T² Technology Transfer Quarterly

Florida's Traffic Engineering and Safety Workforce Training Update

A *University of Florida* Publication

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Are your signs up to spec? Find out on pages 2 and 3

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T² Technology Transfer Quarterly

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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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National LTAP & TTAP Programs
Serving America's Local Road & Bridge Agencies

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Retroreflectivity Final Rule Announced

Signs and pavement markings provide critical information and guidance to drivers, especially at night. Retroreflectivity describes the ability of a surface to return light back to its source. Retroreflective signs and pavement markings bounce light from vehicle headlights back toward the driver's eyes.

The Final Rule for sign retroreflectivity was published in the Federal Register on December 21, 2007, and went into effect on January 22, 2008.

The final rule provides additional requirements, guidance, clarification and flexibility in maintaining traffic sign retroreflectivity already required by the MUTCD. The FHWA visibility web site *www.fhwa.dot.gov/retro* provides the rule's text, the changes to the MUTCD text, a brochure that explains the changes, and other related items.

The different sheetings are specified into types by the American Society for Testing and Materials (ASTM), in their manual: ASTM D4956 Standard Specification for Retroreflective Sheeting for Traffic Control. The MUTCD table 2A-3 categorizes signs into these ASTM types.

Grade and condition affect retroreflectivity. Low retroreflective signs are difficult to see at night.

Enclosed lens sheeting (beaded) meets Type I standards. It is an engineer grade introduced in 1950. It is made up of very small glass beads, is the most durable of the sign sheetings, and is the least reflective.

Pictured above is a sign with encapsulated lens sheeting (beaded). This sheeting exceeds Type III standards, and is a high intensity grade that is extremely reflective at wide angles to approaching traffic. Type III sheeting is made of two layers (one laced with beads) connected by a lattice giving a honeycomb appearance. It is four times brighter than enclosed lens sheeting, also costs twice as much, and has a ten-year service life.

Diamond grade sheeting (prismatic), which exceeds Type IX standards, is distinguished by a diamond-shaped lattice separating the layers and a fine grain of microprisms. It is highly reflective, durable, and visible at wide angles. Signs are highly visible, even in visually complex nighttime roadway environments. Type IX sheeting is six times brighter, five times more expensive than enclosed lens sheeting, and has a ten-year service life.

Agencies have until January 2012 to implement an assessment or management method that is designed to maintain traffic sign retroreflectivity at or above the established minimum levels, January 2015 for replacement of regulatory, warning, and ground-mounted guide (except street name) signs that are identified using the assessment or management method as failing to meet the established minimum levels, and January 2018 for replacement of street name signs and overhead guide signs.

The stop sign array photos are courtesy of 3M.

Improve and Test Your Knowledge in the Online Traffic Records Classroom

The National Highway Traffic Safety Administration (NHTSA) recently developed Traffic Records 101, an online curriculum for state and local traffic safety professionals. The site provides basic information along with specific data components in a comprehensive traffic records system, such as: crash, roadway, driver, vehicle, injury control, citation/adjudication, motor carrier, exposure, and data analysis.

Once registered, users can proceed at their own pace. Interesting reading assignments include links to applicable websites and articles, and the curriculum provides examinations on a wide variety of subjects. Users can track their assignments and scores. Additional resources are available on the links and library pages. *www.trafficrecords101.net*

Preventive Maintenance Part 4

Successful Implementation of a Pavement Preservation Program

This is the final installment in a four-part series about preventive maintenance for pavements. 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 article will provide some guidance to help an agency make the switch from a reactive worst-first mentality to a pro-active best-first approach. (Part 1 presented What, When and How, Part 2: Slurry Seals and Micro-Surfacing, and Part 3: Chip Seals and NovaChip®.)

Although it is a proven fact that pavement preservation is the most cost-effective, long term method of managing a pavement network, few local agencies have successfully implemented such a program. Success requires an agency to implement the 3Rs approach which call upon decision makers to have a solid knowledge base concerning the current condition of the pavements and the long-term consequences associated with different levels of funding. Additionally, all pavement improvement projects must be designed and constructed properly. In order to gain the support of the community at large, the public must be educated as to why pavement preservation is the best, long-term approach to managing any pavement network.

The following is a brief discussion of six important issues that must be addressed in order to implement a successful pavement preservation program.

