

Technology Transfer Quarterly

Florida's Traffic Engineering and Safety Workforce Training Update



Florida Transportation Technology Transfer Center



Volume 26, Number 3
August 2011

Safety Edge being placed during regular
resurfacing of Marion County Road 318
see pages 2 and 3 for the full article



Florida Transportation Technology Transfer Center

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Invest in the Safety Edge to Reduce Crashes on Rural Roads and Increase Pavement Life

More than half of the national fatal crashes on rural roads are caused when vehicles run off the road. Studies have shown that pavement edge conditions are a major contributor to these crashes. Pavement edge drop-offs are a serious problem on Florida's rural highways – especially on two-lane roads with unpaved shoulders. The Safety Edge has proven to be an effective, low cost measure that reduces serious crashes by providing an additional level of consolidation on the pavement's edge, decreasing edge raveling, and contributing to longer pavement life.

The Safety Edge is formed during the paving operation by extruding a wedge that is shaped at an angle of approximately 30 degrees from horizontal at the pavement edge. This angle provides a ramp to allow vehicles to reenter the pavement without loss of control. For asphalt pavements, this wedge is created by a Safety Shoe, a simple device that attaches to the paver. The Safety Edge is also recommended for concrete pavement edges adjacent to graded material. Special considerations exist for this application.

Cost to construct the Safety Edge is minimal when included in regular asphalt paving projects. Several manufacturers now produce Safety Shoes and some are available to purchase for \$5,000 or less. Operators report that constructing the Safety Edge does not significantly affect the paving operation's production rate or efficiency and it can be placed with a minimal amount of additional asphalt. When the conventional paving process is used, cracks can appear on the edge of the pavement and the loose material begins sloughing off. The lateral confinement from

A Greener Technology Transfer Quarterly

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To view past issues of Florida's Technology Transfer Quarterly newsletter, visit: t2ctt.ce.ufl.edu/nl_archive

Florida Technology Transfer Quarterly Established 1984

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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 programs are sponsored through partnerships between the Florida Department of Transportation and the Federal Highway Administration and include the Local Technical Assistance Program (LTAP), 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 providing name, agency, address, city, state, zip code, phone and email address to t2assist@ce.ufl.edu. Newsletter content and accuracy is the exclusive responsibility of the Florida T² Center.

Circulation: 15,854





▲ **Safety Edge Open House attendees discuss paving process.**

the Safety Edge produces greater compaction at the pavement edge, helping to protect the pavement edge from deterioration in areas where erosion of the adjacent shoulder is likely to occur.

To date, only a few agencies in Florida have used the Safety Edge. Since early 2010, Marion County has added the Safety Edge to approximately 35 miles of rural road resurfacing projects. Recently, the county road maintenance personnel installed and used a Safety Shoe on shoulder paving work. Hillsborough County has tested a Safety Edge device and expects to acquire one that can be used with their county's paving equipment. Several other counties plan to specify the Safety Edge for future paving projects.

The Federal Highway Administration (FHWA) has initiated a national program to encourage highway agencies to incorporate the Safety Edge into rural road paving projects. As part of this initiative, FHWA has provided Safety Shoe devices to the Florida T² Center as well as several other Local Technical Assistance Program (LTAP) centers in other states to be made available on a loaner basis to cities and counties.

On June 6, FHWA conducted an Open House in Marion County to train LTAP and other personnel on Safety Shoe installation and use. Approximately 45 people, including representatives from several states, various Florida counties and cities, repre-

sentatives of the contracting industry, the Florida Department of Transportation (FDOT), and FHWA participated in the training session. A site visit provided the opportunity for attendees to see the Safety Edge being placed on a regular county resurfacing project. A second site visit featured the Marion County crew placing a paved shoulder that included the Safety Edge for a maintenance project.

The Safety Shoe is a tool that has been demonstrated to produce an edge that provides long-term pavement protection and reduces crashes on rural roads. The Safety Edge can be integrated into regular paving operations at a very low cost with minimal impact on production. After paving is complete, shoulder material will be placed over the wedge. In areas where the shoulder erodes, the Safety Edge will help protect the pavement edge while allowing errant vehicles to reenter the paved roadway without losing control.

The Safety Shoe is now available on a loaner basis for use by public agencies or their contractors in Florida. To invest in safety and realize savings, contact David Page at the Florida T² Center at dkpage@ufl.edu or call 352.273.1685 to borrow the Safety Shoe. For more information about the design or construction of the Safety Edge, contact John Goodknight at jgoodknight@ce.ufl.edu or 352.284.5717.

Additional information, including the Safety Edge Toolkit, sample specifications, research reports, evaluations, and other resources, is available at the FHWA's website: safety.fhwa.dot.gov/roadway_dept/pavement/safedge/

Article provided by John Goodknight, PE, PHD III



◀ **The Safety Shoe, provided by the Florida T² Center, was installed on Marion County's pavement widener for use in conjunction with the county's shoulder paving program.**

FACERS Awards

The Florida Association of County Engineers and Road Superintendents (FACERS) recognizes excellent service in Florida's public works agencies. The FACERS awards are the most prestigious professional recognition in Florida for public works and transportation personnel. This year, awards include the Public Works Employee of the Year, Team Project of the Year, Large Agency/Urban Agency Engineer of the Year, a tie for Small Agency/Rural Agency Engineer of the Year, and a new category: Local Agency/State Agency Project Collaboration.

Visit facers.org for more information. Nominees are not required to be FACERS members.

Public Works Employee of the Year

Don Rainard

Traffic Operation Superintendent

Plant City

Advanced Traffic Management System Upgrade

A modern Transportation Management Center (TMC) allows agencies to use real-time traffic data from cameras, speed sensors, and other equipment to increase transportation system efficiency, enhance mobility, improve safety, and reduce fuel consumption.

Don Rainard, Plant City's Traffic Operations Supervisor, managed the city's Advanced Traffic Management System (ATMS) upgrade for their TMC. The city's outdated closed loop traffic system could only run on the old DOS computer system. Controllers were no longer available and the city was struggling to maintain operations. The city already used \$300,000 for the system's design. Under Don's guidance, Plant City applied for and received a grant from the Federal Highway Administration (FHWA) for \$2.1 million for the job to be completed in one year.

Don and city personnel worked with FDOT to classify the project as a Local Agency Project. Don and his team conducted the work in-house, using their own traffic personnel and equipment. They piggy backed on existing contracts to reduce costs, saving over 25% in contractor costs, and the saved funds were reinvested to add 10 more closed-circuit television cameras to enhance the TMC system.

