothness Index Differences Related to LTPP Equipment Type (faxback) P7968.01 FHWA
- □ National Asphalt Roadmap: A Commitment to the Future P7971.01 NAPA
- Recommendations for Bridge and Tunnel Security: September 2003
 P7973.01 FHWA

Giveaways

Make your choice(s) and use the FaxBack form to request these free items.

- □ Basic Traffic Control for Utility Operations, 20 COPIES
- □ Planning It Safe: Alabama Crash Prevention, 25 COPIES
- □ Traffic Control Handbook for Mobile Operations at Night, 6 COPIES

Uvgetation Control for Safety: A Guide for Local Highway and Street Maintenance Personnel, 3 COPIES

FDOT Summary of Final Reports—New Topics Available

- The Florida Department of Transportation (FDOT) publishes summaries of final reports from their research program. If you are interested in a faxed copy of any of these summaries, simply check the box to the left of each title, fill out the FaxBack form on the inside back cover, and fax both to us.
- □ Integrating Data and Models for Analysis of Freight Movements on Multimodal Transportation Systems for Florida, BD015-13, AUGUST 2007
- **Evaluation of Alternative Contracting Techniques on** FDOT **Construction Projects**, BDC51, SEPTEMBER 2007
- □ Impact of Trucks of Arterial LOS and Freeway Work Zone Capacity, BD545-51, SEPTEMBER 2007
- **Performance Assessment of Portland Cement Pervious Pavement,** BD521-02, SEPTEMBER 2007
- Development of Time-of-Day Modeling Procedures Using FSUTMS Powered by Cube Voyager, BD545-65, SEPTEMBER 2007
- □ Identification of Intersections' Crash/Profile Patterns, BC355-10, SEPTEMBER 2007
- **Commercial Vehicle Inspection Stations,** BD441, OCTOBER 2007
- Lateral Bracing of Long-Span Florida Bulb-Tee Girders, BD545-36, OCTOBER 2007
- **Entry-Level Transportation Construction Workforce Shortages,** BDF05, OCTOBER 2007
- Development of Field Permeability Apparatus, BD545-15, DECEMBER 2007

New Research Cards Available

The FDOT Research Center has issued 10 more project information cards. The new cards include:

□ Alternative Contracting Practices Provide Savings

- Project BCD51 Evaluation of Alternative Contracting Techniques on Florida Department of Transportation Construction Projects
- **Employer-Supported Commuter Programs Improve** Traffic Conditions
- Project BD549-25 Impact of Employer-Based Programs on Transit System Ridership and Transportation System Performance

□ State Highway System Impact on Local Communities

- Project BD544-33 Analysis of Corridor Management Practices on Selected Critical Strategic Intermodal System Facilities
- □ Cost/Benefit Analysis for Transit Management Strategies
- Project BD549-26 Economics of Travel Demand Management: Comparative Cost Effectiveness and Public Investment

□ Commuter Transit Share Measurement

Project вD549-27 - Development of Alternative Measures of Transit Mode Share

□ Study Develops Methods to Improve Traffic Analysis

- Project вD545-51 Impact of Trucks on Arterial LOS and Freeway Work Zone Capacity
- Better Alignment of Girders and Bearings Reduces Need for Bracing
- Project вр545-36 Lateral Bracing of Long-Span Florida Bulb-Tee Girders
- □ Porous Concrete Good for Stormwater Management
- Project BD521-02 Performance Assessment of Portland Cement Pervious Pavement
- **Study Develops Modeling Tool to Improve Freight** Transport
- Project вро15-13 Integrating Data and Models for Analysis of Freight Movements on Multimodal Transportation Systems for Florida

□ Studies Reveal Intersection Crash Patterns

Project BC355-10 - Identification of Intersections' Crash Profiles/ Patterns: Expanding the Scope to Include a Client/Server Computer Application

To request cards, contact the Media Center at 352.392.9537 EXT. 1544 or *mediacenter@ce.ufl.edu* or use the FaxBack form on the inside back cover.

Road Safety Assessment for Community Traffic Safety Teams (CTSTs) Is Presented to Florida's CTST Coalition

- Florida's Community Traffic Safety Team (CTST) Coalition held their January quarterly meeting at the AAA Headquarters in Heathrow, Fla. The new meeting format includes opportunities for breakout sessions. Larry Hagen, a Florida T² Center Safety Circuit Rider, presented Road Safety Assessment for CTSTS (RSA for CTSTS) - one of the three breakout sessions offered.
- Thirty-five CTST members attended Hagen's abbreviated version of the full T² course designed specifically to train CTST members on how to conduct RSAS. Course activities included a site visit to an intersection with a high incident rate. Participants were divided into three groups and each traversed the intersection

to evaluate safety and formulate suggestions for improving it. The groups were given a chance to share their suggestions as their final course activity.

