



technotes

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MARYLAND
TRANSPORTATION
TECHNOLOGY
TRANSFER CENTER

Local Technical
Assistance Program
(LTAP)
University of Maryland
at College Park

mdt2center.umd.edu

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Roadway Management Conference Registration is Now Open & Call for Vendors!

The Mid-Atlantic (Delaware, Maryland, Pennsylvania, Virginia, and West Virginia) Transportation Technology Transfer (T2) Centers and Local Technical Assistance Programs (LTAP) are excited to announce the 17th Roadway Management Conference (RMC) is being held in Gettysburg, PA at the Eisenhower Hotel. The Conference dates are October 15 - October 17, 2018. We hope you can join us.

The RMC is targeted to practitioners who manage, construct, and maintain state, county, and municipal roads and streets. This group includes elected and appointed officials, managers, engineers, technicians, supervisors, and contractors. In addition to a variety of conference topics we will also have companies showcasing products and conducting demonstrations.

**The Roadway Management Conference will return October 15-17, 2018 in
Gettysburg, Pennsylvania.**

Registration fees:

Attendees:

\$150 - by September 15, 2018
\$175 - after September 15, 2018

Vendors:

\$800

Lodging:

Eisenhower Hotel

2634 Emmitsburg Road
Gettysburg, Pennsylvania 17325

\$106 per night + 11% tax

www.eisenhower.com

(717) 334-8121

Learn more about the RMC including checking out the draft agenda!
Visit: <https://roadwaymanagementc.wixsite.com/home>

Ready to go? [Register Now!](#)

Data-driven safety analysis helps local agencies target transportation investments

Local entities own about 75 percent of America's road miles. Almost 50 percent of the Nation's roadway fatalities occur on these roads, creating a need for local agencies to invest their limited safety dollars as strategically as possible.

To help local agencies plan for the most effective investments, the Every Day Counts round four (EDC-4) [data-driven safety analysis](#) (DDSA) deployment team is advancing locally focused initiatives. One approach promotes [local road safety plans](#) (LRSPs).

LRSPs provide a framework for identifying, analyzing, and prioritizing roadway safety improvements and strategies on local roads. These plans are tailored to local issues and needs. The process results in a prioritized list of issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on local road networks. The plans are so effective in identifying and addressing local safety issues that they're included in the Federal Highway Administration's [proven safety countermeasures](#).

"The major value of these plans for local agencies is awareness of where the safety issues are," said Rosemarie Anderson, FHWA transportation specialist and DDSA team member. "The LRSP development takes local agencies through a step-by-step process of identifying emphasis areas and selecting countermeasures based on the data."

Anderson also emphasized that, where possible, agencies should coordinate their LRSPs with their State [Strategic Highway Safety Plan](#).

"When projects in an LRSP align with the State Strategic Highway Safety Plan, they are more likely to qualify for [Highway Safety Improvement Program](#) funding," Anderson said.

County Plans in Washington

Some local agencies may believe they don't have enough quality data to draft a plan, but LRSPs are scalable and can usually be created with on-hand data and other information.

In Washington, for instance, 33 of the State's 39 counties have developed their own LRSPs of varying length and complexity, depending on staff resources.

"They don't have to be overly complicated," said Matthew Enders, technical services manager for the Washington State Department of Transportation. "We have lots of counties with simple and short plans, but they still walk through the basic steps and see the benefits."

In a survey on Washington LRSPs, 100 percent of respondents reported that the effort was useful for identifying safety priorities (38 percent reported "very useful" and 62 percent reported "somewhat useful").

Creating a plan can help focus safety efforts and priorities for an agency, especially a local one. "If you have a written plan, even if it is a few pages, it becomes an organizational document," said Scott Davis, traffic engineer for Thurston County (WA) Public Works. "Then the effort isn't reliant on an individual. And if someone new comes in, they have all the information they need from the get-go."

This also helps agencies justify investment decisions. "It has changed the way we communicate with the public and even our own staff," Davis said. "We're doing a lot of work systemically across our system now, which is a newer approach. When we get questions from our commissioners or citizens about why we choose certain locations, we're able to show them the plan and justify our decisions. We're being proactive."