City personnel had to learn the new system from the ground floor. Don was instrumental in the instructional process and led by example. The project was a success because of leadership and

Don Rainard, Plant City, (right) accepts Public Works Employee of the Year Award from FACERS President Hector Bertran.



team work from city government to the project manager, from consultants down to field personnel. Everyone worked together on implementation, quality control, specifications, purchasing, installation, and testing, from the beginning of the project through turn-on.

The city now has a state of the art system with all 43 intersections linked together through a fiber network, with battery backup systems at all intersections to keep traffic signals operational for up to 8 hours if the power fails, reducing the chance of crashes and the need for police to direct traffic during power outages. The system is also traffic responsive which reduces congestion and saves fuel and time. The ATMS helps in traffic incident management with Interstate 4 running parallel to Plant City's main corridors by detecting traffic volume increases due to diverted traffic and implementing a traffic pattern to help relieve congestion.

Congratulations, Don, for leading Plant City's ATMS project and being named FACERS Public Works Employee of the Year!

Team Project of the Year

Orange County Traffic Engineering Division

Bithlo/Christmas Area Road Safety Audit

Team Leader: Christine Lofye, P.E., Engineer III

The Orange County Traffic Engineering Division recently performed several Road Safety Audits (RSA), including a comprehensive RSA in the Bithlo/Christmas area. The audit impetus was a lawsuit against the county related to a rural road stop sign obscured by vegetation. The county lost and the plaintiff was awarded \$12 million by the jury.

In order to learn how to develop a comprehensive and proactive traffic safety improvement program for its rural areas, Orange County traffic engineers attended Federal Highway Administration's RSA training.

The Bithlo/Christmas RSA included day and nighttime field data collection, a review of citizen concerns, crash data analysis, meetings with the public and a Commissioner to collect feedback, and report preparation.

Observed or reported safety concerns included speed issues, signalization and signage, sight distance issues, poor pavement conditions like drop-offs and pavement markings, damaged guardrail, sidewalk, and bike lane needs, and wildlife concerns.

The RSA team, consisting entirely of in-house Traffic Engineering staff, conducted 19 speed studies and analyzed different segments of 29 miles of rural road and 10 intersections. Eighty-nine public comments were reviewed. Evaluation resulted in 110 crew work orders for low-cost improvements. All were implemented by the Public Works Department. Residents expressed appreciation that their concerns were being considered by county government.



▲ **Orange County accepts Team Award.** Left to right: Commissioner Scott Boyd, Orange County District 1; Andy Dermer, Sign Shop Forman; Ruby Rozier, Manager; Christine Lofye, Engineer III; Krista Barber, Engineer I; Darryl Johnson, Assistant Project Manager; Ching Yang, Senior Engineer; and Hector Bertran, FACERS President.

Higher-cost improvements, such as intersection signalization, new guardrail installation, and sidewalk/bike lane construction, were submitted to the capital improvement program and implemented by Public Works, Traffic Engineering, and Roads and Drainage. The county was awarded over \$350,000 of High Risk Rural Road Program funds for an audit-identified intersection improvement.

The county obtained cooperation from the Sheriff, Public Schools, Environmental Protection, FDOT, and the Community Traffic Safety Team.

Orange County proved that small, low-cost improvements can make a big difference in rural road safety. Congratulations for a job well done and receiving the FACERS Team award!

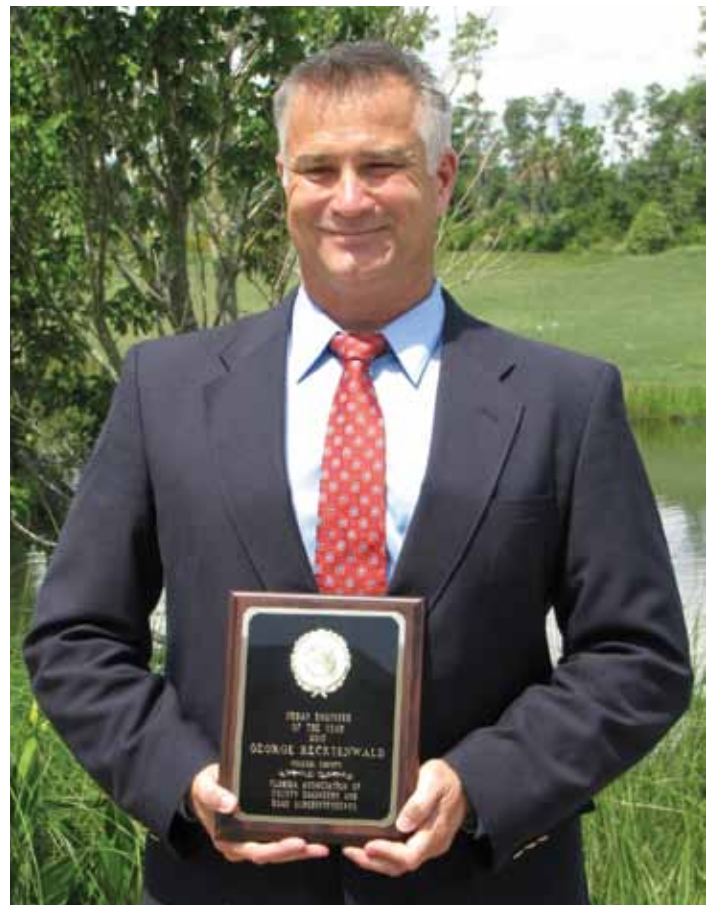
Large/Urban Agency Engineer of the Year

George Recktenwald
Director of Public Works
Volusia County Public Works Department
Operational Assessment Project

Creating long-term efficiencies and sustainability is a huge focus in today's public sector. Every day, the charge of public works leaders is to do more with less. Under George Recktenwald's leadership, the Volusia County Public Works Department conducted an operational assessment to implement cultural change and process improvement to maximize department effectiveness. The assessment included Road and Bridge, Traffic Engineering, Mosquito Control and Vegetation Control, Water Resources and Utility Operations, Solid Waste, and Stormwater divisions. A new Computerized Maintenance Management System (CMMS) helped identify and implement long-term efficiencies and sustainability.

The assessment produced 91 recommendations for planning |||

George Recktenwald, Volusia County, received the Urban Engineer of the Year Award. ▼



and budgets, resources and organization, directing and scheduling, and work tracking and control. Most have been implemented, creating over \$5 million in savings to department and county budgets with higher quality and more consistent services delivery to taxpayers.

George believes data should be used for accountability, continuous improvement, and to make meaningful decisions for positive change. Sound business management practices, training and systems tools, and incentives result in more work achieved with existing resources.

