



technotes

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MARYLAND TRANSPORTATION TECHNOLOGY TRANSFER CENTER

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

www.mdt2center.umd.edu

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FHWA Deploys Robot to
Collect Bridge
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Our Currently Scheduled
Courses

LTPP-PLUG: Plug Your Traffic Loading Data Gaps

New software available for beta testing from the Federal Highway Administration's (FHWA) Long-Term Pavement Performance (LTPP) program is helping transportation agencies plug their traffic loading data gaps when designing pavements.

FHWA developed the LTPP-PLUG (Pavement Loading User Guide) software to assist agencies in selecting axle loading defaults to use with the Mechanistic-Empirical Pavement Design Guide (MEPDG). These defaults can be used for pavement sites where site-specific traffic data collected by weigh-in-motion (WIM) equipment are limited or do not exist.

Available as a Microsoft Access® database application, LTPP-PLUG works with both LTPP and user-provided WIM data summaries to produce axle load distribution files. These files can be used with the MEPDG and its related software products. The LTPP WIM data describes the range of axle loading conditions observed at select Specific Pavement Study (SPS) sites of the LTPP program.

"LTPP-PLUG gives you the flexibility to pick what's best for you. Designed to be easy to use by pavement engineers, it lets you use either global defaults or targeted defaults based on your own data," said Mark Hallenbeck of the Washington State Transportation Center. "The resulting file then becomes an input to the MEPDG." The program can meet the needs of both pavement engineers that have little background in traffic data and staff more experienced in working with such data.

Agencies can compare their own data to the LTPP axle loading defaults and decide which is better to use. Users also have the option of being guided through the selection process. The LTPP loading defaults are divided into two tiers. Tier 1 represents a national default, or the average loading condition from LTPP SPS sites for each type of axle for every class of vehicle. Tier 2 groups these data into different loading conditions, ranging from very light to very heavy axle load distributions. Also built into the LTPP-PLUG software is a mechanism for grouping

axle loading distributions supplied independently by State highway agencies and then computing State-specific axle loading defaults.

For more information about LTPP-PLUG and other resources available from the Long-Term Pavement Performance program, visit www.fhwa.dot.gov/research/tfhrc/programs/infrastructure/pavements/ltpplp.

We can also help! Check out these related courses:

- * *Asphalt Roads - Common Maintenance Problems* scheduled for August 8th.
- * *Road Surface Management* scheduled for August 20th.
- * *Traffic Engineering Fundamentals* scheduled for September 16th - 18th.

For more details about these courses or our other courses check out pages 4-7.

This article was reprinted from the May 2013 issue of FOCUS, a publication of the United States Department of Transportation and Federal Highway Administration.

Innovative Inspection Tool Sees Things Humans Can't on Concrete Bridge

The U.S. Department of Transportation's Federal Highway Administration is deploying an innovative new robot to help inspect the safety and structural integrity of concrete bridge decks that can save time and money. The new robotic tool-automated and created in partnership with Rutgers University-is combining a number of advanced, customized imaging technologies that gives inspectors more accurate information, in real time, on the deck's overall health.

"In his State of the Union address, President Obama called for a 'Fix it First' approach to infrastructure targeting the nation's most urgent repairs," U.S. Transportation Secretary Ray LaHood said. "By using innovative technology, we can better identify needed bridge repairs, which is all part of the president's vision for improved transportation infrastructure."

In a single sweep, the robot combines numerous scans requiring different sets of tools. The robot's imaging technologies, similar to x-ray technologies, allow inspectors to see beyond what can be seen by the human eye without having to penetrate or damage the deck. The robot allows inspectors to see the interior of the bridge deck and obtain more detailed information on the condition of the concrete and reinforcing steel.

"This technology is helping bridge owners make smarter investment decisions," said Federal Highway Administrator Victor Mendez. "It's about providing real-world solutions through innovation."

In the first deployment wave, FHWA is using the tool on 24 bridges in six Mid-Atlantic states - Virginia, Maryland, Delaware, New Jersey, Pennsylvania and West Virginia - and in Washington, D.C. Over the next five years, the goal is to use the robot on up to 1,000 bridges nationwide.

The tool is a product of the Long-Term Bridge Performance (LTBP) Program - a flagship FHWA research initiative to collect and analyze data on a representative sample of bridges around the country to understand how they react under certain conditions. FHWA will use the data to develop a better understanding of concrete bridge deck deterioration, including the impacts of corrosion, the environment, traffic patterns and weight.

