UNIVERSITY OF COLORADO BOULDER

LOCAL TECHNICAL ASSISTANCE PROGRAM

Spring 2012

In This Issue

http://ltap.colorado.edu/

New CDL Regulations Regarding Medical Card Requirements

Colorado statute 42-2-235 and rule 8 CCR 1507-1 require that all Colorado Commercial Driver's License (CDL) holders be medically qualified to drive a Commercial Motor Vehicle (CMV) by the means of a valid DOT medical, medical waiver, or Skills Performance Evaluation (SPE). This was an existing requirement and nothing in the recent rulemaking changes that requirement. All Colorado CDL holders must demonstrate that they are medically fit to operate a CMV by undergoing a DOT physical.

In 2009, the Federal Motor Carrier Safety Administration (FMCSA) passed rulemaking that now ties the DOT medical to the CDL, and gives enforcement of expired or improper DOT medicals to the Department of Motor Vehicles (DMV). These changes only affect CDL holders, and do not affect drivers of CMV in the 10,001 to 26,000 weight class.

THE EFFECTIVE DATE OF THESE CHANGES WAS JANUARY 30, 2012, FOR NEW CDL APPLICANTS AND INDIVIDUALS RENEWING THEIR CDL. ALL CDL HOLDERS WILL NEED TO COMPLY BY JANUARY 30, 2014.

This article serves as an aid to drivers and local agencies to help them prepare for and come into compliance with the new CDL/DOT medical merge project. The new requirements are *federally* mandated, and the federal rules impacted include 49 CFR 383, 384.390 and 391. You can access these regulations online at: http://www.fmcsa.dot.gov/.

THE CDL/DOT medical MERGE REQUIREMENT

The DOT/CDL Medical project combines the DOT medical with the CDL license. While there are numerous changes to the requirements, the bottom line is that the main requirements are still in place. The medical qualifications have not changed and CDL holders must still be medically qualified to operate a commercial motor vehicle, and it is the individual's responsibility to ensure that their DOT is kept current. Employers are still responsible to know that their drivers meet the medical

....continued on page 7

If You Can't Drain It – You Can't Maintain It!

Drainage is an important issue in roadway construction and maintenance. Roads must be well-constructed and drained to prevent deterioration. Test your Drainage knowledge below.

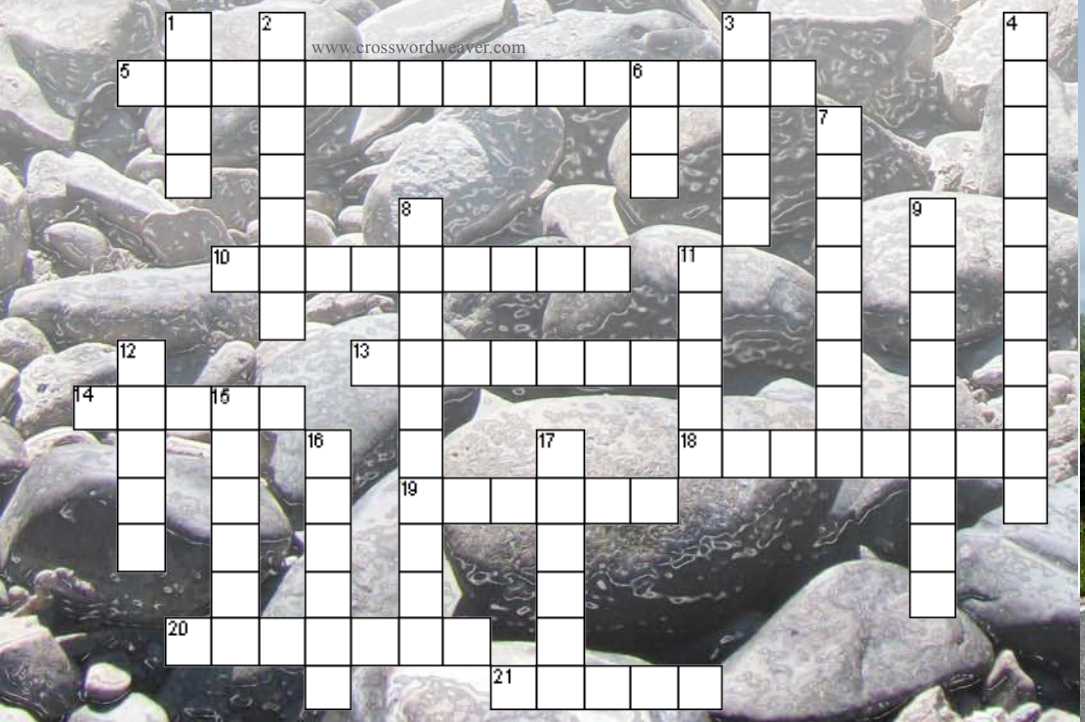
Our website is finally being updated! Find the solution on our homepage.