Bi-weekly resource planning, monthly performance cost, and work monitoring are conducted. Using CMMS, dashboards track performance against benchmarks. Benchmarks are viewed by management and lower level staff for current status and will be updated annually for performance measurement and accountability. These data help identify activity changes to assist divisions in increasing production and work quality.

Resulting budget savings include eliminating equipment, reassigning and/or co-locating staff, outsourcing some duties, reducing travel, and standardizing work and analysis routines. Even with reduced budgets, the county continues to increase services. Future budget, funding options, and service levels can be better addressed with improved planning and organization.

Following the success, five other departments/divisions are undertaking the process. George Recktenwald has shown the public that they can trust government to best manage limited resources and protect the public's infrastructure investment. George, congratulations on being recognized as the FACERS Large Agency/Urban Agency Engineer of the Year!

Small/Rural Agency Engineer of the Year

Bill Steves, P.E.
County Engineer of Record
Madison County Road Department
Northeast Myrrh Street Project

Bill Steves serves as the county consulting engineer and senior project manager for the Madison County Road Department. He has a wide variety and decades of experience. Working closely with Madison County and other local and state governmental agencies, Bill has been instrumental in developing and preparing numerous land-development regulations, codes, and ordinances.

Mr. Steves was responsible for finding and implementing a solution to the roadway flooding on Northeast Myrrh Street, located in Madison County. The roadway serves as a critical link between Madison, Hamilton, and Suwannee counties. For decades, the road has been plagued with Suwannee and Withlacoochee river flooding occurring during severe storm events.

On numerous occasions, the roadway had to be closed for extended periods of time, requiring residents of the counties to detour many miles around the problem area in order to complete their commute. The roadway was permitted to be raised above the 15-year flood elevation to maintain the physical connection between the counties. The construction included asphalt roadways and stabilized roadside swales, drainage structures and outfall ditches designed to improve existing stormwater and environmental conditions, all of which transformed the roadway from a rural county-maintained dirt road into a paved roadway elevated above the historical floodplain.



▲ **Bill Steves, Madison County Engineer of Record (left) accepts Rural Engineer of the Year Award from FACERS President Hector Bertran.**

The project was funded through a FDOT Transportation Regional Incentive Program or TRIP grant obtained with Mr. Steves' assistance that involved a massive coordinated effort between the three counties and their government representatives, FDOT, and the Suwannee River Water Management District.

Madison County Road Department is fortunate to have a professional like Mr. Steves working with them and assisting the county in resolving engineering and construction issues for the past 15 years. Congratulations, Bill, on being named a FACERS Small Agency/Rural Agency Engineer of the Year!

Small/Rural Agency Engineer of the Year

Shane Whittier, E.I., Engineer II
Nassau County
Thomas Creek Restoration

Nassau County residents had complained for years about unusual amounts of flooding that had occurred on their Thomas Creek properties, even from small rain events. The creek had not been maintained for decades and when Tropical Storm Faye hit, it caused an even greater flooding problem. The county had to take action and developed a plan to restore Thomas Creek. Shane Whittier, who joined the Nassau County staff in the early 2010, was asked to head up the restoration project consisting of three phases.

Whittier successfully acquired and administered a Community Development Block Grant to help fund the project. The first phase included cleaning approximately 3000 feet of a tidally-influenced creek by removing large woody debris and living riparian vegetation. Shane worked tirelessly and with numerous organizations including the Florida Department of Environmental Protection (DEP), the Fish and Wildlife Conservation Commission, the Florida Department of Community Affairs, the Board of County Commissioners, and the property owners during Phase One. Shane also investigated many acceptable and innovative construction options with DEP. He proposed the use



▲ **Shane Whittier, Nassau County (right) accepts Rural Engineer of the Year Award from FACERS President Hector Bertran.**

of small floats and multiple staging areas after actually taking his personal kayak up the creek on a weekend site visit.

Shane's exemplary and innovative leadership was key to the successful relationships and trust he built with numerous governmental agencies, Nassau County's Board, and, most importantly, the residents. His leadership assured that the first project phase was completed on time and within budget.

Although only one phase is complete, the residents are very happy with the status of the creek and have reported that recent storm events that previously would have flooded their property no longer do so. Residents that live closer to the area where Phase Two will occur have also stated that it floods less and that the water recedes more quickly.

Whittier accomplished in 10 short months what some of us may never get the chance to do in an entire career. Innovation, diligence and willingness to take a difficult and tedious project head on are what public works engineers are all about. Nassau County is lucky to have such a talented engineer in Shane Whittier. Congratulations on being named a FACERS Small Agency/Rural Agency Engineer of the Year!

Local/State Agency Project Collaboration

Faith Alkhatib, P.E.

County Engineer

Flagler County

Approval of Matanzas Woods Parkway Interchange

Land use and population growth near the Matanzas Woods Parkway in Flagler County has created traffic congestion and cannot be handled by the existing transportation system. A new interchange, located on I-95 between the Palm Coast Parkway and US 1, is essential to move people and goods safely and to improve the region's economy. The interchange will also be an evacuation route in a wildfire hazard area where hundreds of homes were destroyed or damaged and over 131 square miles burned. Wildfires, along with hurricanes, require critical evacuation access.

Ms. Faith Alkhatib was assigned the project and acquired federal funds for the study. Federal criteria to grant access to the Interstate must prove that the new interchange improves traffic conditions. It required an Interchange Justification Report (IJR), which involved a complex state and federal review and approval process which necessitated technical analysis of travel demand forecasting and traffic operations. Faith also acted as a liaison between multiple consultants, all related state and federal agencies, the county commission, and the public.

Meeting the deadline was a challenge which required finishing the technical analysis and obtaining stakeholder input. Faith, discovering that the forecasting and operations model was a regional model and did not depict the real area demand, worked with the Florida Department of Transportation to correct the problem. Thanks to her efforts, the initial IJR scope was reduced and still met regulations. A new contract was negotiated, resulting in a 65% fee reduction, saving tax payer money which will be applied to subsequent phases. The new interchange was justified and is scheduled to open in 2015.

The strong professional relationships developed during the project will serve county citizens in the future. Congratulations, Flagler County and Faith Alkhatib for being named the FACERS Local Agency/State Agency Project Collaboration winner! ▮

Faith Alkhatib, Flagler County, accepts the Local Agency/State Agency Collaboration Award from FACERS President Hector Bertran. ▼



Free Research Results Webcasts

In order to make research more accessible to a broader audience, the Center for Urban Transportation Research (CUTR) at the University of South Florida is providing free biweekly webcasts of current or recently completed research results.

The purpose of these **free** webcasts is threefold:

1. Increase the knowledge base of transportation professionals and policymakers in Florida and the rest of the country by sharing the latest findings in transportation research.
2. Increase the reach of technology transfer, especially to those transportation professionals who are unable to travel to state and national conferences due to time and cost constraints.
3. Encourage discussion among participants and receive input on subjects requiring future research.