FHWA has partnered with the Rutgers University Center for Advanced Infrastructure and Transportation to conduct this research.

The robot continues to complement conventional visual inspections in analyzing bridge decks - which typically deteriorate faster than other bridge components because of traffic loads and environmental exposure.

This article was reprinted from the Federal Highway Administration's Briefing Room.

If your summer travel plans include "surfing" Coastal Highway - become acquainted with Crab the Lifeguard, who will be watching over Coastal Highway (MD 528) this spring and summer to keep pedestrians safe in Ocean City. After relatively successful summers, last year two pedestrians were killed in Ocean City and another 13 were injured, a marked increase compared to 2011 when there were no pedestrian fatalities and eight people injured. A partnership between the Town of Ocean City, Ocean City Police Department, Maryland State Highway Administration (SHA) and other local businesses and agencies created the Walk Smart! campaign to turn the tide on the recent wave of pedestrian crashes - complementing engineering and enforcement efforts to keep Ocean City residents and visitors safe this summer.

"For Maryland families, a vacation to Ocean City is a treasured summer ritual," said Governor Martin O'Malley. "As the crowds swell during the summer months, we must all remain vigilant to ensure drivers and pedestrians along OC roadways are safe. This strategic campaign is a partnership to safeguard the lives of vacationers, visitors and residents of Maryland's family-friendly beach resort."

Ocean City becomes one of Maryland's largest cities during the summer months with a population that changes each and every weekend. Through the three E's of safety - engineering, education and

Interested in a Bridge Maintenance Course?

Check out our Bridge Maintenance Inspection Course description on page 6.

This course is currently scheduled for October 9th.

State Partners with Ocean City Officials to Launch Walk Smart Safety Campaign

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enforcement - SHA and Ocean City partners are working together to keep city streets safe.

Over the course of the last several months, traffic engineers evaluated traffic patterns and enhanced safety at key intersections with work including retiming signals, enhancing turning movements at intersections, placing “no pedestrian crossing” curb stencils and installing signs in high pedestrian volume areas along Coastal Highway to direct people to crosswalks. Aggressive ongoing police enforcement will be complemented with overtime-funded enforcement – addressing both drivers and pedestrians who are not following the rules of the road.

“Our visitors love Ocean City because we are a safe and fun, family resort, and we want to keep it that way,” said Ocean City Mayor Richard Meehan. “We are asking visitors to Walk Smart in Ocean City, by using marked crosswalks and crossing with the signal.”

The Walk Smart! campaign features the iconic Maryland crab dressed as a lifeguard who teaches the importance of roadway basics in a beach-friendly, family-fun tone. His Save Yourself! message teaches personal responsibility and directs people to use crosswalks, follow signals and exercise general street smarts.

Featured on Ocean City transit, plane banners, boat billboard messages, roadside billboards, television and radio public service announcements, the Walk Smart! campaign will provide constant, consistent messaging all summer long. In addition to outdoor advertising, the campaign includes communicating safety messages to high school seniors prior to Senior Week as well as Ocean City’s late night crowd. Additionally, Walk Smart! teams will distribute street smart tips cards along Coastal Highway.

Save Yourself With These Tips:	When Driving:
• Cross at and within marked crosswalks.	• Stop for all pedestrians in crosswalks, this is Maryland law.
• Look, pay attention, then cross.	• Slow down, watch for pedestrians and yield to pedestrians when turning.
• Follow all traffic signals signs and marking.	• Keep your eyes on the road. It’s illegal to text and use hand held devices while driving.
• Use the sidewalk – do not cross in the street.	• Stay alert and avoid all distractions.
• Wear light-colored or reflective clothing at night so drivers can SEE you.	• Share the road with bicycles and give three feet of space when passing.

The campaign had its debut at the AAA summer travel press conference along the Kent Island shoreline at the foot of the Bay Bridge, which thousands of drivers will cross in their travel to shore destinations. While SHA is focused on helping people arrive at the beach safely through initiatives such as 511, emergency traffic patrols and live traffic monitoring, the campaign goal is to keep visitors safe while in Ocean City -- so they arrive safely home again. For tips for parents of children, senior week bound teens and others, visit www.ocwalksmart.com.

*This article was reprinted from Maryland State Highway Administration, for more information, visit:
www.MarylandRoads.com*

Interested in starting your own pedestrian safety campaign, let us help!