ACROSS

5 Draws moisture up from water table and may cause base to become saturated (2 words).
10 Backfill around subsurface drains needs to be _____.
13 Retaining wall designed to support a bridge or to provide retention for a culvert or drainage ditch.
14 A _____ year design storm has a 2% chance of occurring each year.
18 The structural strength of a road is not in the surface, it is in the _____.
19 How many tons of material are eroded before you can detect the erosion?
20 Frost action, or _____, occurs when there are freezing temperatures, free water to create ice lenses, and frost-susceptible soils.
21 Soils that are hard when dry, but very soft with a greasy feel when wet.

DOWN

1 Free draining, highly permeable material found below road surface whether paved or not.
2 Collects surface runoff from pavement and carries it to a channel or culvert.
3 Fill over the top of any pipe or culvert, at least 12 inches.
4 Products used to separate different soils or provide extra strength to existing materials.
6 Call Before You Dig must be called at least how many business days before work starts?
7 Regularly scheduled use of a pressure hose to keep pipes clean year round.
8 _____ is the best slope protection material.
9 Water ponded or flowing at the downstream side of a pipe that can restrict flow and reduce capacity.
11 Soil with the most frost susceptibility.
12 Maximum desirable amount of fines in base gravel (percentage).
15 The outlet of a subsurface drain pipe should be at least this many inches above the ditch line when installed.
16 Subgrade is _____ material we build roads on.
17 Soils are classified by their size into four general categories: 1) Boulders, 2) _____, 3) Sand, and 4) Fines.



COLORADO LTAP

Renée Railsback
Program Director

Lindsay Marshall
Training Coordinator

Marty Butcher & Lawrence
Office/Library Assistants

Andy Larkins
Webmaster

The Local Technical Assistance Program (LTAP) is sponsored by the Federal Highway Administration, the Colorado Department of Transportation, and the University of Colorado at Boulder to provide information on the latest transportation issues facing Colorado's state and local governments.

For more information, contact:
Colorado LTAP
University of Colorado Boulder
UCB 561
3100 Marine St, A213
Boulder, CO 80309

Office: (303) 735-3530
Toll Free: (888) 848-LTAP
Fax: (303) 735-2968
Email: cltap@colorado.edu
Web: http://ltap.colorado.edu

25th Anniversary Spring Street Conference

The West Slope branch of Colorado APWA and the Colorado Association for Roadway MAintenance (CARMA) present the *25th Annual Spring Street Conference*. Always an educational and enjoyable event - so plan to join us!

New this year -

- **2 Certification Programs** - *Trenching and Excavation Competent Person*, and *Flagger*
- **2 Off-site Tours** - *Wagner Equipment Facility* and *Warm Mix Asphalt*
- Recognition Banquet Dinner

Conference Topics -

- CDOT Chief Engineer, Keynote
- Water Quality BMPs
- Leadership
- MUTCD Misconceptions
- Effective Training Skills
- Health and Wellness
- UNCC Locates
- Pavement Preservation
- Concrete Overlays
- CDL Update

Who could forget the Golf and Horseshoe Tournaments! Registration for 2.5 days of training and education ***only $95*** before April 18th.

Registration will be available on APWA's website at:

http://Colorado.APWA.net

Aggregate Sampling Training

The National Highway Institute (NHI) and the Transportation Curriculum Coordination Council (TCCC) now have the following FREE web-based trainings are available online.

- **Aggregate Sampling Basics**
- **Materials Testing: Reducing Aggregate Samples**

131135 TCCC Aggregate Sampling Basics

This course starts at the beginning with what are aggregates, what are aggregate uses, and continues through proper sampling - the importance of proper sampling, why we need to sample aggregate, and why we need special procedures to do so. It addresses how to obtain a proper sample that will accurately represent the materials by utilizing sampling principles and preferred methods. It also has information on aggregate processing and sieving. AASHTO specifications are followed throughout.