Local Plan Pilot

The EDC-4 DDSA team is partnering with the [National Association of County Engineers](#) (NACE) to deploy the use of LRSPs and help local agencies develop plans. The partnership launched a pilot project focusing on 26 counties in California, Colorado, Florida, Nevada, Ohio, and Wisconsin. The pilot provides agencies with a blended learning experience that includes technical assistance, a series of webinars, and a hands-on workshop where participants leave with a draft plan in hand.

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“Our goal is to get several counties within each State to develop plans through the pilot,” said NACE Executive Director Brian Roberts. “Those agencies can then be spokespersons to convince their peers that there is value in investing time in a plan. If we can demonstrate success stories using a simple approach, people will be more comfortable starting their own.”

The idea is to provide local agencies with a flexible, proven tool to help get people home safely. “LRSPs work,” Roberts said. “And any time you have a plan, it helps you.”

Learn More

See FHWA’s library of [DDSA resources](#).

Watch an Innovation Spotlight [video](#) (YouTube) on DDSA.

View [DDSA webinars](#).

Contact [Jerry Roche](#) of the FHWA Office of Safety or [John McFadden](#) of the FHWA Resource Center for information and technical assistance.

*This article was reprinted from the [March/April 2018, VII, Issue 65 \(FHWA-18-CAI-001\)](#) issue of *Innovator* a publication of the United States Department of Transportation and the Federal Highway Administration (FHWA)*

Here are some of our scheduled courses that can assist in making your local roads safer!

Designing Safer Roads for Pedestrians and Bicyclists scheduled for June 19th, read more on page 7.

Speed Management Techniques and Applications scheduled for August 8th, read more on page 8.

Safe transportation for every pedestrian strategies focus on uncontrolled crossing locations

The goal of the Every Day Counts (EDC) initiative on [safe transportation for every pedestrian](#) (STEP) is to improve uncontrolled crossing locations to reduce and ultimately eliminate pedestrian fatalities, says Rebecca Crowe, Federal Highway Administration transportation specialist and a leader of the EDC STEP deployment team.

“That means working closely with our stakeholders to develop processes and policies to advance the STEP countermeasures,” said Crowe. “This is our chance to take a big STEP forward and improve pedestrian safety.”

By the time EDC round four (EDC-4) ends in December 2018, half the States plan to attain post-deployment level. That means these States will be either assessing the performance of and processes for advancing STEP countermeasures and preparing for full deployment or adopting STEP strategies and policies as a standard practice.

STEPS to Safety

STEP includes [five countermeasures](#) to get pedestrians safely across the road at uncontrolled locations:

- Crosswalk visibility enhancements, such as crosswalk lighting, enhanced signing and marking, and curb extensions, help drivers better detect pedestrians.
- Raised crosswalks are a traffic-calming technique that can reduce vehicle speeds and encourage drivers to yield to pedestrians.
- Pedestrian refuge islands provide a safer place for pedestrians to stop at the midpoint of a road before crossing the remaining distance, which is particularly helpful for pedestrians with limited mobility.
- Pedestrian hybrid beacons (PHBs) provide a stop control treatment for higher speed multilane roads where pedestrian volumes aren't high enough to warrant a traffic signal.
- Road diets, which reconfigure a roadway cross-section to safely accommodate all users, can reduce vehicle speeds, cut the number of lanes pedestrians must cross, and create space for new pedestrian facilities.

“Agencies across the Nation have installed these treatments to provide pedestrian crossing opportunities, improve visibility, reduce vehicle speed, shorten crossing distances, and/or improve driver yielding,” Crowe said.

Improving Walking Environments

“State agencies and local governments realize they have a role and responsibility to provide safe walking environments,” said Peter Eun, FHWA transportation safety engineer and a leader of the EDC-4 STEP team. “Because more than 80 percent of pedestrian fatalities are people killed crossing the roadway at uncontrolled locations, agencies are excited about STEP, which educates and assists on implementation of policies, procedures, and proven engineering treatments that are the elements of a STEP action plan.”