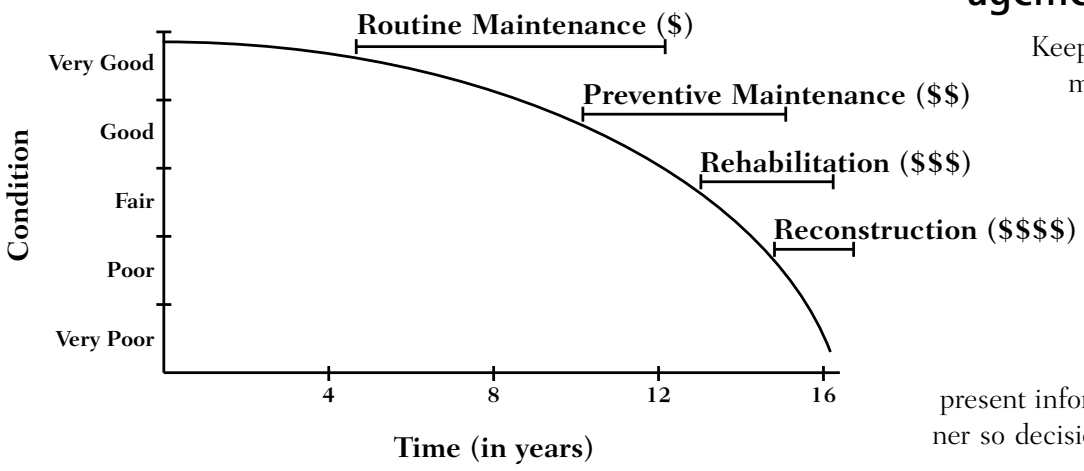
1 – The 3 Rs: Right Treatment, Right Place, Right Time

For any pavement preservation program to be successful, the right treatment must be applied at the right place at the right time. Crack sealing and surface treatments will not be cost effective if applied to a severely deteriorated pavement.

Select the right treatment. Agencies should take advantage of the many types of repair treatments available today, including patching, crack sealing, surface treatments (chip seals, micro-surfacing and NovaChip®), and overlays, as well as recycling techniques such as cold in-place recycling and full-depth reclamation. For any of these treatments to be cost effective, trained personnel should be utilized to determine the conditions appropriate for each treatment.

Select the right road. Pavement conditions must be evaluated to determine which streets are good candidates for each type of maintenance or repair treatment. Evaluation is typically accomplished by performing a pavement condition survey which should include the evaluation of distresses such as structural and environmental cracking, material defects, aging, rutting, roughness, drainage, and possibly safety issues (e.g. skid resistance). Each agency must determine which pavement deficiencies are critical to evaluate. A simple rule is to evaluate only deficiencies that would cause the agency to repair the pavement. For example, if an agency isn't going to repair longitudinal joint cracking, then that distress does not need to be evaluated unless an agency wishes to track the information for research purposes.

Timing is everything. Proper timing is crucial because a relatively short amount of time is available to determine when the most cost-effective treatment can be properly utilized. Figure 1 shows the different repair categories superimposed on a generic pavement deterioration curve (pavement condition vs. age). If preventive or routine maintenance is delayed for several years, small cracks can become much larger and spread throughout the pavement, increasing the level of deterioration and requiring a more expensive repair.



2 – Implement a Pavement Management System

Keeping track of the current pavement condition of each street, knowing what should be done to each street, and determining how much it will cost is not easy. Pavement management systems provide a systematic approach to gathering and analyzing data and present information in a clear, logical manner so decision makers will understand the

long-term consequences of today's budgeting decisions.

A pavement management system:

- Contains a database with powerful analytical tools;
- Provides strong report generation and mapping (GIS) capabilities;
- Generates long-term budgets based on different levels of funding and worst-first vs. best-first funding scenarios;
- Creates an historical database that allows for tracking of performance over time;
- **If properly implemented, will help an agency select the right treatment at the right place at the right time.**

3 – Developing Long-Term Budgets

From a long-term theoretical standpoint, the best-first policy is the most cost-effective method of managing a roadway network. In the real world, however, it is not realistic to expect the entire budget to be spent on streets in good condition. Most elected officials and the public would quickly disregard anyone who suggested such a plan. However, not attempting to change from a worst-first policy to a best-first policy is cheating the public. Therefore, a compromise is necessary. In most cases, it is suggested to start slowly and build up a preventive maintenance program over time. For example, possibly allocate 10 to 20 percent of the budget the first year towards preventive maintenance and increase by 5 to 10 percent each year thereafter until a cost-effective balance is reached.