131136 TCCC Materials Testing: Reducing Aggregate Samples

This course covers the two methods for splitting a sample - using a mechanical splitter and quartering. The purpose of these procedures is to reduce large samples of aggregate to the appropriate size for testing. The end product should be a sample that is representative of the source. Both of these processes are covered in detail. AASHTO procedures and specifications are followed throughout.

These two courses are free to take at your leisure, and contain interactive aspects and quizzes to make sure the material is understood. You can view all their available Web-based Training Courses at:
www.nhi.fhwa.dot.gov/training/course_search.aspx.

Photo by Routt County R&B

Litigation and Work Zone Safety

By: Richard Smith and John Smith PE, Raymond P. Smith and Associates

Litigation in cases involving work zone safety commonly rests on whether the entity or organization met applicable standards for the effort being performed. These principles include whether the proper supervision was provided and if the safety of the public was upheld. We will discuss four examples of *failure* to follow applicable standards.

Many issues arise from the responsible party's failure in adhering to established standards including the *Manual on Uniform Traffic Control Devices* (MUTCD). The MUTCD does not address every scenario that might be encountered in a work zone but is intended as a minimum standard. Many states have developed additional guidance which supplements the MUTCD but does not supersede it.[1] Chapter 6 of the MUTCD defines what traffic control devices should be included in work zones to ensure the safety of the motoring public.

Traffic control devices are defined in the MUTCD as "All signs, signals, markings, and other devices used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, or bicycle path by authority of a public agency having jurisdiction". It presents guidance on traffic control devices which should provide clear and positive direction for all users.

Traffic Control Plans (TCP) and traffic control devices are used in work zones to ensure the safety of the motoring public and the workers. Work zones are used for many reasons and for multiple lengths of time. Work duration varies from mobile up through long term stationary of more than 3 days, each with attendant issues and concerns.

In the course of investigating dozens of work zone injuries and deaths over the years, a common element has emerged - failure to follow the applicable standards. In every instance, successful litigation was a result of the failure of the company performing the work or the government agency responsible for overseeing the work to adequately follow established standards and ensure public safety.

Four examples are provided here with a discussion of each. Two of the examples are long duration projects and two are mobile activities.

LONG DURATION OPERATIONS

Road Resurfacing Incident:
A double fatality involving two young women occurred when a driver struck construction equipment on a highway.

A contractor was performing a road resurfacing operation on a multilane state highway over a period of many months. They developed and implemented a proper traffic control plan that met the requirements of the MUTCD and the requirements of the Department of Transportation for that State. The traffic control plan was generally executed properly until New Years Eve.

On New Years Eve, the company was conducting paving operations on the four eastbound lanes of a highway. The workmen were in the process of adding a four inch lift to the closed lanes. While paving operations were occurring in the two right hand lanes, the left two lanes were open for traffic. The open and closed lanes were separated by barrels. Just before 5 p.m., the contractor altered the traffic layout that had been in use for many days, closing the left lanes that had been open and opening the right lanes that had been closed. The workers then moved the construction equipment consisting of a Ferguson Roller, an Ingersoll Rand Roller and an International truck, from the right hand lanes and parked the machinery in the far left lane instead of taking the time to move it off the side of the road. There was no warning sign posted that the equipment was on the road and there were no safety barricades around the equipment to protect vehicles which strayed into the lane.

Failure to shield equipment is a fundamental error as seen in the American Association of State Highway and Transportation Officials' (AASHTO) publication *A Policy on Geometric Design of Highways and Streets*[2] which states that "**except in extenuating circumstances, contractor equipment should be removed from roadways, medians, and shoulders at night, on weekends, and whenever equipment is not in operation. In those instances where such removal is not practical, appropriate signing, lighting, barricades, barriers, and similar devices to protect the motorist from collision with the equipment should be specified.**"

A second error occurred in the directing of traffic into the open lanes. Originally, access from on ramps into the open lanes was channelized with cones directing the traffic into the left lanes. The on ramps had signage posted warning the motorist that there were closed lanes ahead but did not specify which lanes. The cones were spaced in such a way that a driver could easily maneuver into the left two lanes or the right two lanes. The Investigating Officer confirmed that there had been no signage indicating the left lanes were closed for several miles before the collision. The signage and cones failed to provide clear and positive guidance as described in the MUTCD which states that "**Adequate warning, delineation, and channelization should be provided to assist in guiding road users in advance of and through the TTC (Temporary Traffic Control) zone or incident site by using proper pavement marking, signing, or other devices that are effective under varying conditions**."