In Alexandria, VA, no crashes involving pedestrians occurred in the first year after installation of a road diet project with crosswalk visibility improvements at seven pedestrian crossings. That compares to an annual average of seven pedestrian crashes during the previous 10 years. Research on numerous road diets found a 19 to 47 percent reduction in overall crashes. The expected crash reduction varies, based on factors such as traffic volume and surrounding land use.

PHBs are typically installed to provide pedestrian crossing opportunities across higher speed multilane roads. In Tampa, FL, the Florida Department of Transportation (FDOT) installed PHBs at three locations along a six-lane road. In the first year after implementation, bicycle and pedestrian crashes dropped to seven, compared to the previous 6-year average of 20 a year. In Austin, TX, examination of eight PHB sites on different four-lane roads showed that drivers yielded to pedestrians between 87 and 97 percent of the time.

Other communities and States that have adopted policies and procedures to deploy STEP treatments include the city of Boulder, CO; Lexington (KY) Area Metropolitan Planning Organization; North Carolina Department of Transportation (NCDOT); and Oregon Department of Transportation.

NCDOT adopted “[North Carolina Pedestrian Crossing Guidance](#)” to promote consistency in crossing treatment recommendations across the agency's 14 divisions. A four-step flowchart walks users through sequenced assessments that result in a recommendation, required action, or no required action.

Agencies Advance Policies to Enhance Safety for Walkers

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In Alexandria, VA, a road diet project included crosswalk improvements such as a refuge island to provide a place for pedestrians to stop while crossing the street.

Credit: City of Alexandria, VA

STEP Resources

“FHWA is here to STEP agencies through the process and provide technical assistance on developing policies or processes, selecting countermeasures or projects, prioritizing, and leading [road safety audits](#),” said Crowe. “We also offer training and workshops, which can be a one-day workshop with a field exercise or a one- or two-hour overview of STEP and the fabulous five countermeasures.”

View an Innovation Spotlight [video](#) (YouTube) on STEP.

Watch a [webinar](#) on STEP for local agencies.

See [tech sheets](#) on the STEP countermeasures.

Read FHWA’s “[Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#).”

View a [process graphic](#) for selecting countermeasures at uncontrolled crossing locations.

Contact [Becky Crowe](#) of the FHWA Office of Safety or [Peter Eun](#) of the FHWA Resource Center for information and technical assistance.



*Pedestrian hybrid beacons enhance safety for walkers crossing multilane roads in Austin, TX.
Photo Credit: Austin, TX Transportation Department*

*This article was reprinted from the [March/April 2018, VII, Issue 65](#) (FHWA-I8-CAI-001) issue of *Innovator* a publication of the United States Department of Transportation and the Federal Highway Administration (FHWA)*

Here are some of our scheduled courses that can enhance the safety of your pedestrians!

Designing Safer Roads for Pedestrians and Bicyclists scheduled for June 19th, read more on page 7.

Speed Management Techniques and Applications scheduled for August 8th, read more on page 8.

The following courses are currently scheduled and we are still adding to the list! For more information or to schedule a class, contact Janette Prince at 301.405.6535 or register online at www.mdt2center.umd.edu.

PREVENTIVE PAVEMENT MAINTENANCE (Learn about seal coats, slurry seals, and microsurfacing)

Location: MD T2 Center at College Park, Maryland

Date: May 8, 2018

Time: 8:30am - 3:30pm

This course is the first step in making your asphalt pavements last longer at lower costs. The course instructed by Ed Stellfox covers preventive maintenance treatments such as chip seals, slurry seals, and microsurfacing and discusses when and where each technique could be effective. It presents application methods, including preparation, materials, equipment, operations and safety, along with practical tips on how to avoid trouble.

This course is open to municipal officials, road commissioners, supervisors, and superintendents; public works and maintenance personnel; equipment operators; and city or town managers.

Professional Development Hours: 6.0.

Registration Fees: \$99 for all participants.

TRAFFIC ENGINEERING FUNDAMENTALS

Location: MD T2 Center at College Park, Maryland

Date: May 14-17, 2018

Time: 8:30am - 4:15pm

This course instructed by Dane Ismart and Juan M. Morales, P.E. condenses what was the five-day Traffic Engineering Short Course into a new four-day course.