The webcasts are held biweekly from noon to 1 pm (EDT) using the same connection information (same time, same channel) each time.

You can find more information at www.cutr.usf.edu/events_news/webcast.shtml

You can also view previous webcasts for free at the above web address.

For applicable webcasts, CUTR will seek approval from the American Planning Association to offer Certification Maintenance credits to meet continuing education requirements for the American Institute of Certified Planners .

Currently, the webcasts are scheduled through the end of August on the CUTR website, however the fall schedule will be posted soon.

Past webcasts include

- Transit GIS Clearinghouse
- Location Aware Technology
- Organizational Structure of MPOS
- Vehicle Assist and Automation Technologies in Bus Revenue Service
- Motorcycle Crash Trends in Florida
- Green Transit Toolkit - Helping Systems Turn the Corner
- The Airport Cooperative Research Program - Practical Solutions to Airport Problems
- Managing During Tough Times: Lessons Learned in Transit Efficiencies and Revenue Generation
- Alternative Fuels and Public Transportation Evaluating the Economic Impacts of Transportation
- Capital Investments
- Trends in Travel Behavior
- The American Community Survey (ACS) Statistical Analyzer
- Walk Wise: A Grassroots Pedestrian Safety Campaign
- Mobility Planning Strategies and Concepts
- Trip Reduction Impacts for Mobility Management Strategies
- Evaluation of Camera-Based Systems to Reduce Transit Bus Side Collisions
- Transit Improvements from the Urban Partnership Agreement Program: What Have We Seen So Far?
- Moving the Bus Safely Back Into Traffic
- Transit Boardings Estimation and Simulation Tool (TBEST)
- The Impacts of the Census on Urbanized Areas and Your MPO
- Transit Technician Certification: Leveraging Technology for State of the Art Training
- Planning for Changing Travel Behavior

Warm Mix Asphalt Update

An Every Day Counts Initiative

Warm Mix Asphalt (WMA) is a term used to describe a variety of technologies that allow asphalt plants to produce and place material at lower temperatures (lower, in some cases, by 50 to 100 degrees Fahrenheit). Benefits include large reductions in fuel costs, decreased greenhouse gas emissions, higher Reclaimed Asphalt Pavement (RAP), better compaction/workability on the road, the ability to haul paving mix for greater distances, and the ability to pave at lower air temperatures.

Since July 2010, the Florida Department of Transportation (FDOT) has placed over 300,000 tons of WMA on dozens of projects. FDOT specification allows WMA to be used at the contractor's option after normal Hot Mix Asphalt (HMA) mixture design and evaluation. FDOT engineers are monitoring WMA mix properties

of the materials produced and placed on their projects. Monitoring data will help with decisions to use WMA on future jobs.

Local agencies are also using WMA. Learn more about WMA by:

- taking a free, online course at www.paviasystems.com/warm-mix/package/player.html
- viewing the FACERS 2011 presentation, "Thinking Green for Black Roads" by Matthew LaChance (VHB) at facers.org
- reviewing the FDOT WMA reports at www.dot.state.fl.us/state-materialsoffice/administration/resources/library/publications/researchreports/bituminous/09-527.pdf and www.dot.state.fl.us/statematerialsoffice/quality/programs/warmmixasphalt/mixprojectlist.pdf

FACERS 2011 Technical Program Online

Go to facers.org to view these recorded presentation subjects from the 2011 FACERS Annual Meeting technical sessions:

- Red Light Camera Experience
- Railroad Agreements
- Subsurface and Drainage and Litigation
- ITS Adaptive Signal Control

- Geosynthetic Reinforced Soil Integrated Bridge System
- Thinking Green for Black Roads
- Eminent Domain and Business Damages
- ADA: "Dos and Don'ts"
- A Traffic Calming Stalemate
- NPDES MS4, New EPA Policies

Florida's Pedestrian and Bicycling Safety Resource Center has what you need to make your safety event successful

Is your organization thinking about hosting a pedestrian and/or bicycling safety event? Items listed below are available at no charge to qualifying organizations. Make your ped/bike events and educational activities more successful by providing items to reinforce safe walking and bicycling practices. Catch up with us on Facebook at facebook.com/flpedbikesrc

Visit pedbikesrc.ce.ufl.edu for descriptions, illustrations, and ordering information. Currently our inventory includes:

Crayons and Pencils

- Safe Routes To School (SRTS) Pencils
- Crayon 4 Pack

Passive Reflectors

- Safe Routes To School (SRTS) Lanyards
- Safe Routes To School (SRTS) Wristbands
- Be Safe, Be Seen Reflective Wristlet
- Reflective Zipper Pull

Active Reflectors and Walking Tool

- Safe Routes To School (SRTS) Blinkie lights
- Safe Routes To School (SRTS) Pedometers

Posters

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

DVDs

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

CDs

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

Stickers

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

Books

- 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 (Spanish)
- Pedestrian Safety Guide for Transit Agencies
- PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System
- A Resident's Guide for Creating Safe and Walkable Communities
- Walk 'N Roll

- The Guide to Bicycle Rodeos
- How to Develop a Pedestrian Safety Action Plan

Publications

- Bikeability Checklist
- Bicycle Safety: What Every Parent Should Know (English)
- Bicycle Safety: What Every Parent Should Know (Spanish)
- Crosswalk Safety (English)
- Crosswalk Safety (Spanish)
- Easy Steps to Properly Fit a Bicycle Helmet
- Florida Bicycle/Pedestrian Law Enforcement Guide
- How To Fit & Wear Your Bicycle Helmet (English)
- How To Fit & Wear Your Bicycle Helmet (Spanish)
- I'm Safe! Paint Sheet - Bike (English)
- I'm Safe! Paint Sheet - Bike (Spanish)
- I'm Safe! Paint Sheet - Pedestrian (English)
- I'm Safe! Paint Sheet - Pedestrian (Spanish)
- Kids Physical Activity (English)
- Kids Physical Activity (Spanish)
- Know the Rules - Going To & From School (English)
- Know the Rules - Going To & From School (Spanish)
- Neighborhood Safety (English)

- Neighborhood Safety (Spanish)
- Paul's A-Maze-ing Trip
- Peligro en el Camino (Spanish)
- Road Riders Are Drivers
- Safety Fun Activity Book (English)
- Safety Fun Activity Book (Spanish)
- Sprocket Man Comic Book
- Tips for Parents and Other Adults For Teaching Pedestrian Safety to Children (English)
- Tips for Parents and Other Adults For Teaching Pedestrian Safety to Children (Spanish)
- Tips for Walking Safely to School (English)
- Tips for Walking Safely to School (Spanish)
- The Top Ten Rules of Bicycle Safety
- Walk - n - Roll Punch Cards