Although developing a balanced, long-term budget can be daunting, it can be more easily accomplished with a computerized pavement management system. Most will provide users with the ability to generate long-term projections of the overall network condition level for various combinations of funding for reconstruction, rehabilitation, and preventive maintenance projects. Thus, it provides the municipality's decision makers with a much clearer picture of the projected, long-term consequences that would result from the current year's budgeting decisions.

4 – Proper Engineering

Once a network level budget is developed, the full scope of work necessary for a successful project must be determined. Trained personnel must investigate each of the selected streets to collect information, such as:

- Field measurements
- Necessary prep work, such as crack sealing and patching, and surface cleaning
- Potential drainage issues
- Potential sidewalk and curb issues
- Potential utility and right-of-way issues
- Pavement corings and/or test pits

Once the scope of work is identified, pavement designs and other engineering issues must be resolved.

Lastly, thorough contract documents must be prepared by an experienced contract document writer who is also knowledgeable about the type of construction activities to be covered by the documents. Quality construction starts with properly written contract documents which create a level playing field that allows quality-conscious contractors to have a fair shot at winning the bid. Additionally, contract documents create the set of laws which will govern the construction project. Weak contract documents make enforcement of proper construction techniques and conflict dispute resolution very difficult.

Warning – cutting and pasting specifications from other projects, especially when done by inexperienced personnel, can be a very risky and costly practice.

5 – Quality Construction

Construction inspection is necessary to ensure the contractor is meeting the requirements set forth in the contract documents. Even the best contractors will admit mistakes (off the record, of course). Agencies must remember that the lowest bid environment creates low profit margins, and contractors are under tremendous pressure to complete the project as quickly as possible, for the least cost. Having well-trained, knowledgeable inspectors present during construction will help minimize problems and provide reliable documentation of actual project activities.

6 – Public Relations

Pavement preservation is based on maintaining the streets in relatively good condition, not spending all of the available funds on the few streets in the worst condition. To the average citizen, many of the streets repaired as part of a preservation program will appear to be in relatively good shape. The new approach will most likely result in citizens complaining money is being wasted on streets that are in good condition. Minimizing the number of complaints will require the municipality to educate the public in the wisdom of pavement preservation.

Adapted from an article by Alan S. Kercher, PE, Part 3 of a three-part series with contributions by Chris Evers, E.J. Breneman, LP in Zephyrhills, FL.

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* ☒ *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

- ❑ **Pavement Prevention Compendium II**
  P7917.01 FHWA
- ❑ **Pedestrian & Bicyclist Intersection Safety Indices**
  P7932.01 FHWA
- ❑ **Pocket Guide to Transportation**
  P7937.01 US DOT
- ❑ **Promoting the Construction Industry to America's Youth**
  P7943.01 NCCDC
- ❑ **Transportation Air Quality**
  P7951.01 FHWA
- ❑ **Economics in Asset Management: The Hillsborough County, Florida, Experience**
  P7953.01 FHWA
- ❑ **Improving Pavements With Long-Term Pavement Performance**
  P7958.01 FHWA
- ❑ **Bridge Management: Experiences of California, Florida, and South Dakota**
  P7959.01 FHWA
- ❑ **Pavement Preservation Checklist Series: Chip Seal Application**
  P7961.01 FHWA
- ❑ **Pavement Preservation Checklist Series: Thin Hot-Mix Asphalt Overlay**
  P7962.01 FHWA
- ❑ **Pavement Preservation Checklist Series: Fog Seal Application**
  P7963.01 FHWA
- ❑ **Pavement Preservation Checklist Series: Microsurfacing Application**
  P7964.01 FHWA
- ❑ **Pavement Preservation Checklist Series: Hot In-Place Asphalt Recycling Application**
  P7970.01 FHWA
- ❑ **Pavement Preservation Checklist Series: Cold In-Place Asphalt Recycling Application**
  P7971.01 FHWA
- ❑ **Pavement Preservation Checklist Series: Cold Slurry Seal Application**
  P7972.01 FHWA
- ❑ **Pavement Preservation Checklist Series: Joint Sealing Portland Cement Concrete Pavements**
  P7965.01 FHWA
- ❑ **Pavement Preservation Checklist Series: Diamond Grinding of Portland Cement Concrete Pavements**
  P7966.01 FHWA
- ❑ **Pavement Preservation Checklist Series: Dowel-Bar Retrofit for Portland Cement Concrete Pavements**
  P7967.01 FHWA
- ❑ **Pavement Preservation Checklist Series: Partial-Depth Repair of Portland Cement Concrete Pavements**
  P7968.01 FHWA
- ❑ **Pavement Preservation Checklist Series: Full-Depth Repair of Portland Cement Concrete Pavements**
  P796901 FHWA