Agenda Day One:

Introduction

Traffic Engineering Terms and Design Year Traffic

Site Impact Analysis

Safety Principles and Crash Principles

Principles of Access Management

Agenda Day Two:

Intersection Analysis and Geometrics

Signal Timing

Arterial and Freeway Analysis

MUTCD

Agenda Day Three:

Roundabout Basics

ITS Overview

Traffic Calming

Pedestrian Safety

ADA Accessibility

Agenda Day Four:

Temporary Traffic Control Standards and Guidelines

Component Part of a TTC Zone

Traffic Control Devices

Traffic Control Devices, continued

Work Zone Impact Analysis

Audience: This course is geared towards anyone with an engineering background and/or traffic engineering responsibilities in a related field. Also junior level traffic engineers, transportation planners, highway designers and city/county engineers.

Professional Development Hours: 24.0.

Registration Fees: \$399 MD local government and \$420 all other registrants

FLAGGER CERTIFICATION

Location: MD T2 Center at College Park, Maryland

Date: May 18, 2018

Time: 8:30am - 12:30pm

A MD SHA-approved ATSSA (American Traffic Safety Services Association) flagger card will be issued upon satisfactory completion of this course. This will be valid for 4 years and is acceptable in several states, including MD, VA and DC. The class instructed by Juan M. Morales, P.E. is presented in PowerPoint© and will include a 25-question multiple choice exam and a flagger demonstration (dexterity test). Students will receive their ATSSA Flagger Certification card the day of the course (upon passing the exam). **Audience:** The course is intended for anyone whose actions affect safety of contemporary traffic control work zones, including traffic managers, traffic technicians, inspectors and designers.

Professional Development Hours: 4.0.

Registration Fees: \$100 for all participants.

BLUEPRINT READING FOR HIGHWAY WORKERS

Location: MD T2 Center at College Park, Maryland

Date: June 5-6, 2018

Time: 8:30pm - 3:30pm

Today's highway workers use a variety of blueprints and drawings to guide them in accurately performing the construction and maintenance of roadways and related components. Upon successful completion of this course instructed by Glynn Stoffel, the student will be able to read and interpret the drawings included in a set of highway plans.

Professional Development Hours: 6.0

Registration Fees: \$110 for Maryland local government participants, \$125 for all other participants

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Our Currently Scheduled Courses

(continued from page 6)

DESIGNING PEDESTRIAN FACILITIES FOR ADA ACCESSIBILITY

Location: MD T2 Center at College Park, Maryland
Date: June 5-6, 2018
Time: 8:30pm - 3:30pm

Upon completion of this course instructed by Juan M. Morales, P.E., the participant will be able to identify applicable laws, regulations, guidelines, and standards pertaining to accessibility for persons with disabilities. Know the requirements for ensuring accessibility in existing facilities vs. work in new construction and alterations. Identify some of the challenges in the Public Right-of-Way (PROW) faced by persons with disabilities. Review design elements necessary for achieving accessibility in the PROW, including work zones. Identify best practices. There will be (weather permitting) a field visit to a nearby intersection to assess its design and accessibility.

Professional Development Hours: 12.0
Registration Fees: \$199 for Maryland local government participants, \$210 for all other participants

INTRODUCTION TO TEMPORARY TRAFFIC CONTROL

Location: MD T2 Center at College Park, Maryland
Date: June 7, 2018
Time: 8:30pm - 3:30pm

An introductory course to temporary traffic control (TTC) in highway work zones. This one-day course instructed by Juan M. Morales, P.E. is designed to give participants a complete overview of TTC in work zones, including applicable standards, guidelines, traffic control devices, component parts and their requirements, installation/removal considerations, and pedestrian accessibility. This course will prepare participants to take the Maryland SHA Traffic Manager's course.

Professional Development Hours: 6.0
Registration Fees: \$100 for Maryland local government participants, \$125 for all other participants.