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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

- | | | |
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| <ul style="list-style-type: none"> <input type="checkbox"/> Quantifying the Benefits of Coordinated Actuated Traffic Signal Systems: A Case Study
P8504.01 VTRC <input type="checkbox"/> Highway Safety Improvement Program Assessment Toolbox
P8505.01 FHWA <input type="checkbox"/> Distracted Driving and Driver, Roadway, and Environmental Forces
P8506.01 NHTSA <input type="checkbox"/> Study of Public Acceptance of Tolling with New Capacity and Credits: Concepts of FAST Miles and FEE Lanes
P8507.01 MN DOT <input type="checkbox"/> Addressing Safety on Locally-Owned and Maintained Roads
P8508.01 FHWA <input type="checkbox"/> Validation of Nondestructive Testing Equipment for Concrete
P8511.01 FDOT <input type="checkbox"/> Statewide Opportunities for Integrating Operations, Safety and Multimodal Planning
P8512.01 FHWA <input type="checkbox"/> Use of Aggregate Screenings as a Substitute for Silica Sand in Portland Cement Concrete (PCC)
P8513.01 FDOT | <ul style="list-style-type: none"> <input type="checkbox"/> Vehicle Safety: Truck, Bus, and Motorcycle
TRB2194.01 TRB <input type="checkbox"/> Pedestrians 2010
TRB2198.01 TRB <input type="checkbox"/> Safety Evaluation of the Safety Edge Treatment
P8515.01 FHWA <input type="checkbox"/> Benefits of New and Improved Pedestrian Facilities - Before and After Studies
P8517.01 NZ TRANSPORT AGENCY <input type="checkbox"/> Maximizing Investments in Work Zone Safety in Oregon
P8518.01 OR DOT <input type="checkbox"/> Bicycle and Pedestrian Safety Strategies in North Carolina: Statewide Input and Priorities
P8519.01 NC DOT <input type="checkbox"/> Cost Effective Connection Details for Highway Sign, Luminaire, and Traffic Signal Structures
P8520.01 NCHRP <input type="checkbox"/> "PRAISE": Preventing Road Accidents and Injuries for the Safety of Employees
P8521.01 ETSC <input type="checkbox"/> Behavior Study of Merge Practices for Drivers at Work Zone Closures
P8523.01 IA DOT <input type="checkbox"/> Repair Priorities: Transportation Spending Strategies to Save Taxpayer Dollars and Improve Roads
P8524.01 SMART GROWTH AMERICA | <ul style="list-style-type: none"> <input type="checkbox"/> Transportation Safety Data and Analysis Volume 2: Calibration of the Highway Safety Manual and Development of New Safety Performance Functions
P8525.01 UT DOT <input type="checkbox"/> Transportation Safety Data and Analysis Volume 3: Framework for Highway Safety Mitigation and Workforce Development
P8526.01 UT DOT <input type="checkbox"/> Transportation Satellite Accounts: A Look at Transportation's Role in the Economy
P8527.01 USDOT <input type="checkbox"/> Raising Compliance with Road Safety Law: 1st Road Safety PIN Report
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P8529.01 PEW CENTER ON THE STATES <input type="checkbox"/> Making the Case for Investment in the Walking Environment: A Review of the Evidence
P8530.01 UNIVERSITY OF THE WEST OF ENGLAND / LIVING STREETS <input type="checkbox"/> Pilot Study to Assess Sustained and Multifaceted Traffic Safety Activity on North Dakota's Rural Roads
P8531.01 NDSU <input type="checkbox"/> A Study on Warm-Mix Asphalt
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Giveaways - CDs

- Sign Retroreflectivity Guidebook
- PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System
- BIKESAFE: Bicycle Countermeasure Selection System

Contact information

Name _____ Agency _____

Address _____

City _____ State _____ Zip _____

Please check your affiliation below:

- | | | |
|---------------------------------|-------------------------------------|-------------|
| <input type="checkbox"/> City | <input type="checkbox"/> Federal | Phone _____ |
| <input type="checkbox"/> County | <input type="checkbox"/> University | Email _____ |
| <input type="checkbox"/> State | <input type="checkbox"/> Other | |

- ❑ **Development of a Data Framework for the Florida Standard Urban Transportation Modeling Structure (FSUTMS)**
P8534.01 FDOT
- ❑ **Analysis of Helmet Impact Velocity Experimental Data and Statistical Tolerance Design**
P8535.01 NHTSA
- ❑ **Public Lighting for Safe and Attractive Pedestrian Areas**
P8536.01 NZ TRANSPORT AGENCY
- ❑ **A Technological Guide for Conducting Pedestrian Safety Assessments**
P8537.01 UNIV OF CA BERKELEY
- ❑ **Dangerous by Design 2011: Solving the Epidemic of Preventable Pedestrian Deaths**
P8538.01 TRANSPORTATION FOR AMERICA
- ❑ **A Travel-Livability Index for Seniors, Phase 1: Livability Attribute Importance**
P8539.01 UNIV OF VT
- ❑ **Mix Design Practices for Warm Mix Asphalt**
NCHRP691.01TRB
- ❑ **Bicycling Renaissance in North America? An Update and Re-Appraisal of Cycling Trends and Policies**
P8541.01 PUCHER, BUEHLER, AND SEINEN
- ❑ **Analysis of Bicycling Trends in Large North American Cities: Lessons for New York**
P8542.01 PUCHER AND BUEHLER
- ❑ **Evaluation of Innovative Bicycle Facilities: SW Broadway Cycle Track and SW Stark / Oak Street Buffered Bike Lanes**
P8543.01 PORTLAND STATE UNIV
- ❑ **Effective Delivery of Small-Scale Federal-Aid Projects**
N-SYN414.01 TRB
- ❑ **Design of the In-Vehicle Driving Behavior and Crash Risk Study**
P8545.01 TRB
- ❑ **Pedestrian Road Safety Audit Guidelines and Prompt Lists**
P8551.01 FHWA
- ❑ **Investigating Driver Distraction: The Effects of Video and Static Advertising**
P8552.01 TRANSPORT RESEARCH LABORATORY (UK)
- ❑ **Information Sharing Guidebook for Transportation Management Centers, Emergency Operations Centers, and Fusion Centers**
P8554.01 FHWA

FDOT Summary of Final Research Reports—New Topics Available

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

Geotechnical

BDK-75-977-25 Resistance Factors for 100% Dynamic Testing, with and without Static Load Tests