New CDs

- ❑ **Advanced Rural Transportation Systems: Rural Challenges**
  C209.01 FHWA
- ❑ **Traffic Control in Construction Work Areas**
  C212.01 AASHTO
- ❑ **Bicycle/Motorist Law Enforcement**
  C213.01 FL Bicycle Assoc
- ❑ **Flagging in the Work Zone - Safety in Your Hands**
  C215.01 FHWA
- ❑ **Long-Term Pavement Performance**
  C219.01 Turner-Fairbank Highway Research Center
- ❑ **Night Lights - New Retroreflectivity Makes Our Roads Safe**
  C220.01 FHWA/ATSSA
- ❑ **Pedestrian & Bicycle Crash Analysis Tool**
  C223.01 FHWA/NHTSA
- ❑ **Good Practices: Incorporating Safety in Resurfacing & Restoration Projects**
  C224.01 FHWA
- ❑ **National Pavement Preservation Forum II**
  C227.01 FHWA
- ❑ **Pavement Preservation 2 - State of Practice**
  C228.01 Foundation for Pavement Preservation
- ❑ **We Are All Pedestrians**
  C229.01 Metroplan Orlando
- ❑ **Spray Applied Polymer Surface Seals - Lessons Learned Workbook**
  C230.01 FHWA/Foundation For Pavement Preservation
- ❑ **Increasing Safety Belt Use in Your Company**
  C233.01 FMCSA
- ❑ **Barrier Guide for Low Volume & Low Speed Roads**
  C238.01 FHWA
- ❑ **Pavement Preservation Toolbox, 2nd Edition**
  C241.01 FHWA
- ❑ **Electronic Asphalt Pavement Preservation Guide**
  C242.01 Semi Materials LP

New DVDs

- ❑ **The Senior Cyclist**
  D0024.01 FL Bicycle Assoc
- ❑ **Walk Smart/Bike Smart**
  D0028.01 National Institute of Child Health
- ❑ **Highway Safety and Trees: The Delicate Balance**
  D0029.01 FHWA

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Focus: USDOT publication featuring infrastructure innovation,

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- ❑ January, 2008 5 COPIES
- ❑ March, 2008 3 COPIES

- ❑ Pavement Preservation Toolkit, 2nd Edition January 2007 3 COPIES
- ❑ Safe Driving in Work Zones for Teens 41 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.

- ❑ BD015-14 Vehicle Occupancy Data Collection Methods (Phase II)
- ❑ BD549-23 Transit Extraboard Management – Optimum Sizing and Strategies
- ❑ BD521-03 Regional Stormwater Irrigation Facilities
- ❑ BD543-10 Evaluating the Effectiveness of Various Truck Lane Restriction Practices in Florida – Phase II
- ❑ BD545-54 Anchor Embedment Requirements for Signal/Sign Structures
- ❑ BD545-57 Development of Hurricane Resistant Cable Supported Traffic Signals
- ❑ PR608014 Assessing the Appropriate Construction Quality Index for Florida

New Research Cards Will Soon Be Available

The FDOT Research Center will issue 12 more project information cards. The projects include:

- ❑ BD441 Commercial Vehicle Inspection Stations
- ❑ BD015-14 Vehicle Occupancy Data Collection Methods (Phase II)
- ❑ BD545-15 Development of Field Permeability Apparatus
- ❑ BD549-23 Transit Extraboard Management – Optimum Sizing and Strategies
- ❑ BD549-22 Toolbox for Transit Event Investigation
- ❑ BD521-03 Regional Stormwater Irrigation Facilities
- ❑ BD543-10 Evaluating the Effectiveness of Various Truck Lane Restriction Practices in Florida – Phase II
- ❑ BD545-54 Anchor Embedment Requirements for Signal/Sign Structures
- ❑ BD545-57 Development of Hurricane Resistant Cable Supported Traffic Signals
- ❑ BDF05 Entry-Level Transportation Construction Workforce Shortages
- ❑ BD550-10 FDOT Safety Examiner Workforce Certification Test
- ❑ PR608014 Assessing the Appropriate Construction Quality Index for Florida

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.