The vehicle involved in the collision entered the highway from an entrance ramp and immediately moved into the recently closed lanes. The traffic barrels closing the lane were spaced widely with no indication as to which lane was closed. After driving down the closed lane the driver was presented with a single wooden barricade identifying the lane was closed. The driver attempted to avoid the barricade and swerved around it into the open lane. Because of the uneven lanes, the driver lost control of the vehicle while attempting to move into the open lane and ran into the parked construction equipment. The spacing between the barrier and the equipment was sufficient for the driver to swerve around the barrier completely missing it and then impacting the machinery. In this instance had the barricade been next to

the equipment, the actions of the driver would have resulted in the driver missing the parked machinery even though they would have hit the jersey barrier. By having no other advisory signs, the contractor created a situation where avoiding the barricade resulted in the vehicle striking the equipment.

Since the danger to the public is so great, construction equipment should be removed from the roadway or protected by attenuation devices per the MUTCD. The collision occurred because the contractor compounded their errors. The lanes were not properly marked to clearly identify which lane was closed, the company left the construction equipment on the highway and did not provide barriers or ample advanced warning to prevent vehicles from impacting the equipment.

Road Construction Incident:

A company was performing a road construction project to increase the number of lanes from 2 to 4. The company properly prepared and executed the TCP until near the end of one phase of the project. During construction, the company had cones and barrels to delineate the traffic lanes and jersey barriers to protect the construction equipment and materials. Near the end of that phase of the construction project, the company removed the jersey barriers from around the equipment and the construction materials. They then modified the cones marking the lane change. A vehicle traveling in the right lane at night failed to negotiate the lane change due to some of the cones from the taper having been removed. The vehicle proceeded to enter the closed construction zone and impacted with a pile of rock.

The MUTCD provides many examples of proper lane closures and the spacing for cones on a taper. If the company had maintained barriers until all the material was removed or the lane change taper had been maintained per the TCP, the accident would not have occurred.

MOBILE OPERATIONS

Road Sweeping Incident:

A contractor was sweeping both lanes of a two lane highway with one sweeper staggered in front of the other. There were no other vehicles or signs identifying that the sweeping operation was in progress. The speed limit on the highway was 55 m.p.h. At one point in the operation, the sweeping machines were below the crest of a hill and were not visible to traffic approaching from the rear. A vehicle traveling behind the sweeping machines crested the hill and did not have enough time to stop before impact. This accident occurred because there were no warning signs the operation was ongoing and there were no trail vehicles to warn motorists of the danger from the slow moving sweepers.

The MUTCD shows specific examples of mobile operations. Trail vehicles with warning signs and/or sign boards are critical during operations with slow moving vehicles to ensure the safety of the public.

Litter Removal Incident:

A company was conducting litter collection along the right of way on a multilane state highway with a speed limit of 50 m.p.h. The contractor reported posting signs stating "WORKERS AHEAD" at both the beginning and the end of the area of operations. The accident occurred when a truck with a trailer that was picking up the trash stopped and parked in the outer lane. The operator stated in his opinion that since he was driving a work truck the rules regarding stopping in the roadway did not apply to him. The training the driver had received consisted primarily of a DOT pamphlet showing where to place the "WORKERS AHEAD" signage.

Prior to the collision, a van was able to avoid the trailer by swerving to the left. A motorcycle following the van took evasive action as soon as the van cleared his line of sight but was unable to avoid the trailer. The fact that the truck and trailer were stopped was difficult to discern until the van was in the danger zone. If the truck had pulled off the road into the right of way or had a trail vehicle or other device to warn the public they were stopped, this collision would not have happened. According to the MUTCD, during mobile operations a trail vehicle with a sign board or other warning devices should be used to warn the public of slow moving vehicles ahead. A second issue involved the lack of training of the employees. The driver of the truck indicated that no one had ever instructed him on the dangers of stopping his vehicle on a high speed roadway or the proper procedures if he was required to do so.