- Thanks to a grant from the Federal Highway Adminsitration, the Road Safety Assessment for CTSTs is free to CTST members. The interest level is very high for this course and the Florida T² Center is looking forward to presenting the course to additional CTSTs in the future. The full two-day version of the course is available at a nominal charge. Please visit our website, *t2.ce.ufl.edu* for details or call Jaime at 352.392.2371 EXT. 300.
- Florida's Community Traffic Safety Teams are locally based groups of highway safety advocates committed to solving traffic safety problems through a comprehensive, multi-jurisdictional, multi-disciplinary approach. Members include city, county, state, and occasionally federal agencies, as well as private industry representatives and local citizens. Fifty-nine teams serving 58 counties currently meet monthly to help solve local traffic safety problems related to the driver, pedestrian, vehicle, and roadway. The common goal of each CTST is to reduce the number and severity of traffic crashes within their community.
- The Florida Department of Transportation supports the Community Traffic Safety Teams in each District by providing a District coordinator.
- The Coalition, composed of individual CTST chairpersons, brings together a diverse group of local community safety partners to facilitate the sharing of safety programs, ideas, and materials to a statewide audience.

The Center for Transportation Training

The Center for Transportation Training (CTT) is proud to be affiliated with the Florida Technology Transfer (T²) Center! We provide the Florida Department of Transportation's (FDOT) required training for the Construction Training Qualification Program (CTQP) for transportation construction crew members involved with producing and maintaining our state's highways. A list of courses is below.

Aggregates

Aggregate Laboratory Testing Technician Aggregate Testing Technician LBR Technician Qualified Sampler Technician

Asphalt

Asphalt Mix Design Asphalt Paving Level 1 Asphalt Paving Level 2 Asphalt Plant Level 1 Asphalt Plant Level 2

Concrete

Concrete Batch Plant Operator FDOT Concrete Field Inspector Specification FDOT Concrete Laboratory Technician Specification

Earthwork

Earthwork Construction Level 1 Earthwork Construction Level 2

Geotech

Drilled Shaft Inspection Pile Driving Inspection

Project Management

QC Manager Final Estimates Level 2

We conduct approximately four classes each week throughout the year and train nearly 3,000 transportation construction workers, annually. View our current class schedule and register for courses at *ctt.ce.ufl.edu* or call us at 352.846.3593 EXT. I.



Center for Transportation Training

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Every year FACERS honors a Public Works Employee, Rural Engineer*, 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 and engineering SOCIATION OF in Florida's cities and counties. 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 engineering award recipients may also qualify for national recognition.

*Rural agencies are defined as having a population no greater than 100,000. Urban agencies have a population greater than 100,000.

How do I nominate someone?

Nominating someone for the FACERS award is easy! Choose the method of submittal that best fits your schedule and style. Please attach text briefly describing the project. An awards committee member may call for more details. The following should be included:

- A brief description of the project
- Need timeliness
- Innovation

- Leadership
- Impact on the agency budget • Impact on the community

Online: Go to *facers.org* and enter the information, then press submit.

Download: 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

Nominee / Team Leader Information:

Name:	Position:	
Email:	Phone:	
Agency Name:	Address:	
City:	- Zip:	Best time to call:
Nominated for (check one):		
Team Project Dublic Works Employee	Rural Engineer	🗖 Urban Engineer
Project Name:	County:	Date finished:
By signing below, I certify that this individual / team has paward improving our local services and protecting our citizer Your Information:	articipated in a local project thans' best interests.	at has had a major impact to-
Name:	Position:	
Email:	Phone:	
Agency Name:	Address:	
City:	Zip:	
Signature:		Date:

For assistance, please call Janet Degner at 352.392.2371 EXT. 227 The deadline for applications is April 21, 2008.

SINAUNAL

Prefabricated Bridge Elements and Design/ Build Product Demonstration Showcase

May 1, 2008 in LaGrange, Georgia

- Bridge construction and congestion safety are the focus of the latest Product Demonstration Showcase (PDS) May 1, 2008, in LaGrange, Georgia. Officials from the Georgia Department of Transportation (GDOT) along with project contractors will present Prefabricated Bridge Elements and Design/Build innovations used in constructing a new interchange on Interstate 85 at County Road 98 in Troup County. The state's plan, to reduce construction time by 40 percent through contractor incentives and clearing work zone incidents not involving injuries in less than 20 minutes, was awarded a grant from Highways for LIFE.
- Presentations will also include details on the Public Involvement Process During Construction as well as both Congestion Minimization and Speed Band Monitoring, followed by a question and answer session and a site visit to observe the installation of prefabricated elements. The PDS site is just 45 minutes from the Atlanta airport.

Attend the PDS to learn about the innovations in safety, construction congestion, quality, and user satisfaction!

Safety Innovations

- Permanent safety features will be completed in both traffic directions within six months of beginning work.
- Lane closures will be limited to off-peak times to minimize traffic incidence potential during construction.
- Speed bands will be employed during lane closures using work zone law enforcement, allowing 75 percent of the traveling public through the construction zone within 5 mph of the posted speed and less than five percent at more than 20 mph over the posted speed limit during construction.
- Methods will be used to monitor and measure worker injury Incident Rate (IR) with the goal of having a worker injury IR of less than 4.0 based on the OSHA 300 rate.