Emergency Snakebite Action Plan – Is Your Crew Prepared?

Transportation and public works crews face many on the job dangers while outdoors. Some can be a matter of life or death. Crews must be prepared to properly handle snakebites. Keep your crews safe by following these tips on venomous snake safety and identification.

Do

Call 911 – get immediate medical help for any snakebite.

- Assume the snake was venomous unless you are 100 percent certain of the snake's identity.
- Your cell phone is your best snakebite kit. After you call 911, call the Poison Control Center's National Hotline: 1.800.222.1222, give them the name of the hospital where the victim is being transported, and request that a toxicologist contact the hospital to ensure the best possible care. This may be especially important if you are bitten by a Coral Snake, as the Poison Control Center may be able to help find antivenin.
- If you are 100 percent positive that the bite is from a non-venomous snake, wash the bite gently with soap and warm water, and schedule a doctor's appointment for a check-up. Snakes have many harmful bacteria in their mouths, and your doctor may want to prescribe an antibiotic.
- Venom extractors, such as the Sawyer Extractor® may help slightly if applied within 5 minutes of the bite and used for 30 minutes BUT it is not a substitute for proper medical care.

Get the victim away from the snake.

- Avoid multiple bites — get away from the snake!
- Don't waste time trying to identify, catch, or kill the snake. It is not necessary to confirm the snake's identity to ensure proper treatment, and more people may get bitten — leave it alone!

The Agkistrodon Piscivorus also know as the Cottonmouth

The Sistrurus Miliarious also know as the Pygmy Rattlesnake

Keep the victim warm, as comfortable as possible, and offer reassurance.

Keep a record of the victim's symptoms and be aware of any allergies.

- Record the time of the bite, as well as a basic description of the snake.
- Record any allergies (drug, food, or animal) or medical conditions the victim may have while they are still able to communicate. Snake anti-venom, which may be administered at the hospital to counteract the effects of the venom, is produced with the aid of horses or sheep, so it is important to know if the victim has any allergies to these animals. Allergy to latex, papaya, or meat tenderizer could also be a problem.
- Note symptoms and their timing: nausea, vomiting, diarrhea, swelling, redness, numbness, drowsiness, difficulty breathing, etc.
- Document any first aid measures administered since the bite.

Remove bracelets, rings, and constrictive clothing, as swelling is likely to occur.

Keep the bitten extremity (hand, arm, foot, leg) lower than the victim's heart.

Wash the bite wound with soap and water – but don't delay seeking help!

Do not

Do not wait for symptoms to develop. Get help immediately!

Do not apply traditional remedies. They can cause more damage!

- Do not apply ice, heat, a tourniquet, or electric shock.
- Do not attempt to make an X incision and suck out the venom.
- Do not allow the victim to take any stimulants (such as caffeine) or drink alcohol. These substances will speed up the effects of the venom.

Do not attempt to catch or kill the snake. This may result in another bite and is not necessary to ensure proper treatment.

Do not handle dead venomous snakes. Snakes presumed dead can inject venom by reflex biting. One study found that rattlesnake heads were dangerous up to an hour after decapitation

Free CD, DVD, and Poster

To learn more about Florida's venomous snakes, visit *ufwildlife.ifas.ufl.edu*, and follow the link to *dealing with snakes*. To request a free CD, DVD, and poster, go to *ufwildlife.ifas.ufl.edu/free_snake_cd.shtml* or email Dr. Steve A. Johnson at *tadpole@ufl.edu*

Excerpt edited from University of Florida/IFAS materials by Dr. Steve A. Johnson and Monica E. McGarrity, online at ufwildlife.ifas.ufl.edu The pictures are courtesy of Dr. Steve A. Johnson.

The Center for Transportation Training

The Center for Transportation Training (CTT) provides Construction Training Qualification Program (CTQP) training for transportation construction crew members involved with producing and maintaining our state's highways. View the current class schedule and register for the courses listed below by visiting *ctt.ce.ufl.edu* or call 352.846.3593 EXT 1.