Sign up now for our *Designing Safer Roads for Vulnerable Road Users* course scheduled for November 5-6. See page 7 for more information!

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 by visiting us at www.mdt2center.umd.edu.

INTRODUCTION TO TEMPORARY TRAFFIC CONTROL

Juan M. Morales

June 18, 2013, 8:30am - 3:00pm

College Park, Maryland

\$100 for Maryland local government participants

\$125 for all other participants

PDHs: 6.0

An introductory course to temporary traffic control in work zones, TCC is a one-day course designed to give participants a complete overview of traffic control in work zones, including applicable standards, devices used, component parts and their requirements, and installation/removal considerations. This is intended for anyone whose actions affect safety on temporary traffic control work zones, including traffic managers, traffic technicians, inspectors and designers; and will prepare participants to take the Maryland SHA Traffic Manager's course. The following topics will be covered: definition of temporary traffic control (TTC), quantification of the safety problem, manuals and standards applicable in the State of Maryland, fundamental principles of TTC, component parts of the TTC, introduction to traffic control devices, tapers and other transitions, and installation and removal considerations.

ROADWAY SAFETY FUNDAMENTALS

Mark Hood, P.E.

June 20, 2013, 8:30am - 3:30pm

College Park, Maryland

\$100 for Maryland local government participants

\$125 All other participants

PDHs: 6.0

This one-day course will cover the following topics:

- Basics of road safety: why, when, and where crashes occur
- Solving fundamental traffic safety problems
- Using traffic control devices to improve safety: signs, signals, pavement markings, and maintenance
- Common roadway safety issues: curves, stopping sight distance, edge drop-offs, etc.
- Basic Intersection Safety

ROAD SURFACE MANAGEMENT

Ed Stellfox

July 9 2013, 8:30am - 3:00pm

College Park, Maryland

\$89 for all participants

PDHs: 6.0

This course 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.

TRAFFIC SIGNS

Ed Stellfox

August 6, 2013, 8:30am - 12:30pm

College Park, Maryland

\$59 for all participants

PDHs: 4.0

This half-day course 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.

ASPHALT ROADS - COMMON MAINTENANCE PROBLEMS

Ed Stellfox

August 8, 2013, 8:30am - 12:30pm

College Park, Maryland

\$59 for all participants

PDHs: 4.0

Municipal employees with road maintenance responsibilities should understand the causes of common maintenance problems on asphalt roads and be familiar with proper repair materials and methods. This course discusses causes and repair procedures for common problems such as cracking, potholes, rutting, corrugations, etc. The procedures cover materials, equipment, and techniques for lasting repairs. Also included, a brief discussion of surface treatment.

FLAGGER CERTIFICATION

Juan Morales

August 15, 2013, 8:30am - 12:00pm

College Park, Maryland

\$100 for all participants

The safety of workers, motorists and pedestrians is dependent upon the flaggers' performance. Since the flagger position involves safety, proper training is vital; flaggers are expected to pass a test to prove their proficiency and competence level. 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 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). The course is intended for anyone whose actions affect safety of contemporary traffic control work zones, including traffic managers, traffic technicians, inspectors and designers.

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ROAD SURFACE MANAGEMENT

Ed Stellfox

August 20 2013, 8:30am - 3:00pm

College Park, Maryland

\$89 for all participants

PDHs: 6.0

This course 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.

ASPHALT RESURFACING

Ed Stellfox

August 22 2013, 8:30am - 12:30pm

College Park, Maryland

\$59 for all participants

PDHs: 4.0

This course reviews the various asphalt mixes, their components and their uses. Asphalt resurfacing procedures are covered, including preparation, material, equipment, operation and safety. Special emphasis is placed on proper rolling and compaction of the asphalt overlay. Superpave mix design is discussed as well. Municipal officials, road commissioners, supervisors, and superintendents; public works and maintenance personnel; equipment operators; and city or town managers are encouraged to attend.

CONSTRUCTION MATHEMATICS

Ed Stellfox

September 12 2013, 8:30am - 3:00pm

College Park, Maryland

\$89 for all participants

PDHs: 6.0

Construction inspectors may need to brush up on math skills specifically related to construction inspection, especially basic geometry, fractions, area, volume and conversions. The class is a good refresher, and excellent preparation for the construction inspection class. The course was designed for road workers, foremen, superintendents, construction inspectors and supervisors in need of a refresher, especially in preparation for the Construction Inspections class. Depending on the interest of the participants, the course may cover: whole number and fractions, decimals (for measurement and payment), mixed operation fractions and decimals, formula evaluation, techniques of algebra, ration and proportion, percentage, hints for problem solving, useful formulas, square and square roots, conversion, and transportation construction examples.