Construction Congestion Innovations

- The project will minimize lane closure durations and employ methods for non-injury incident clearance time management within 20 minutes.
- The project's fast-track schedule will minimize the number of construction days involving Interstate lane closures.
- Limiting Interstate lane closures to evening, night, and off peak daytime hours will minimize rural area queue lengths and construction congestion.

Quality

- The project will demonstrate the findings in FHWA-RD-02-057 Publication, *Pavement Smoothness Index Relationships: Final Report* that GDOT is a leader among states in its smoothness specifications. The project will also provide an indirect but integral benefit in noise abatement.
- Prefabricated columns and caps, prefabricated deck panels, prefabricated culverts, and roller-compacted-concrete pavement on shoulders will be used for the bridge over Interstate 85. Encouraging the contractor to use innovative materials and technology as part of a pre-design proposal is new for GDOT.

User Satisfaction

- Surveys will be conducted to obtain user satisfaction and approval ratings, with Georgia setting a goal of 80 percent.
- For further information and to register, visit: *pdshowcase.org/showcases/upcoming*

Highways for LIFE, a program managed by Federal Highway Administration, looks for innovations that will cut construction congestion while enhancing safety, quality and user satisfaction by using systems that minimize traffic impacts of bridge construction, improve work zone safety, and make construction less disruptive by reducing necessary lane closures, detours, and narrow lane uses. For more information, visit: *fhwa.dot.gov/hfl/*

Experience Technolog

HIGHWAYS FOR LIFE

Accelerating Innovation for the American Driving Experience.

National Work Zone Awareness Week 2008 April 7-11

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ITEMS mentioned in this issue:

February 2008

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fdot Summaries (pg. 7)			

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Upcoming Workshops

To register visit *t2.ce.ufl.edu* or call us at 352.392.2371 EXT. 223 or email *t2workshops@ce.ufl.edu*

Advanced Maintena	nce of Traffic	Asphalt Combo – In	spection and	March 8, 2008	Tampa
March 5 - 7, 2008	Orlando	Maintenance		March 8, 2008	Tallahassee
March 26 - 28, 2008	B Ocala	April 24, 2008	DeLand	March 28, 2008	Starke
April 2 - 4, 2008	Plantation	Internetiste Metret		March 31, 2008	Orlando
May 14 - 16, 2008	Sanford	Intermediate Maint	enance of	April 4, 2008	Milton
June 18 - 20. 2008	Tampa			April 12, 2008	Tallahassee
July 15 - 17, 2008	Deland	March 7 - 8, 2008	Ft Myers	April 18, 2008	Ft Mvers
October $22 - 24$ 200)8 Deland	March 12 - 13, 2008	B Orlando	April 25, 2008	Leesburg
	Delana	March 24 - 25, 2008	B lampa	May 3 2008	Tallahassee
Advanced Maintena	nce of Traffic	April 2 - 3, 2008	Leesburg	May 9, 2008	Tamna
(MOT) Refresher		April 11 - 12, 2008	Ft Myers	lune 27 2000	Et Muerc
March 4, 2008	Orlando	April 14 - 15, 2008	Tampa	June 27, 2008	I L IVIYCIS
April 1, 2008	Plantation	May 5 - 6, 2008	Orlando	Plans Reading Fundam	entals
May 13, 2008	Sanford	May 8 - 9, 2008	Naples	March 27, 2008	DeLand
June 17, 2008	Tampa	May 22 - 23, 2008	Punta Gorda	Deed Cafety Assessment	ata fan Ia
June 23, 2008	Tallahassee	June 9 - 10, 2008	Gainesville	Road Safety Assessmen	its for LO-
August 14, 2008	Bartow	June 13 - 14. 2008	Ft Mvers	cal Governments	D
October 21, 2008	Deland			March 11 - 12, 2008	Pompano
	2 0 2 4 1 1 4	Long Term Pavemer	it Performance		Beach
Asphalt Inspection		(LTPP) – Pavement	Distress Iden–	March 24 - 25, 2008	Ocoee
March 3, 2008 F	Pompano Beach	tification		Surveying Methods Fo	r Local
March 5, 2008	Clearwater	May 12 - 14, 2008	Sanford	Highway Departments	
		Pilot/Ecoort Eloggin	a Training	May 15 2008	Deland
		March 1 2000	Domnono Booch	Way 13, 2000	DCLanu
			Tompano Deach		

The Pilot/Escort Flagging Refresher is available online at t2.ce.ufl.edu

Other Florida Pilot/Escort qualification requirements include:

- must be at least 18 years of age and possess a valid driver's license
- must possess a valid Commercial Driver's License class A, B, or C, **or** have completed the National Safety Council (NSC) 8-hour Defensive Driving course available at your local NSC chapter, or online at *www.nscddconline.com*

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