Aggregates

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

National Public Works Week

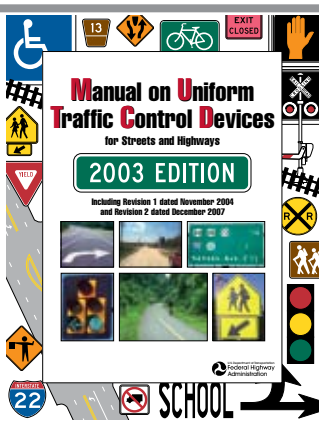
May 18–24, 2008

Since 1960, the American Public Works Association (APWA) has sponsored National Public Works Week. This year's theme is *The Future Is Now.*

To learn more visit *www.apwa.net/About/npww/*

To order posters visit *www.apwa.net/bookstore/detail.asp?PC=PSTR08.S*

Does Your Agency Need an MUTCD?



The Florida T² Center is distributing a limited supply of the "Manual on Uniform Traffic Control Devices" (MUTCD) to local agencies. Manuals include Revisions 1, and the new Revision 2 published December 21, 2007, which contains information on minimum levels of retroreflectivity for traffic signs. For your agency to be considered for a free MUTCD, please fax your request on agency letterhead to 352.392.3224 Attn: Alison. Please visit *mutcd.fhwa.dot.gov* to review and download the revisions. This website also highlights the proposed amendments to the next MUTCD edition.

Installing and Maintaining Sidewalks

Ignoring ADA Can Be Costly to Agencies

Some agencies are not aware of, don't understand, or just plain ignore the Americans with Disabilities Act (ADA) regulations, while others have not trained all their employees on ADA requirements. However, not complying with ADA laws can be an extremely expensive decision, both in terms of money and time.

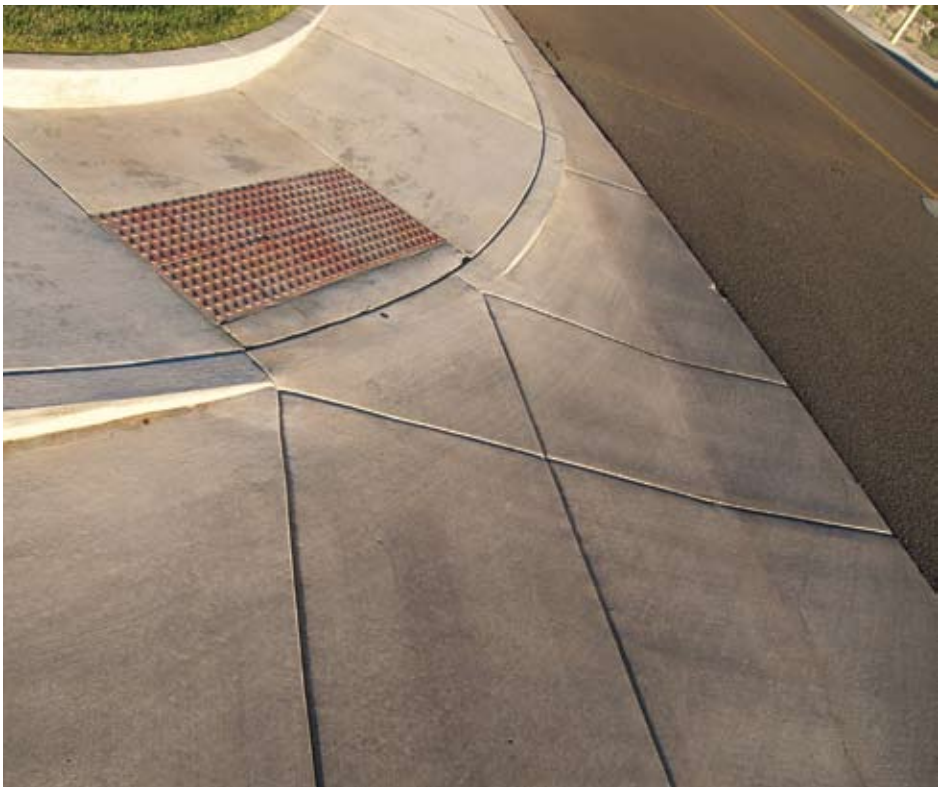
Numerous ADA non-compliance lawsuits involving sidewalks have been filed across the country, often resulting in a ruling against the agency. After one such ruling, the city of Sacramento was forced to assign 20 percent of its annual transportation funds, for 30 years, to making the city's pedestrian rights-of-way accessible to individuals with disabilities. In addition, the city paid more than $750,000 in attorneys' fees and $80,000 in damages. Here in Florida, cases have cost over $150,000 and taken as long as a year and a half to settle.