Materials

BDK-84-977-04 Corrosion Characteristics of Post-Tensioning Strands in UngROUTED Ducts

Planning

BDK-77-977-05 Improvements and Enhancements to LOSPLAN 2009

BDK-80-977-02 Decision Support Tools to Support the Operations of Traffic Management Centers

BDK-83-977-04 Civil Engineering for Telemetered Traffic Monitoring Sites

BDK-83-977-05 Electrical Engineering Support for FDOT Traffic Statistics Office

BDK-75-977-08 Investigation of Freeway Capacity: (A) Effective Capacity of Auxiliary Lanes; (B) Segment Capacity as a Function of Number of Lanes and Merge/Diverge Activity

BDK-80-977-05 Use of Advanced Analysis Tools to Support Freeway Corridor Freight Planning

BDK-83-977-06 Geographic Information System (GIS) Research – Image Acquisition and Processing

Public Transportation

BDK-85 977-16 Exploration of Transit's Sustainability Competitiveness

BDK-85-977-14 Dynamic Travel Information Personalized and Delivered to Your Cell Phone

BDK-85-977-24 Enhancing the Connectivity of High Speed Rail in the Orlando-Tampa Corridor with Public Transportation Systems: Issues and Opportunities

BDK-85-977-20 Enabling Cost-Effective Multimodal Trip Planners through Open Transit Data

BD-549-51 Regional Fare Policy and Fare Allocation, Innovations in Fare Equipment and Data Collection

BDK85 977-09 Investigation of the Feasibility of Toll and Transit Agency Equity Sharing

BDK85 977-06 Developing a Technique that Predicts the Impact of Transportation Demand Management (TDM) on a Transportation System

BDK85 977-08 Evaluation of Camera-Based Systems to Reduce Transit Bus Side Collisions

BD550-08 Automated Visual Inspection/Detection of Railroad Track

BDK85 977-23 Analysis of Contracting for Fixed Route Bus Service

BDL13 977-02 Florida Spaceports: An Analysis of the Regulatory Framework

Roadway Design

BDK75 977-09 Enhancement of FDOT's SERF Device and a Study of Erosion Rates of Rock, Sand, and Clay Mixtures using FDOT's RETA and SERF Equipment

Structures

BD-550-11 External Post-Tensioning Anchorage

BDK-75-977-04 Alternative Support Systems for Cantilever Signal/Sign Structures

Traffic Engineering and Operations

BDK-80-977-03 Traffic Management Simulation Development

BDK77 977-09 Effective and Efficient Deployment of Dynamic Message Signs to Display Travel Time

Two 2011 Top Ten Public Works Leaders are from Florida

The American Public Works Association (APWA) recently announced their Top Ten Public Works Leaders of the Year for 2011, marking the 51st anniversary of the award.

Winners are selected by a committee of peers for their career-long professionalism, expertise, service, and personal dedication to improving the quality of life in their communities. Among this year's recipients are two from Florida. Congratulations!

Mark V. Massaro, P.E.,
Director of Public Works
Orange County, Florida

Teresa Scott, P.E.
Public Works Director
City of Gainesville, Florida

Ten Mobile Video Training Modules Provide Affordable Training at Your Facility

Schedule up to 7 hours of training in one day and have the instructor travel to and from your location without an overnight stay.

The target audience for Mobile Video Training (MVT) presentations is work crews, field and entry level employees, and supervisors.

This efficient training delivered by an experienced instructor provides video-based instruction and job-related skills information directly to your office, maintenance yard, or training facility. All training materials reflect Florida's regulations and guidelines. Sessions are scheduled on a first-come, first-served basis with a small registration fee that covers all employees. Meeting space and breaks are provided by your agency.

Sharing costs with another agency can save money and allow us to train the most employees at once. Average cost per training hour decreases as the total training hours offered increases. Custom tailored training is also available.

Visit t2ctt.ce.ufl.edu and complete the request form, then submit as directed. Limited scholarships are available. For special training or questions, contact mvt@ce.ufl.edu or 352.273.1670.

Module 1: Work Zone Safety

- 1A. Rural Road Operations (4 hrs)
- 1B. Urban Streets (4 hrs)
- 1C. Combination of Rural Roads and Urban Streets (4 hrs)
- 1D. Detours (2 hrs)
- 1E. Flagging (2½ hrs)
- 1F. Intersection Work (2 hrs)
- 1G. Low Speed Streets (3 hrs)
- 1H. Moving/Mobile Operations (2 hrs)
- 1I. Pedestrians (2 hrs)
- 1J. Surveyors/Locators (2 hrs)
- 1K. Utility Work (2½ hrs)
- 1L. Nighttime Operations (2½ hrs)

Module 2: Asphalt Pavement

- 2A. Asphalt Pavement Repair (2 hrs)
- 2B. Asphalt Paving (1½ hrs)
- 2C. Asphalt Paving Inspection (1-2 hrs)
- 2D. Asphalt Surface Treatments (2 hrs)

Module 3: Equipment/Tool Operation and Safety

- 3A. Asphalt Paving Compaction Equipment Operation (2 hrs)
- 3B. Backhoe/Loader Operation (1½ hrs)
- 3C. Chainsaw Safety (1 hr)

- 3D. Commercial Driver's License (4 hrs)
- 3E. Crane Safety (1 hr)
- 3F. Crawler Excavator (Crawler Backhoe) Safety (1 hr)
- 3G. Dump Truck Operation and Preventive Maintenance (1 hr)
- 3H. Forklift Operation and Safety (1 hr)
- 3I. Front End Loader (2 hrs)
- 3J. Motor Grader (1½-2 hrs)
- 3K. Skid Steer Loader (Bobcat) (2 hrs)

Module 4: Portland Cement Concrete

- 4A. Reinforced Portland Cement Concrete Inspection (4 hrs)
- 4B. Portland Cement Concrete Flatwork (2½ hrs)

Module 5: Roadside Maintenance Operations

- 5A. Mowing Safety (1 hr)
- 5B. Roadside Vegetation Control (4 hrs)
- 5C. Shoulder and Roadside Ditch Maintenance (2 hrs)
- 5D. Guardrail Installation (2½ hrs)

Module 6: Drainage

Construction/Erosion Control

- 6A. Pipe Placement (1½ hrs)
- 6B. Underground Safety (2 hrs)

Module 7: Soils

- 7A. Soil Cement Construction in Florida (1½ hrs)
- 7B. Soil Stabilization in Clay Soils (1½ hrs)
- 7C. Geotextiles and Geogrids (2 hrs)
- 7D. Graded Road Maintenance (1-2 hrs)
- 7E. Erosion Control (2 hrs)

Module 8: Legal Concerns

- 8A. Legal Testimony — Trial and Deposition (2 hrs)
- 8B. Tort Liability — Field Responsibility (1 hr)
- 8C. Tort Liability — Management Responsibility (1-2 hrs)

Module 9: Highway Safety: Design, Construction and Maintenance

- 9A. Highway Safety Features (4 hrs)

Module 10: Traffic Operations

- 10A. Highway Signing and Pavement Marking Maintenance (4 hrs)

Let Me Count the Ways

The federal deadline for having a sign management system in place that includes an assessment method for retroreflectivity is January 22, 2012. This is to ensure compliance of all traffic signs with federal minimum standards for retroreflectivity. These standards are designed to improve safety and save lives on all public roads. Replacement of noncompliant signs is required by 2015 or 2018, depending on the type of sign.