TRAFFIC ENGINEERING FUNDAMENTALS

Dane Ismart

September 16-18, 2013, 8:00am - 4:00pm

College Park, Maryland

\$330 for Maryland local government participants

\$375 for all other participants

PDHs: 18.0

This course condenses what was the five-day Traffic Engineering Short Course into a new three-day course. Topics covered include: Data Collection – Sources and Types of Information, Traffic Forecasting – Site Impact Analysis, Safety Principles and Crash Analysis, Speed Studies, Traffic Calming & Context Sensitive Solutions, Principles of Access Control, Intersection Analysis and Geometrics, Signal Timing, Arterial and Freeway Analysis, MUTCD – Overview, ITS Overview, and Roundabouts Basics. **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.

GRAVEL ROAD MAINTENANCE

Ed Stellfox

September 24, 2013, 8:30am - 3:00pm

College Park, Maryland

\$89 for all participants

PDHs: 6.0

This course 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.

BASIC DRAINAGE

Ed Stellfox

September 26, 2013, 8:30am - 3:00pm

College Park, Maryland

\$89 for all participants

PDHs: 6.0

This course emphasizes the importance of good drainage with discussions of water and its effects on roads, problems caused by improper drainage, and ways to handle these problems. It covers types of drainage facilities, ranging from ditches, culverts, subdrains, inlets and end structures. Their uses, materials, installation and maintenance as well as erosion control are addressed. It also introduces geosynthetic drainage applications. The following topics will be covered: importance of drainage, characteristics of water, system maintenance, drainage principles, surface and subsurface drainage, ditches, driveways, drainage culverts – materials and placement, headwalls, endwalls and inlets, erosion control, and geosynthetics in drainage.

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WORK ZONE DESIGN

Juan M. Morales

October 2-3, 2013, 8:30am - 3:30pm

College Park, Maryland.

\$199 for Maryland local government

\$235 for all other registrants

PDHs: 12.0

CEUs: 1.2

The course gives participants knowledge of the entire temporary traffic control (TTC) process: planning, design, review, installation, maintenance, and evaluation of proper maintenance of traffic (MOT) controls for work zones. While the functions of planning, design, review, and operation of temporary traffic control are covered in detail, issues concerning safety of pedestrians and highway workers, human factors, and legal responsibility are also addressed. The procedures and devices covered are generally taken from Part 6 of the Manual on Uniform Traffic Control Devices (MUTCD) and are modified to meet practices and standards in Maryland. (ADD and other local jurisdictions.

CONSTRUCTION INSPECTION FOR LOCAL AGENCY EMPLOYEES

John Hopkins

October 8, 2013, 8:30am - 3:00pm

College Park, Maryland.

\$110 for all registrants

PDHs: 6.0

This one day session will cover some of the major duties and responsibilities of an individual responsible for the quality of a project. It will address the importance of understanding the plans, the contract, the order of operations, the materials to be used and the various quality control tests used in project inspection. This course is presented in a straight forward manner and deals with the reality of everyday factors involving contractors and agencies. Qualified field inspection personnel with one to three years of field experience are encouraged to attend; participants must possess basic math skills in geometry and algebra.

BRIDGE MAINTENANCE INSPECTION

John Hopkins

October 9, 2013, 8:30am - 3:00pm

College Park, Maryland.

\$110 for all registrants

PDHs: 6.0

This one day course will cover inspection of bridge maintenance. A brief summary of the topics to be covered are as follows: approach, deck maintenance, deck joints, deck drains, bearing maintenance, concrete beams, steel beams, timber beams, bridge seats and caps, piles and bents, truss maintenance, painting, and winter maintenance. The class is for the actual field maintenance worker who has to do the repairs. It is mostly concerned with what to look for from a maintenance standpoint not a structural rating perspective.

ASPHALT RECYCLING

Ed Stellfox

October 10, 2013, 8:30am - 12:30pm

College Park, Maryland

\$59 for all participants

PDHs: 4.0

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 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.

