



MARYLAND TRANSPORTATION TECHNOLOGY TRANSFER CENTER

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

www.mdt2center.umd.edu

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We're on this road together, expect and respect is the theme of SHA's new bicycle safety education effort geared to both drivers and bicyclists. In an expansion of past "Share the Road" efforts, the new campaign issues a plea to both drivers and bicyclists to follow the rules and laws of the road and anticipate the needs of each other. Bicycle safety is a two-way street – the safety of bicyclists not only depends upon the bicyclist, but the drivers with whom bicyclists share the road. Bicycles are less visible, quieter, and don't have a protective barrier around them.

As the popularity of bicycling grows as a healthy and environmentally friendly way to commute, as well as exercise, SHA is committed to providing "Complete Streets" in Maryland. With each roadway resurfacing project, SHA evaluates the road for bicycle markings and amenities.

Most drivers tend to look for other drivers, and may unintentionally overlook our friends on two-wheels. Even the slightest mistake on the part of the driver can result in tragic consequences for the bicyclist.

Bicyclists fare best when they act like and are treated as drivers of vehicles. By Maryland law, bicycles are vehicles, and bicyclists have the same rights and responsibilities as drivers of motor vehicles. Staying visible to drivers is key, so bicyclists need to ride in a predictable manner and take important steps to wear the proper gear and equip bicycles appropriately.

Tips for drivers:

- Expect bicyclists on the road.
- Always keep a safe following distance.
- In certain conditions, bicycles may position in the center of the lane.
- Allow at least three feet when passing.
- When turning, yield the right-of-way to bicycles as you would other vehicles.
- Merge into bike lanes before turning right.
- Look for bicyclists before opening a car door.
- Be vigilant when pulling out of driveways or side streets.
- Watch for children.
- Stay alert and keep your eyes on the road. It's illegal to text and use hand held devices while driving.
- Use turn signals and obey the speed limit.

Tips for bicyclists:

- Bikes are vehicles; obey the rules of the road. Stop at all red lights and stop signs.
- Ride defensively – expect the unexpected.
- Ride with traffic, never against it.
- Use hand signals when turning or stopping.
- Stop for pedestrians.
- Pass on the left when overtaking a vehicle.
- Use marked bike lanes when present.
- Never ride more than two abreast.
- Maryland law restricts bicycles on sidewalks, except where allowed by local ordinance.
- Make yourself visible day and night with lights, reflectors and gear.
- Wear a helmet correctly – not tilting back.



Learn More About...

Keep pedestrians and bicyclists safe in your community, check out the following courses on pages 5 & 6

- Designing Pedestrian Facilities for Accessibility scheduled for August 12-13.
- Designing Safer Roads for Pedestrians and Vulnerable Road Users scheduled for September 9-10.

For more information about the Maryland laws or campaigns you can use in your community, check out:

[Maryland Roads Bicycle Safety](#)

This article was reprinted from the Maryland State Highway Administration,
visit them online at www.MarylandRoads.com

We received quite a few Build a Better Mousetrap entries and are overwhelmed with the creativity and ingenuity and we are excited to announce the results!

Each entry was reviewed by members of our advisory board committee which consists of representatives from local departments of public works, townships, Maryland State Highway, and Federal Highway Administration. Each entry was equally judged based on a five-point scale on the following five categories: cost, savings/benefits to the community, ingenuity, transferability to others and effectiveness.

And now, the winners:

In third place: “Sign Theft”



Problem statement: People stealing signs (Name Signs, Stop Signs, No Outlet Signs, Deer, Horse, and Cattle crossing signs).

Discussion of solution: Put on Rubber Gloves and start smearing car grease all over the sign post and back of the sign.

Labor, equipment, and materials used: One man, tub of grease, rubber gloves.

Cost: 5gallon bucket of grease \$103.38 (lasting about a year), rubber gloves \$7.00 box (100 box)

Savings/benefits to the community: Depending how many problem areas (signs) you have; saves the tax payers hundreds of dollars from theft. It helps to keep the theft down so emergency equipment can find the name of the street if the sign is there and not missing. This has really helped us with our theft problem. Keep in mind this grease stinks so they don't want to get it on them.

Entry submitted by: Butch Snelling, Cecil County Roads Department.