If your county or city has not yet chosen a retroreflectivity assessment method as part of a sign management plan, please read this article. This requirement carries serious implications for future sign-related litigation for those who choose not to comply. It is important to understand the pros and cons of the methods available and choose the best methods for your agency's situation.

Options

In implementing an assessment or management method for your agency's signs, per the Manual on Uniform Traffic Control Devices, you can use one option or a combination of options.

1. Visual Nighttime Inspection. Requires review/assessment/approval by a trained sign inspector 60+ years of age driving an SUV or truck.
2. Measured Sign Retroreflectivity. A retroreflectometer is placed against each sign to measure sign retroreflectivity. Signs with below-minimum levels must be replaced.
3. Expected Sign Life. When signs are installed, the installation date is labeled or recorded. The age of the sign is compared to the expected sign life, based on the experience of sign retroreflectivity degradation in a geographic area. Signs older than the expected life should be replaced.
4. Blanket Replacement. All signs in a given area or of a given type are replaced at specified intervals. This method eliminates the need to assess retroreflectivity or track the life of individual signs. The replacement interval is based on expected sign life for the shortest life material used on the affected signs.
5. Control Signs. Replacement of signs in the field is based on the performance of a sample of control signs in the maintenance yard or in the field. All signs represented by the control sample should be replaced before the retroreflectivity levels of the control sample reach minimum levels.

Methods developed and based on an engineering study can also be used.

How should you decide which methods are right for you? First, we recommend reading the Federal Highway

Administration's (FHWA's) Sign Retroreflectivity Guidebook, which is the source for information in this article. The Guide is specifically designed for small agencies. It includes a spiral-bound manual and a DVD with some interactive features, including an easy-to-use decision tool for choosing an assessment method based on your particular road system's characteristics.

FHWA's Guide contains an excellent article on how one agency chose their approach. Your colleagues at neighboring agencies might help by providing approaches that worked for them.

Your agency may want to turn your sign management and retroreflectivity maintenance over to the private sector. This decision may be more costly, but also may present some efficiencies, depending upon the structure of your workforce and your resources.

FHWA's Guide is available free for Florida local government agencies from the Florida T² Center. Call 352.392.9537 ext. 1544 or email us at mediacenter@ce.ufl.edu and we will send you a copy (while supplies last).

The Florida T² Center also provides retroreflectivity training and has a retroreflectometer loaner program for agencies participating in the training. Contact David Page at 352.273.1685.

Article adapted with permission from the Kansas LTAP Newsletter, Spring 2010 ■■■

HOW TO MEET THE NEW NATIONAL STANDARD

SIGN RETROREFLECTIVITY GUIDEBOOK

FOR SMALL AGENCIES, FEDERAL LAND MANAGEMENT AGENCIES, AND TRIBAL GOVERNMENTS

U.S. Department of Transportation
Federal Highway Administration
FHWA-CFL/TD-09-005
September 2009

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

August 17–19, 2011	Pompano Beach
August 24–26, 2011	Cape Coral
August 30–31, 2011	North Miami Beach
September 14–16, 2011	Orlando
September 21–23, 2011	Gainesville
October 11–12, 2011	North Miami Beach
October 19–21, 2011	Pompano Beach
October 25–27, 2011	Temple Terrace
October 26–28, 2011	Cape Coral
November 16–18, 2011	Gainesville
November 16–18, 2011	Orlando
November 30 – December 2, 2011	Crestview
December 7–9, 2011	Pompano Beach
December 14–16, 2011	Tampa
December 20–21, 2011	North Miami Beach

Advanced Maintenance of Traffic - Refresher

August 16, 2011	Pompano Beach
August 23, 2011	Cape Coral
September 13, 2011	Orlando
September 20, 2011	Gainesville
October 4, 2011	North Miami Beach
October 18, 2011	Pompano Beach
October 24, 2011	Temple Terrace
October 25, 2011	Cape Coral
November 15, 2011	Gainesville
November 15, 2011	Orlando
November 29, 2011	Crestview
December 6, 2011	Pompano Beach
December 13, 2011	Tampa
December 14, 2011	North Miami Beach

Asphalt Mix Design **Reduced Fee!**

August 16–19, 2011	Gainesville
October 18–21, 2011	Gainesville
October 18–21, 2011	Gainesville

Asphalt Paving Level 1

August 23, 2011	Miami
August 30, 2011	Tampa
October 4, 2011	Davie
October 25, 2011	Chipley
November 1, 2011	DeLand
November 7, 2011	Gainesville

Asphalt Paving Level 2 **Reduced Fee!**

August 24–26, 2011	Miami
August 31 – September 2, 2011	Tampa
October 5–7, 2011	Davie
October 26–28, 2011	Chipley
November 2–4, 2011	DeLand
November 8–10, 2011	Gainesville

Asphalt Plant Level 1 **Reduced Fee!**

September 7–9, 2011	Gainesville
October 4–6, 2011	Miami
November 8–10, 2011	Gainesville

Asphalt Plant Level 2 **Reduced Fee!**

October 5–7, 2011	Gainesville
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Bucket Truck Safety/Hands-on

November 9, 2011	Pompano Beach
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Concrete Batch Plant Operator

September 6, 2011	Gainesville
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CTQP Written Exam Only (No books provided) **Reduced Fees!**

August 12, 2011	Lakeland
August 17, 2011	Jacksonville
August 19, 2011	Jacksonville
August 23, 2011	Miami
August 26, 2011	Miami
August 26, 2011	Orlando
August 30, 2011	Tampa
September 2, 2011	Tampa
September 7, 2011	Chipley
September 7, 2011	Jacksonville
September 7, 2011	Pompano Beach