TECHNIQUES FOR REDUCING CONSTRUCTION AND MAINTENANCE COSTS

Location: MD T2 Center at College Park, Maryland
Date: June 12, 2018
Time: 8:30pm - 3:30pm

Counties and municipalities bear a considerable financial burden with respect to the construction and maintenance of roadways. Inflation, increasing cost of labor, materials and fuel have risen steeply in the past few years. At the same time, municipal budgets have not kept pace. It is essential to conserve resources, find energy efficient and low maintenance materials and to use more efficient techniques. This workshop instructed by Ed Stellfox, will conclude with groups of participants developing a cost control plan for a project.

Professional Development Hours: 6.0
Registration Fees: \$99 for all participants.

TRAFFIC SIGNS

Location: MD T2 Center at College Park, Maryland
Date: June 13, 2018
Time: 8:30pm - 12:30pm

This half-day course instructed by Ed Stellfox will cover the regulations and guidelines for traffic signs including; regulatory signs, warning signs, and guide signs. A review of the Manual on Uniform Traffic Control Devices (MUTCD) will also be covered. An in depth discussion of sign examples, installation and maintenance, as well as sign management will be covered.

Professional Development Hours: 4.0
Registration Fees: \$69 for all participants.

DESIGNING SAFER ROADS FOR PEDESTRIANS AND BICYCLISTS

Location: MD T2 Center at College Park, Maryland
Date: June 19, 2018
Time: 8:30am - 3:30pm

Pedestrians and bicyclists are susceptible to traffic injuries and fatalities, perhaps more so than drivers. Yet we design highways for the mobility of motorized traffic perhaps neglecting the needs of the most vulnerable, such as pedestrians and bicyclists. This course, instructed by Juan M. Morales, P.E., will teach participants how to diagnose pedestrian and bicyclist safety deficiencies and select the appropriate countermeasures to make conditions safer for all users. The course includes an overview of the American with Disabilities Act (ADA) accessibility requirements and a field trip where students will be exposed to various design elements. Engineering countermeasures will be emphasized but education and enforcement countermeasures will also be covered. Upon Completion of the course, participants will be able to: understand pedestrian and bicyclist traffic; describe their needs; diagnose crash causes; select proper countermeasures; identify safety-related geometric design elements (including roundabouts and bicycle lanes), and describe disable pedestrian considerations as per the American with Disabilities Act (ADA).

Professional Development Hours: 6.0
Registration Fees: \$100 for this course.

FLAGGER CERTIFICATION

Location: MD T2 Center at College Park, Maryland
Date: June 20, 2018
Time: 8:30am - 12:30pm

A MD SHA-approved ATSSA (American Traffic Safety Services Association) flagger card will be issued upon satisfactory completion of this course. This will be valid for 4 years and is acceptable in several states, including MD, VA and DC. The class instructed by Juan M. Morales, P.E. is presented in PowerPoint© and will include a 25-question multiple choice exam and a flagger demonstration (dexterity test). Students will receive their ATSSA Flagger Certification card the day of the course (upon passing the exam).

Professional Development Hours: 4.0
Registration Fees: \$100 for all participants.

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ASPHALT RECYCLING

Location: MD T2 Center at College Park, Maryland

Date: July 10, 2018

Time: 8:30pm - 12:30pm

This course discusses the advantages of asphalt recycling as part of your road maintenance program. It covers techniques for recycling asphalt pavement, including surface recycling, hot mix recycling (both in plant and on-site), and cold mix recycling. The course instructed by Ed Stellfox emphasizes cold mix recycling, full depth reclamation, reviewing materials, equipment and operations. It also presents recent examples of asphalt recycling projects in several states. The following topics will be discussed: advantages; review of techniques -materials, equipment, and operations for surface recycling, hot-mix recycling, cold-mix recycling, and full depth reclamation.

Professional Development Hours: 4.0.

Registration Fees: \$69 for all participants.

ROAD DIETS (ROAD CONFIGURATION) WORKSHOP

Location: MD T2 Center at College Park, MD

Date: August 7, 2018

Time: 8:30am - 4:00pm

The course covers the design, safety, and operations of road diets. The advantages, disadvantages, various road diet configurations, guidance, and criteria for determining the feasibility of implementing a road diet are discussed. Safety and operational considerations as well as examples of actual case studies are part of the course.