In second place: “Dual-Wing Plow”



Problem statement: The design for this innovative plow grew out of an effort to improve efficiency in SHA's snow removal operations. Standard snow plows can clear only 8 to 9 feet at once – less than the width of a full highway lane and are often operated as “plow trains” of two or more plows to clear wider areas. In Frederick County, SHA has about 125 state and contract plows and is responsible for clearing snow from 931 lane miles of roadway.

Discussion of solution: SHA Frederick Shop Chief Steve Henry developed an idea for a dual-wing plow that can do the work of three standard plows, clearing up to 24 feet of roadway, or two full highway lanes, in one pass.

Steve began his career driving snow plows in 1972 and now oversees maintenance and repair of the shop's equipment. He worked with manufacturer Henderson Products to custom-order a plow with two 12-foot wings, one on each side, in addition to the 12-foot front plow. The wings are independent from each other and the operator can use one, two, or all three blades in different combinations, allowing greater versatility. The truck is also equipped with a dual-auger system to direct salt to the spinner, eliminating the need for the operator to raise the bed; has a 300-gallon capacity for brine or other anti-icing and de-icing chemicals; and can pre-wet salt using pipes inside the bed before augering it to the spinner. The truck is a useful addition to SHA's fleet year-round. All the plows can be removed to convert the truck to a regular dump truck for hauling.



Labor, equipment, and materials used: SHA custom-ordered the plow from Henderson Products. The truck is a Western Star Model 4700SB, with a DD13 Detroit Diesel 435 HP engine, a dual-auger style munibody with a

direct cast spinner, a Force America hydraulic system and spreader, 360-degree LED emergency lighting, LED wing lights, and rubber cutting plow edges with a blade saver on the front plow.

Cost: \$202,000

Savings/benefits to the community: For \$202,000, only about \$8,000 more than a single-wing plow, SHA was able to order a plow custom-built to do triple the work. SHA introduced its first Dual-Wing Plow at the Frederick Shop in the 2012-13 winter season. The plow is used primarily on I-70 and has resulted in great time savings and efficiency in our ability to clear this route faster and keep it in better condition. For this winter, SHA purchased three more dual-wing plows, which are used in Allegany, Garrett and Montgomery counties, for a total of four statewide. A fact sheet about the plow is available at

http://roads.maryland.gov/OC/Dual_Wing_Plow_Fact_Sheet.pdf.

Entry submitted by: Kenny Karlheim, Resident Maintenance Engineer, Maryland State Highway Administration (Frederick Shop).

And our first place winner is: 6 Wheel Dump Mounted Broom

Discussion of solution: Come up with a way to decrease the amount of time required to sweep longer stretches of roadways. We had a larger broom 6' wide head that was removed from an old tractor years ago. We decided to find a way to utilize this larger broom head to sweep the roads.

Labor and equipment: The welder/fabricator contacted the broom pump manufacturer to determine the flow rate required to rotate the broom. It was determined that the trucks' hydraulic system flow rate was compatible with the broom pump. Our welder/fabricator came up with an idea to attach the broom head to a plow harness that was saved for parts. This attachment would allow the truck driver to operate the broom movements (up/down) with the same controls used for plowing snow. The actual broom sweeping rotation was accomplished by connecting the brooms hydraulic pump to the truck's hydraulic system.

Material used: 4 – 5" x 5" x 3/8" plate steel; new hydraulic lines and fittings; old discarded 6' wide broom head; and an old plow harness from 6 wheel dump truck.

Cost: Material Cost - \$200, Labor – 6 Hours

Savings/benefits to the community: Savings of idle manpower, equipment, and contractors. A major benefit is an improvement in the tar and chip productivity along with a properly prepared road surface which provides the adequate bonding between the existing road surface and the tar and chip process. A reduction in the amount of time that citizens in the immediate area are inconvenienced is also a significant benefit to the County.

Entry submitted by: Mike Gerrish, Cecil County Government.



Congratulations to our winners and thank you for entering our first Build a Better Mousetrap contest. Each of our winning entries will be submitted into the National Mousetrap contest and the winner will be announced at the National LTAP meeting in July.

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.