September 7, 2011	Tampa
September 14, 2011	Chipley
September 14, 2011	Jacksonville
September 16, 2011	Chipley
September 16, 2011	Jacksonville
September 21, 2011	Fort Myers
September 23, 2011	Fort Myers
September 28, 2011	Tampa
September 30, 2011	Tampa
October 4, 2011	Davie
October 5, 2011	Chipley
October 5, 2011	Jacksonville
October 5, 2011	Pompano Beach
October 5, 2011	Tampa
October 6, 2011	Miami
October 7, 2011	Davie
October 12, 2011	Tampa
October 14, 2011	Tampa
October 19, 2011	Orlando
October 21, 2011	Orlando
October 25, 2011	Chipley
October 28, 2011	Chipley
November 1, 2011	DeLand
November 2, 2011	Chipley
November 2, 2011	Jacksonville
November 2, 2011	Pompano Beach
November 2, 2011	Tampa
November 4, 2011	Davie
November 4, 2011	DeLand
November 8, 2011	Davie
November 10, 2011	Davie
December 2, 2011	Orlando
December 7, 2011	Chipley
December 7, 2011	Jacksonville
December 7, 2011	Pompano Beach
December 7, 2011	Tampa
Drilled Shaft Inspection Reduced Fee!	
August 24–26, 2011	Orlando
November 2–4, 2011	Davie

HelpUs!

Please help update our database so we can serve you better! If you are receiving duplicate copies or receiving mail for folks who are no longer with your agency, please let us know. Visit t2ctt.ce.ufl.edu/newsletter or make a copy of the back page of the newsletter and write "delete" or the appropriate corrections and fax it to us at 352.392.3224. If you have several deletions or corrections, please contact t2@ce.ufl.edu or call 352.273.1670.

Earthwork Construction Inspection Level 1

September 13–14, 2011 Jacksonville
 October 11–12, 2011 Tampa
 November 15–16, 2011 Gainesville
 December 6–7, 2011 Gainesville

Earthwork Construction Inspection Level 2 **Reduced Fee!**

September 15–16, 2011 Jacksonville
 October 13–14, 2011 Tampa
 November 17–18, 2011 Gainesville
 December 8–9, 2011 Gainesville

FDOT Concrete Field Inspector Specification **Reduced Fee!**

September 12–14, 2011 Chipley
 September 19–21, 2011 Fort Myers
 October 17–19, 2011 Orlando
 November 15–17, 2011 Gainesville

Final Estimates Level 1

September 21, 2011 Gainesville
 September 28, 2011 Tampa
 November 8, 2011 Davie
 November 14, 2011 Gainesville

Final Estimates Level 2

September 22–23, 2011 Gainesville
 September 29–30, 2011 Tampa
 November 9–10, 2011 Davie
 November 15–16, 2011 Gainesville

Inspecting Municipal Properties

August 24, 2011 Naples

Intermediate Maintenance of Traffic

August 16–17, 2011 Naples
 August 23–24, 2011 North Miami Beach
 August 24–25, 2011 Orlando
 August 30–31, 2011 Cape Coral
 September 8–9, 2011 Crestview
 September 20–21, 2011 Tallahassee
 September 28–29, 2011 Clearwater
 October 5–6, 2011 Tallahassee
 October 19–20, 2011 Gainesville

October 19–20, 2011 Orlando
 November 2–3, 2011 Temple Terrace
 November 8–9, 2011 North Miami Beach
 November 15–16, 2011 Naples
 November 16–17, 2011 Cape Coral
 December 7–8, 2011 Orlando
 December 14–15, 2011 Crestview

Intermediate Maintenance of Traffic - Refresher

August 15, 2011 Naples
 August 23, 2011 Orlando
 August 29, 2011 Cape Coral
 September 7, 2011 Crestview
 September 7, 2011 North Miami Beach
 September 19, 2011 Tallahassee
 September 27, 2011 Clearwater
 October 4, 2011 Tallahassee
 October 18, 2011 Gainesville
 October 18, 2011 Orlando
 November 1, 2011 Temple Terrace
 November 2, 2011 North Miami Beach
 November 14, 2011 Naples
 November 15, 2011 Cape Coral
 December 6, 2011 Orlando
 December 13, 2011 Crestview

Long Term Pavement Performance (LTPP) - Pavement Distress Identification

October 5–7, 2011 Pompano Beach

Mobile Equipment and Internal Work Zone Safety

November 30, 2011 Port Charlotte

Nuclear Density Gauge Safety and HazMat

September 12, 2011 Jacksonville
 December 5, 2011 Gainesville

Pile Driving Inspection

October 11–13, 2011 Gainesville
 November 30 – December 2, 2011 Orlando

Pilot/Escort Flagging

August 16, 2011 Fort Myers
 September 13, 2011 Orlando
 November 1, 2011 Gainesville
 November 15, 2011 Fort Myers
 December 6, 2011 Orlando

Pilot/Escort Flagging Refresher

August 16, 2011 Gainesville
 September 13, 2011 Gainesville
 October 18, 2011 Gainesville
 November 15, 2011 Gainesville
 December 13, 2011 Gainesville

Plans Reading Fundamentals

September 14, 2011 Pompano Beach

Qualified Aggregate Sampler

October 24, 2011 Gainesville

Quality Control Manager **Reduced Fee!**

September 15–16, 2011 Chipley
 September 22–23, 2011 Fort Myers
 October 20–21, 2011 Orlando

Road Safety 365: A Workshop for Local Governments

October 18, 2011 Gainesville

Roadside Maintenance Safety

September 28, 2011 Port Charlotte

Successful Supervision in Public Works

August 12, 2011 Pompano Beach

Mark Your Calendars

2011 National Stop on Red Week August 7–13, 2011 www.stopredlightrunning.com

Put the Brakes on Fatalities Day October 10, 2011 www.brakesonfatalities.org

18th World Congress on Intelligent Transportation Systems Orlando October 16 – 20, 2011 www.itsworldcongress.org

FACERS Fall Meeting Sandestin Beach Resort Walton County November 16 – 18, 2011 facers.org



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Upcoming Workshops

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

Advanced Maintenance of Traffic

**Advanced Maintenance of Traffic -
Refresher**

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!*

Bucket Truck Safety/Hands-on

Concrete Batch Plant Operator

**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

Inspecting Municipal Properties

**Intermediate Maintenance of
Traffic**

**Intermediate Maintenance of
Traffic - Refresher**

**Long Term Pavement Performance
(LTPP) - Pavement Distress
Identification**

**Mobile Equipment and Internal
Work Zone Safety**

**Nuclear Density Gauge Safety and
HazMat**

Pile Driving Inspection

Pilot/Escort Flagging

Pilot/Escort Flagging Refresher

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Local Governments**

Roadside Maintenance Safety

**Successful Supervision in Public
Works**