Professional Development Hours: 6.0.

Registration Fees: \$110 for all participants.

SPEED MANAGEMENT TECHNIQUES AND APPLICATIONS

Location: MD T2 Center at College Park, Maryland

Date: August 8, 2018

Time: 8:30am - 4:00pm

The Speed Management Techniques and Applications Course is designed to provide participants with the knowledge and principles for applying various techniques for countering speeding and speed related crashes. The first sections of the course review the Fatality Analysis Reporting System as well as other sources of crash data. Methods for identifying potential hazardous areas related to crashes involving roadway departures, intersections, and bicycle and pedestrians are demonstrated. A portion of the course is devoted to discuss and demonstrate methods for determining appropriate design and posted speeds.

Professional Development Hours: 6.0

Registration Fees: \$110 for all participants.

GRAVEL ROAD MAINTENANCE

Location: MD T2 Center at College Park, Maryland

Date: August 28, 2018

Time: 8:30pm - 3:30pm

This course instructed by Ed Stellfox addresses basic maintenance techniques for unpaved and gravel roads. Topics include road materials, blading or dragging, reshaping or regrading for proper crown, regravelling, stabilization or full-depth reclamation, and dust control, with an introduction to road management techniques.

Professional Development Hours: 6.0

Registration Fees: \$99 for all participants.

INTRODUCTION TO GEOSYNTHETICS

Location: MD T2 Center at College Park, Maryland

Date: August 29, 2018

Time: 8:30am - 3:30pm

This course is an introduction to geosynthetics, beginning with a discussion of geosynthetics, what they are, how they are made and how they can be used in a road maintenance program. The course then looks at other geosynthetics and their road system uses, including geogrids, geocells and geoweb, presenting new materials with new applications. This course instructed by Ed Stellfox, will cover the following topics: history; materials (geotextile fabrics, geogrids, geocells and geoweb); uses and applications of drainage, erosion control, reinforcement, separation, and reflective crack control.

Professional Development Hours: 6.0.

Registration Fees: \$99 for all participants.

ROAD SURFACE MANAGEMENT

Location: MD T2 Center at College Park, Maryland

Date: September 11, 2018

Time: 8:30am - 3:30pm

This course instructed by Ed Stellfox provides participants with the basic concepts of road surface management including inventory, distress identification, condition survey, strategies, programs, budgets, and field surveys. A Road Surface Management Systems software demonstration will also be conducted during this course.

Professional Development Hours: 6.0.

Registration Fees: \$99 for all participants.

Our Currently Scheduled Courses

(concluded from page 8)

ROAD SAFETY 365 WORKSHOP

Location: MD T2 Center at College Park, MD
Date: September 13, 2018
Time: 8:30am - 3:30pm

This one-day workshop focuses on processes for incorporating safety into all aspects of local and rural projects, and on making safety a priority through inclusion in the traditional decision-making process - 365 days a year. The course stresses the importance of road safety, and illustrates how it can be integrated into rural/local transportation project development at all stages: planning, design, construction, implementation, operations, and maintenance. Through practical exercises and facilitator-led discussions, the emphasis is on operations and maintenance to reflect the predominant, day-to-day responsibilities of rural/local transportation agencies. The benefits and potential cost savings of safety initiatives are shown using examples from rural/local agencies.

Professional Development Hours: 6.0
Registration Fees: \$100 for all participants.

FLAGGER CERTIFICATION

Location: MD T2 Center at College Park, Maryland
Date: September 14, 2018
Time: 8:30am - 12:30pm

A MD SHA-approved ATSSA (American Traffic Safety Services Association) flagger card will be issued upon satisfactory completion of this course. This will be valid for 4 years and is acceptable in several states, including MD, VA and DC. The class instructed by Juan M. Morales, P.E. is presented in PowerPoint© and will include a 25-question multiple choice exam and a flagger demonstration (dexterity test). Students will receive their ATSSA Flagger Certification card the day of the course (upon passing the exam).