CONCLUSION

In all instances, the collisions occurred because the responsible entity failed to adequately protect the public. If they had followed the minimum guidance from the MUTCD, the events would not have occurred. Taking shortcuts may work for a time, but it will eventually end up with someone getting seriously hurt or killed. Companies and government agencies must ensure that they follow the guidelines that were developed to ensure public safety and reduce their liability if there is an accident.

---

1. The Colorado Department of Transportation issues an additional "supplement" to the Federal MUTCD. The Colorado Supplement has been established to adjust and interpret where necessary for the proper and lawful application of the MUTCD in Colorado in compliance with state statutes, and to address traffic regulatory situations not provided for in the MUTCD. The new **Colorado 2009 MUTCD Supplement** is now available and can be accessed by typing "MUTCD" in CDOT's search engine at http://www.coloradodot.info. This supplement was adopted by the Transportation Commission of Colorado and ***effective December 15, 2011.***

2. Negligence is a failure to use the Standard of Care expected of a reasonable and prudent person or agency in a particular set of circumstances. Examples of Standards of Care include being familiar with: Your agency's guidelines, regulations, directives and policies; Directives of a superior agency; and Guidelines developed by national and professional organizations. A few of the significant publications developed by national and professional organizations include FHWA's MUTCD, and Standard Highway Signs & Markings Book; AASHTO's Roadside Design Guide, Highway Safety Manual, and Policy on Geometric Design of Highways and Streets; and the Institute of Transportation Engineers' (ITE) Traffic Control Devices Handbook.

CENTER FOR WATERSHED PROTECTION

Solutions for Clean Water and Healthy Natural Resources

Free Stormwater and Watershed Resources

The Center for Watershed Protection works to protect, restore, and enhance our streams, rivers, lakes, wetlands, and bays. All of the Center's free resources are now available in one place and organized by the topics listed below. You can conveniently query the resources using their Search Document function. Visit http://www.cwp.org/store/free-downloads.html to review their free manuals and other tools.

Categories:

- Pollution Detectives Toolkit (13 Files)
- Urban Subwatershed Restoration Manual Series (13 Files)
- Urban Watershed Forestry Manual Series (4 Files)
- Wetlands and Watersheds Article Series (10 Files)
- Articles from Watershed Protection Techniques Special Issue on Urban Lake Management (10 Files)
- Articles from The Practice of Watershed Protection (150 Files)
- Stormwater Management Publications (36 Files)
- Better Site Design Publications (18 Files)
- Other Center Publications (28 Files)
- State and Regional Stormwater Manuals (6 Files)
- Watershed Plans (9 Files)
- Factsheets and Outreach Materials (3 Files)
- Audits (4 Files)
- Field Assessment Forms (15 Files)
- Watershed Treatment Model (2 Files)

HOURS-OF-SERVICE REGULATIONS NOW IN EFFECT

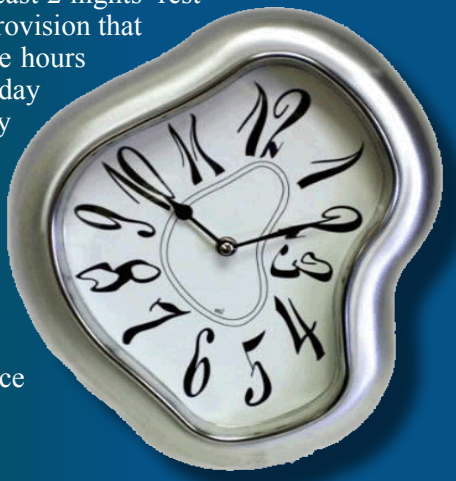
Working long daily and weekly hours on a continuing basis is associated with chronic fatigue, a high risk of crashes, and a number of serious chronic health conditions in drivers. The ***Hours of Service of Drivers Final Rule*** employs the latest research in driver fatigue to make sure truck drivers can get the rest they need to operate safely when on the road. The new rule, published in the Federal Register on Dec 27, 2011, by the Federal Motor Carrier Safety Administration (FMCSA) revises the hours-of-service (HOS) safety requirements for commercial truck drivers.

The new HOS final rule reduces by 12 hours the maximum number of hours a truck driver can work within a week. The driver's average maximum allowable hours of work per week is reduced from 82 hours to 70 hours.

Truck drivers can't drive after working 8 hrs without first taking a break of at least 30 mins. Drivers can take the 30-min break whenever they need rest during the 8-hr window.