In July, the Florida T² Center will offer four courses on ADA/Accessibility Requirements for Highway Design and Pedestrians. Learn about accessibility guidelines and requirements, design challenges, pedestrian navigation factors, sidewalks, shared paths, and the legal framework governing the highway construction of pedestrian facilities. Participants will also attend a field demonstration. Make sure your employees are properly trained and knowledgeable on these ADA issues.

Contact the Florida T² Center today to register: *t2.ce.ufl.edu* or 352.392.2371 EXT. 223.

ADA/Accessibility Requirements for Hwy Design and Pedestrians

July 15 - 16, 2008	West Palm Beach
July 17 - 18, 2008	St Petersburg
July 21 - 22, 2008	St Augustine
July 24 - 25, 2008	Milton



Curb ramps allow people with mobility impairments to gain access to sidewalks.

FaxBack

Quick Service Form

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Today's Date_____

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- ❑ State
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- ❑ University
- ❑ Other

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Email_____

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- ❑ Remove me from your mailing list

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Giveaways (pg. 7)			
FDOT Summaries (pg. 7)			

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Simply make a copy of the back page of the newsletter – showing us the person's name and information – write delete (or correct the current information) and fax it to us at 352.392.3224. If you have several deletions or corrections, please contact *t2mailings@ce.ufl.edu* at 352.392.2371 ext. 227.

Upcoming Workshops

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

ADA/Accessibility Requirements for Hwy Design and Pedestrians

July 15 - 16, 2008	West Palm Beach
July 17 - 18, 2008	St Petersburg
July 21 - 22, 2008	St Augustine
July 24 - 25, 2008	Milton

Advanced Maintenance of Traffic

May 14 - 16, 2008	Sanford
July 15 - 17, 2008	DeLand
October 22 - 24, 2008	DeLand

Advanced Maintenance of Traffic (MOT) Refresher

May 13, 2008	Sanford
June 16, 2008	Tampa
June 23, 2008	Tallahassee
August 14, 2008	Bartow
October 21, 2008	DeLand

Economic Evaluation of Public Works Projects (Using Engineering Economics)

August 7, 2008	Pompano Beach

Intermediate Maintenance of Traffic

May 22 - 23, 2008	Punta Gorda
June 9 - 10, 2008	Gainesville
June 13 - 14, 2008	Ft Myers
July 14 - 15, 2008	Tampa
July 17 - 18, 2008	Pompano Beach
July 21 - 22, 2008	Orlando
August 11 - 12, 2008	Ft Myers
August 18 - 19, 2008	Leesburg
September 9 - 10, 2008	Tampa
September 22 - 23, 2008	Orlando
October 28 - 29, 2008	Ft Myers
November 24 - 25, 2008	Tampa
December 5 - 6, 2008	Ft Myers
December 15 - 16, 2008	Leesburg

Intermediate Maintenance of Traffic Refresher

June 13, 2008	Tampa
August 4, 2008	Ft Myers
November 6, 2008	Tampa

Pilot/Escort Flagging Training

May 15, 2008	DeLand
May 31, 2008	Pompano Beach
June 3, 2008	Milton
June 11, 2008	Gainesville
June 19, 2008	Lakeland
June 27, 2008	Ft Myers
July 12, 2008	Tampa
July 15, 2008	Orlando
August 9, 2008	Tallahassee
August 15, 2008	Ft Myers
August 26, 2008	Leesburg
September 4, 2008	Cocoa
September 13, 2008	Tampa
October 11, 2008	Tallahassee
October 17, 2008	Ft Myers
October 27, 2008	Orlando
November 15, 2008	Tampa
December 12, 2008	Ft Myers
December 17, 2008	Leesburg

Surveying Methods For Local Highway Departments

May 15, 2008	DeLand

For details on all workshops visit *t2.ce.ufl.edu*

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