Professional Development Hours: 4.0
Registration Fees: \$100 for all participants.

TO SIGNALIZE OR NOT TO SIGNALIZE: MUTCD SIGNAL WARRANTS

Location: MD T2 Center at College Park, Maryland
Date: October 23, 2018
Time: 8:30am - 4:00pm

The To Signalize or Not To Signalize Course instructed by Dane Ismart covers the MUTCD criteria for determining whether the installation of a traffic control signal is justified at a particular location. The following warrants are discussed in detail and include: Eight-Hour Vehicular Volume, Four-Hour Vehicular Volume, Peak Hour, Pedestrian Volumes, School Crossing, Coordinated Signal System, Crash Experience, Roadway Network, Intersection Near a Railroad Grade Crossing. As part of the course, workshop problems will be given to the class participants. The class will be provided intersection field data and will determine if signals are warranted for the sample intersections. After completing the intersection analysis. MUTCD signal analysis software will be demonstrated and the workshop problems will be evaluated based on the microcomputer analysis.

WINTER MAINTENANCE

Location: MD T2 Center at College Park, Maryland
Date: October 25, 2018
Time: 8:30am - 3:30pm

This course covers all aspects of winter operations-planning and organizing, methods of snow and ice control, salt usage, and winter equipment maintenance. Instructed by Ed Stellfox this lesson will include usage of snow maps, formal snow plans, snow plow and salt spreader operation. This course is intended for municipal officials, road commissioners, supervisors, superintendents, public works and maintenance personnel, equipment operators, and city or town managers.

Professional Development Hours: 6.0
Registration Fees: \$99 for all participants.

WORK ZONE DESIGN

Location: MD T2 Center at College Park, Maryland
Date: November 6-7, 2018
Time: 8:30am - 3:30pm

The course instructed by Juan M. Morales, P.E. will give participants knowledge of the entire temporary traffic control (TTC) process: planning, design, review, installation, maintenance, and inspection of temporary traffic control for highway work zones. Issues regarding planning, design, review, and operation of temporary traffic control are covered, including pedestrian accessibility, worker safety, human factors, and legal aspects. The material is based on Part 6 of the Manual on Uniform Traffic Control Devices (MUTCD) and are modified to address Maryland State Highway Administration (SHA) TTC standards and guidelines. The course is aimed at individuals who are responsible for the design, review, or modification of temporary traffic control for work zones adjacent to and within roads and highways. The course will also be of interest to those responsible for installation, operation, and inspection.

Professional Development Hours: 12.0
Registration Fees: \$199 MD Local Government and \$210 All Other Registrants.

FLAGGER CERTIFICATION

Location: MD T2 Center at College Park, Maryland
Date: November 8, 2018
Time: 8:30am - 12:30pm

A MD SHA-approved ATSSA (American Traffic Safety Services Association) flagger card will be issued upon satisfactory completion of this course. This will be valid for 4 years and is acceptable in several states, including MD, VA and DC. The class instructed by Juan M. Morales, P.E. is presented in PowerPoint© and will include a 25-question multiple choice exam and a flagger demonstration (dexterity test). Students will receive their ATSSA Flagger Certification card the day of the course (upon passing the exam).

Professional Development Hours: 4.0
Registration Fees: \$100 for all participants.



MD T² Center Staff

Tom Jacobs

Director
301.405.7328
tjacobs@umd.edu

Janette Prince

Program Manager of
Training
301.405.6535
janette@umd.edu

Carly Keane

Program Manager of
Outreach
240.304.9627
ckeane@umd.edu

Patrice Abrams

Administrative Assistant
301.405.5312
pabrams@umd.edu

MD T² Advisory Board Committee

- Greg Africa** Anne Arundel County,
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- Erv Beckert** Prince George's County
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We understand your training needs and the tremendous budget cuts everyone is dealing with in this economy. By logging on to www.mdt2center.umd.edu and requesting a course that 10 or more of your employees need, we'll bring our course to you. We'll need a room where your employees can learn and either a white board or bare wall for our projector and a pot of coffee for our instructor.

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