ROAD SURFACE MANAGEMENT

Ed Stellfox

June 24, 2014, 8:30am – 3:00pm

College Park, MD

\$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 RECYCLING

Ed Stellfox

July 10, 2014, 8:30am – 12:30pm

College Park, MD

\$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 MATHEMATICS

Ed Stellfox

July 17, 2014, 8:30am – 3:00pm

College Park, MD

\$89 for all participants

PDHs: 6.0

CEUs: 0.6

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. *Participants should bring a calculator, scale and straight edge; notebooks will be provided.

ASPHALT ROADS COMMON MAINTENANCE PROBLEMS

Ed Stellfox

July 29, 2014, 8:30am – 12:30pm

College Park, MD

\$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.

BASIC DRAINAGE

Ed Stellfox

July 31, 2014, 8:30am – 3:30pm

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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FLAGGER CERTIFICATION

Juan M. Morales, P.E.

August 5, 2014, 8:30am – 12:30pm

College Park, Maryland

\$100 all participants

PDHs: 4.0

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.

SITE IMPACT ANALYSIS

Dane Ismart

August 6-7, 2014, 8:30am – 4:30pm

College Park, MD

\$199 for Maryland local government participants

\$225 for all other participants

PDHs: 12.0

Participants will learn the standard techniques for estimating the traffic impacts of both small and large site developments. Content includes procedures for land use forecasting, trip generation, trip distribution and assignment, site impact layout design, and level of service designation. The workshop will be conducted with manual procedures, but computer software packages suitable for site impact will also be demonstrated. Participants will receive a workbook, traffic access and impact studies, evaluating traffic impact studies, and a site impact handbook are provided. This course is designed for transportation engineers, traffic engineers, and planners concerned about the impacts of site development. Previous experience in traffic capacity or planning procedures is useful.

DESIGNING PEDESTRIAN FACILITIES FOR ACCESSIBILITY

Juan M. Morales, P.E.

August 12-13, 2014,

Day 1 8:30am – 3:00pm, Day 2 8:30am – 12:30pm

College Park, MD

\$150 for Maryland local government participants

\$185 for all other participants

PDHs: 10.0

Upon completion of this course 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.

ASPHALT RESURFACING

Ed Stellfox

July 10, 2014, 8:30am – 12:30pm

College Park, MD

\$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.

THE NEW MD MUTCD ONE DAY SEMINAR

Dane Ismart

August 26, 2014, 8:15am – 4:30pm

College Park, MD

\$100 for all participants

PDHs: 6.0

This one-day training is to enable participants to become familiar with the new MD MUTCD regarding the application of its principles to their traffic control devices in Maryland. As of February 3rd, 2012, the new Maryland Manual on Uniform Traffic Control Devices (MDMUTCD) has been officially adopted by the State of Maryland. The workshop is open to representatives of all traffic engineering and planning organizations and elected officials. Part of the workshop is also geared towards Local Administrators and Elected Officials. Agenda will include compliance days for new and existing traffic control devices, new sections within various chapters of the manual, other changes in standards and guidance, procedure for experimentation and interpretation, etc. Who should attend: State and Local Transportation Engineers, Traffic Engineers, Planners, Elected Officials, and Traffic Engineering Consultants responsible for the placement and maintenance of uniform traffic control devices in Maryland. Sponsors: This workshop is presented by the Maryland T2 Center and is sponsored by MD SHA and the FHWA.



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TRAFFIC CALMING

Dane Ismart

August 27, 2014, 8:30am – 4:00pm

College Park, MD

\$110 for Maryland local government participants

\$125 for all other participants

PDHs: 6.0

This Traffic Calming seminar is designed to present a broad-based understanding of traffic calming philosophy and measures while recognizing and preserving the function of roadways. This course is adapted toward state and local government officials and employees who are charged with enhancing roadway safety. The seminar will focus on the appropriateness and effectiveness of various traffic calming measures as well as the specifics of designing such measures to achieve their desired effect. Upon completion of the workshop sessions, the participants will present their solutions to the class. Students will receive a course notebook.

TRAFFIC SIGNS

Ed Stellfox

September 2, 2014, 8:30am – 12:30pm

College Park, MD

\$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.

PREVENTIVE PAVEMENT MAINTENANCE

Ed Stellfox

September 4, 2014, 8:30am – 3:00pm

College Park, MD

\$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, P.E.