The final rule retains the current 11-hr daily driving limit. FMCSA will continue to conduct research to further examine any risks associated with the 11 hour driving time.

The rule requires truck drivers who maximize their weekly work hours to take at least 2 nights' rest between 1:00am and 5:00am. This rest requirement is part of the rule's "34-hr restart" provision that allows drivers to restart the clock on their work week by taking at least 34 consecutive hours off-duty. The final rule allows drivers to use the restart provision only once during a 7-day period. Limiting restarts to one every 168 hours prevents excessive buildup of on-duty hours, while still allowing drivers to use the restart provision to their advantage.



On-duty time does not include any time resting in a parked vehicle; and for a moving property-carrying CMV, on-duty time does not include up to 2 hours in the passenger seat immediately before or after 8 consecutive hours in the sleeper-berth.

The oilfield exemption states, "waiting time" for certain drivers at oilfields must be shown on logbook or electronic equivalent as *off-duty* and identified by annotations in remarks or separate line.

The Final Rule was effective **Feb 27, 2012.** Some of these provisions have a compliance date of July 1, 2013. Additional information on changes and questions are addressed at: http://www.fmcsa.dot.gov/rules-regulations/topics/hos/index.htm.

....CDL Medical *continued from page 1*

requirements and that their drivers have a valid DOT medical on file at all times.

The biggest change with the new rulemaking is that the DMV now systematically tracks expired or invalid DOT medicals, and development of a new licensing status prohibits an individual from driving a CMV when they are not medically qualified. The DMV is now responsible for collecting, storing, enforcing and providing the DOT information upon demand to employers, prospective employers and law enforcement.

As of the effective date, CDL holders are no longer required to have to carry or to present their DOT medical card to their employer, prospective employer, or to law enforcement at roadside. Employers are no longer required to keep a copy of the actual DOT medical certificate in their employee's Driver Qualification (DQ) file. Instead, they are now required to keep a copy of what is called the *CDLIS MVR - Commercial Driver License Information System Motor Vehicle Record*. If you submit your DOT medical to a DMV in person, you can get a copy of your CDLIS MVR on the spot. If you fax or mail it in, you can wait 24-36 hours and then request a CDLIS MVR either in person or by mail. The CDLIS MVR, which still has all of the same MVR information, will now also have all the DOT medical, medical waiver or SPE information including expiration dates to keep compliant. A check by law enforcement at roadside of the DMV's files will indicate to the officer if the individual is medically qualified and whether the individual is legal to drive a CMV or not.

While the new rule eliminates the need for CDL drivers to carry their DOT medical on their person when operating a CMV, and the employer is no longer required to keep a copy of the DOT card in their DQ file, **the CDL unit STRONGLY encourages that both the driver and employer continue their current practice of maintaining the card just as an extra precaution.**

THE NEW "MEDICALLY CERTIFIED STATUS"

The new rule also established the creation of a new status that must be tracked by the DMV. The status is called the "Medically Certified Status". The certification status will either be set to blank, "Certified", or "Not Certified", and this status will be separate from the document or driving status. The status will be based off the Medical Certification expiration date and will indicate whether an individual is medically eligible to drive a CMV or not.

If the status of a CDL holder is "Certified" and the license status is valid, then the individual can legally drive a CMV; but if the certification status is "Not Certified" or blank because of an expired Medical Certification or a downgrade to a regular license, then the individual can no longer legally driver a CMV, even if their license status shows valid.

CERTIFYING "TYPE" OF COMMERCIAL DRIVING

Also new with this rule is the requirement that all CDL holders now have to certify as to what *type* of commercial driving that they do. The individual driver must choose from the following four certification choices.

A. **Non-Excepted <u>Interstate</u>** – A person must certify that he or she operates or expects to operate in interstate commerce, is both subject to and meets the qualifications requirements under 49 CFR part 391 and is required to obtain a medical examiners certificate by §391.45.

B. **Excepted Interstate** – (Colorado State law disallows "Excepted" status, visit http://www.fmcsa.dot.gov for details.)

C. **Non-Excepted <u>Intrastate</u>** – A person must certify that he or she operates ***only*** in intrastate commerce and therefore is subject to State driver qualification requirements.

D. **Excepted Intrastate** - (Colorado State law disallows "Excepted" status, visit http://www.fmcsa.dot.gov for details.)

