Sign Retroreflectivity Training

East-West Center, Jefferson Hall, Pacific Room
1777 East West Road
Honolulu, Hawaii 96848

Monday, September 19, 2011 *

(2 Separate Sessions)

Inspector Session
8:00 a.m.—12:00 p.m.

Manager Session
1:00 p.m.—4:00 p.m.

Note: Please read agenda details to determine which session to attend.

*Training also available on, Maui (September 14, 2011), Hawaii—Hilo (September 16, 2011) & Kauai (September 20, 2011)

Registration Procedure
1. Please contact Gail Yamamoto at 808-956-8367 or gyamamo@hawaii.edu by Friday, September 2, 2011.
2. Attendance is limited, and preference is given to local government employees.
3. Private company registration fee is $25/person/session or $50/person for both.

Parking
East-West Center (EWC) parking passes are available at $5/day. If you would like a parking pass please contact us by Friday, September 2, 2011. All vehicles (including government vehicles) are required to have an EWC parking pass in order to park in the EWC specified areas.

Payment
Payment can be made via Check – payable to the Research Corporation of the University of Hawaii (RCUH), Purchase Order, Credit Card (Visa & MasterCard) or Purchasing Card. Please mail payments to:

Hawaii LTAP
University of Hawaii at Manoa
Dept. of Civil & Environmental Engineering
2540 Dole Street, Holmes Hall 383
Honolulu, HI 96822

Cancellations
Please contact us if you are unable to attend or if someone will be substituting for you. Refunds will be made if notice of cancellation is received at least 3 working days prior to the workshop date and the parking passes are returned prior to the workshop date. Frequent no shows will result in your receiving lower priority in future enrollments.
Course Description:

One of the Federal Highway Administration's (FHWA's) primary missions is to improve safety on the nation's roadways. For the past 50 years, over 32,000 people have been killed on American roads every year. While only one-quarter of all travel occurs at night, about half of the traffic fatalities occur during nighttime hours. To address this disparity, the FHWA has adopted new traffic sign retroreflectivity requirements.

Nighttime visibility of traffic control devices is becoming increasingly important as our population ages. By the year 2020, about one-fifth of the U.S. population will be 65 years of age or older. In general, older individuals have declining vision and slower reaction times. Signs that are easier to see and read at night can help older drivers retain their freedom of mobility and remain independent.

Agencies have until January 2012 to establish and implement a sign assessment or management method to maintain minimum levels of sign retroreflectivity. The compliance date for meeting the minimum retroreflectivity requirements on regulatory, warning, and ground-mounted guide signs is January 2015. For overhead guide signs and street name signs, the compliance date is January 2018.

Purpose / Agenda:

Sign Inspectors (4 hours) 8am—12pm

- What is the MUTCD?
- What is retroreflectivity and how does it work?
- Sign retroreflectivity requirements
- How to conduct inspections
  - Visual Inspection Methods
    - Comparison Panel Procedure
    - Calibrated Signs Procedure
    - Consistent Parameters Procedure
- Retroreflectivity Measurements
- Resources
- Testing and Certification

Managers (3 hours) 1pm—4pm

Introduction to Sign Retroreflectivity & Overview of National Requirements

- Understand the MUTCD as a standard and how it applies to me
- Describe sign retroreflectivity concepts
- Understand nighttime visibility issues
- Summarize new requirements (Rumors and facts)
- Learn what other agencies are doing
- Describe retroreflectivity maintenance methods
- What Sign Sheeting Materials are available and life cycle costs
- Funding options
- Clarification of related MUTCD requirements

Instructors:

**Greg Schertz** is a professional engineer and has worked for the Federal Highway Administration for 32 years, primarily in safety positions. He currently serves as the FHWA Retroreflectivity Team Leader, responsible for leading a team to develop and implement sign and pavement marking retroreflectivity standards.

**Paul Carlson** is a professional engineer and has worked for the Texas Transportation Institute, part of the Texas A&M University, for over 15 years. He is a member of the FHWA Retroreflectivity Team and has performed retroreflectivity research for over 10 years. His research has been focused on identifying the visibility needs of nighttime drivers.