September 9-10, 2014, 8:30am - 3:00pm

College Park, Maryland

\$199 for Maryland local government

\$235 for all other registrants

PDHs: 12.0

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.

BRIDGE MAINTENANCE INSPECTION

John Hopkins

September 15, 2014, 8:15am – 3:00pm

College Park, MD

\$110 for Maryland local participants

\$125 for all other participants

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.

CONSTRUCTION INSPECTION FOR LOCAL AGENCIES

John Hopkins

September 16, 2014, 8:15am – 3:00pm

College Park, MD

\$110 for Maryland local participants

\$125 for all other participants

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. *Participants should bring a calculator, scale and straight edge; notebooks will be provided.

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CONSTRUCTION INSPECTION - INTERMEDIATE LEVEL

John Hopkins

September 17-18, 2014, 8:15am – 3:00pm

College Park, MD

\$200 for Maryland local participants

\$230 for all other participants

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. *Participants should bring a calculator, scale and straight edge; notebooks will be provided.

TRAFFIC ENGINEERING FUNDAMENTALS

Dane Ismart and Juan M. Morales, P.E.

October 7-9, 2014, 8:30am - 4:00pm

College Park, Maryland

\$330 for Maryland local government

\$375 for all other registrants

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. 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.

WINTER MAINTENANCE

Ed Stellfox

October 21, 2014, 8:30am – 3:00pm

College Park, MD

\$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.

HIGHWAY CAPACITY UNINTERRUPTED FLOW

Dane Ismart

October 22, 2014, 8:30am - 4:30pm

College Park, Maryland

\$105 for Maryland local government participants

\$120 for all other registrants

PDHs: 6.0

This one-day course will cover the theory and methodology of the 2010 Highway Capacity Manual for uninterrupted flow. The Chapters that will be covered include: basic freeway sections, weaving, ramps, multilane highways, and two lane rural roads. Changes in each of the uninterrupted 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.

EDC GRS-IBS Allegany County Showcase

You're Invited to Attend the Allegany County Potomac Hollow Road GRS-IBS Showcase!

When: July 17, 2014

Where: 19120 S. Eutaw Street, Barton, MD 21521 (The Barton Fire Department Bingo Hall)

Time: Registration opens at 9:30am and Adjourn at 3:30pm

Showcase Description: Come learn about Geosynthetic Reinforced Soil (GRS) Integrated Bridge System (IBS) technology at an upcoming Federal Highway Administration Every Day Counts (EDC) showcase.

GRS-IBS technology uses alternating layers of compacted granular fill material and fabric sheets of geotextile reinforcement to provide support for the bridge. Some advantages to using GRS-IBS include: reduced construction time and cost, easy construction and maintenance with common equipment and materials, and a flexible design that is easily modified in the field if needed.

The event will include presentations related to the GRS-IBS technology and project implementation including a field trip to a GRS-IBS bridge site in Allegany County. The event including the field trip will be held rain or shine, so please dress appropriately. Attendees should bring their own safety shoes, hardhat, and safety vest. No open toed shoes or sandals.

To keep this a free to attend event the Barton Fire Department Ladies Auxiliary will provide a pay as you go lunch and have graciously asked for a \$10 per person fee to cover the cost of the working lunch. The menu includes:

- Baked Chicken Breast, with homemade mashed potatoes and gravy, greenbeans, coleslaw, a dessert and refreshments.
- Please be sure to bring your \$10 cash with you to the event.

This event is eligible for professional development hours, a certificate of attendance will be presented to you at the end of the event.

For more information about this event check out, <http://www.mdt2center.umd.edu/training/edc-showcase>



MD T² Center Staff

Tom Jacobs, Director

301.405.7328

tjacobs@umd.edu

Ed Stellfox, Co-Director

301.405.6369

stellfox@umd.edu

Janette Prince

Program Manager

301.405.6535

janette@umd.edu

Marc Trainum

Administrative Assistant

301.405.5312

mtrainum@umd.edu

Carly Keane

Newsletter Editor

240.304.9627

ckeane@umd.edu

MD T² Advisory Board Committee

Ed Adams	Baltimore County Department of Public Works
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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.