While the certification choice must be taken seriously, the Colorado DMV encourages individuals to not put too much emphasis on the choice. Individuals are allowed to make whatever choice they want and can do so without question. If an individual chooses option A, even though they typically only drive in intrastate commerce, they may do so. HOWEVER, if an individual chooses option C or D, they will be limited to *intrastate driving only*. The Colorado CDL unit encourages all CDL holders in Colorado to **choose option A**, regardless of who they are employed by or what type of commercial driving they do.

CONSEQUENCES FOR DRIVER'S FAILURE TO KEEP MEDICAL CERTIFICATION CURRENT

Compliance is achieved by ensuring that you provide the DMV with a copy of your DOT medical certificate ***each time*** it is renewed, *before* the previous one expires.

As in the past, on the first day of an individual's DOT medical certificate expiring, that individual is no longer qualified to operate a CDL type CMV. On the 10th day of an expired medical, the driver's medical certified status is changed to NOT certified, and a letter is mailed stating the individual is not allowed to drive a CMV. If the CDL holder is still not compliant by the 30th day, the DMV will cancel the individual's entire license and the individual has no driving privileges. The driver then can only be in compliance by means of a new DOT medical card or a downgrade to a regular license. There is no reinstatement fee, and you do not need to re-qualify unless it has been over one year on either a cancellation or downgrade.

CDL Medical Cards may be presented in person to <u>all State</u> DMV offices and <u>some</u> County DMV offices. They can also be mailed or faxed in; they do not accept emailed copies at this time. In most cases you will only need to provide a copy of the DOT medical certificate. Occasionally, the long form may be required for investigative purposes. ***NOTE: To be accepted, Medical Certificates need to be complete, legible and have no appearance of being altered.***

Colorado Department of Revenue

Attn: CDL Unit

1881 Pierce St., Room 164

Lakewood CO 80214

FAX: 303-205-5709

You can find answers to DOT medical Frequently Asked Questions at: http://www.colorado.gov/cs/Satellite/Revenue-MV/RMV/1251609017278. Additional questions can be emailed to the Colorado CDL Unit at: cdlunit@spike.dor.state.co.us, or call the Customer Service section at 303-205-5843.

LOCAL TECHNICAL ASSISTANCE PROGRAM
University of Colorado Boulder
561 UCB
3100 Marine St, A213
Boulder, CO 80309-0561

Nonprofit Org.
U.S. Postage
PAID
Boulder, CO
Permit No. 156

UPCOMING LTAP TRAINING Spring 2012

Roads Scholar I

CORE: Signing, Pave Mkgs & MUTCD
- March 13 - Grand Junction
- April 10 - Denver
- May 1 - Durango

Equipment Mint. & Inspection
- March 15 - Fort Morgan
- March 20 - Frisco
- March 22 - Grand Junction
- March 28 – Colorado Springs

HET Motor Grader, Rifle, CO
- April 2 – Classroom
- April 3-4 – In-Field, Group 1
- April 5-6 – In-Field, Group 2

Gravel Roads Academy
- April 16-17 - Front Range
- April 18-19 - West Slope

Work Zone Development
- May 2 - Durango

CORE: Roadway Safety & WZTC
- April 30 - Pueblo
- May 1 - Northglenn
- May 2 - Frisco
- May 4 - Montrose

Workshop: Flagger Certification
- April 4 - La Junta
- April 5 - Pueblo
- April 10 - Durango
- April 11 - Montrose
- April 12 - Gypsum

Supervisory Skills

Ethics
- April 2 - Montrose

Written Communications
- April 3 - Montrose

WNW: Nuts & Bolts of Local Government
- March 29 - CO Springs

Roads Scholar II*

Noxious Weed Management
- March 20 - Colorado Springs
- March 27 - Glenwood
- April 5 - Loveland

Project Inspection for Local Agency Employees
- March 26 - Northglenn
- March 27 - Pueblo
- March 29 - Montrose

Designing Pedestrian Facilities for Accessibility
- April 16 - Lakewood
- April 19 - Grand Junction

Roadway Safety 365
- April 17 - Lakewood
- April 20 - Grand Junction

**Don't forget - If you have not completed RS I, you at least need the 4 Core classes before beginning RS II classes - 2 RS I Cores offered this Spring!*