CONSTRUCTION INSPECTION - INTERMEDIATE LEVEL

John Hopkins

October 10-11, 2013, 8:30am - 3:00pm

College Park, Maryland

\$215 for Maryland local government

\$245 for all registrants

PDHs: 12.0

An intermediate class focuses on the construction, inspection, measurement and testing of materials associated with road way construction. Includes real-life scenarios and problems faced on the job, and covers general practices and MD standards. Qualified field inspection personnel with one to three years of field experience are encouraged to attend; participants must possess basic math skills in geometry and algebra. A test will be administered to acquire class credit.

LOW COST SAFETY IMPROVEMENTS

Mark Hood, P.E.

October 17, 2013, 8:30am - 3:00pm

College Park, Maryland

\$100 for Maryland local government participants

\$125 for all other registrants

PDHs: 6.0

This course provides participants with methods for implementing effective, low cost safety improvements targeted at high crash areas. It emphasizes the basic and enhanced application of traffic control devices, low cost safety improvements, and their specific safety benefit (crash reduction factors). Traffic crash data collection, identification of hazardous locations, and engineering study procedures are also discussed. Emphasis is placed on low cost solutions that may be made at the local level.

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HIGHWAY CAPACITY UNINTERRUPTED FLOW

Dane Ismart

October 21, 2013, 8:15am - 4:00pm

College Park, Maryland

\$105 for Maryland local government participants

\$120 for all other registrants

PDHs: 6.0

CEUs: 0.6

This one-day course will cover the theory and methodology of the 2010 Highway Capacity Manual for interrupted flow. The Chapters that will be covered include: signalized intersections, unsignalized intersections (A) two-way stops (B) four way stops, and urban arterial. Changes in each of the interrupted chapters of the 2010 Highway Capacity Manual will be highlighted during the lectures. The Highway Capacity Software will be demonstrated to the class using sample problems. The new roundabout capacity procedure is covered under a separate course.

WINTER MAINTENANCE

Ed Stellfox

October 22, 2013, 8:30am - 3:00pm

College Park, Maryland

\$89 for all participants

PDHs: 6.0

This course covers all aspects of winter operations- planning and organizing, methods of snow and ice control, salt usage, and winter equipment maintenance. 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.

PREVENTIVE PAVEMENT MAINTENANCE

Ed Stellfox

October 24, 2013, 8:30am - 3:00pm

College Park, Maryland

\$89 for all participants

PDHs: 6.0

This course is the first step in making your asphalt pavements last longer at lower costs. The course covers preventive maintenance treatments such as chip seals, slurry seals, and micro-surfacing 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.

DESIGNING SAFER ROADS FOR VULNERABLE ROAD USERS

Juan M. Morales

November 5-6, 2013, 8:30am - 3:30pm

College Park, Maryland

\$220 for Maryland local government

\$250 for all other registrants

PDHs: 6.0

Vulnerable road users (VRU) are susceptible to traffic injuries and fatalities, perhaps more so than drivers. Yet we design highways for the mobility of cars sometimes neglecting the needs of the most vulnerable, such as pedestrians, bicyclists, motorcyclists, transit users and others. This course will teach participants how to diagnose pedestrian (and other VRU) safety deficiencies and select the appropriate countermeasures to make conditions safer for all users including an overview of the American with Disabilities Act (ADA) accessibility requirements. Engineering countermeasures will be emphasized but education and enforcement countermeasures will also be covered. Upon Completion of the Course, Participants Should be Able to: Define vulnerable road users, Describe VRU needs, Diagnose crash causes and select proper countermeasures, Identify safety-related geometric design elements, and Discuss VRU safety issues and how to address them.

ROAD SAFETY 365: A WORKSHOP FOR LOCAL GOVERNMENTS

Juan M. Morales

November 19, 2013, 8:30am - 3:30pm

College Park, Maryland

\$100 for all registrants

PDHs: 6.0

This course is designed to provide local and rural agencies with practical and effective ways to mainstream safety solutions into their day-to-day activities and project development process. 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. The workshop audience ranges from decision-makers to road crews. It is aimed primarily at local and rural road and public works supervisors. Others who would benefit include: elected officials, public safety advocates, State DOT personnel, law enforcement, consultants, regional and rural development organizations, municipal associations.



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Need training but budget cuts won't allow travel? Request a class and we'll bring it to you!

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.

Requesting a course is simple, visit www.mdt2center.umd.edu and fill out our request training form or call Janette Prince at 301.405.6535 and she'll be glad to assist you.

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