SPRING 2017

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'Quiet Zone' along the BNSF Railway Line in Norman Means No Train Whistles by: Angelo Lombardo, P.E.



Lindsey Street Railroad Crossing with New Concrete Raised Median as a Supplemental Safety Measure

The City of Norman recently implemented a new 24 hour Quiet Zone on the BNSF Railway line at all the railroad crossings in the City.

This Quiet Zone includes the at-grade crossings at Indian Hills Road, Franklin Road, Tecumseh Road, Rock Creek Road, Lexington Avenue, Acres Street, Gray Street, Main Street, Eufaula Street, Duffy Street, Boyd Street, Brooks Street, Lindsey Street, Constitution Street, Cedar Lane Road and Post Oak Road. The new Quiet Zone went into effect on Thursday, February 17, 2017, at 12:01 am. The BNSF Railway Company and Amtrak began their observance of the new Quiet Zone with a gradual decrease of the train horns during the first 24 to 48 hours, after which time, train horns were silenced.

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A Message from the President

By: Lauren Ludwig, P.E.

Wow! I cannot believe that another year is almost over. I have thoroughly enjoyed the privilege of serving as this year's OTEA President. I have had a wonderful team to work with and we have a great list of candidates for the upcoming year's board. I look forward to what OTEA has to offer in the upcoming year.

The current OTEA Board has been wrapping up all of the final details for the Spring Meeting which will be held in the Ardmore Convention Center May 3-5, 2017. We have a great agenda with topics including Railroad Quiet Zones, Diverging Diamond Interchanges, and FHWA Road Diets. We hope that you will join us for the entertainment and networking with colleagues.

Looking back over the last year, OTEA has been very busy. We were thrilled to co-host the Fall Meeting with MOVITE at the Renaissance Hotel in Oklahoma City. We had 212 attendees, 24 exhibitors, and 19 sponsors to help celebrate OTEA's 50th Anniversary. On Wednesday, some attendees enjoyed a round of golf at the Lincoln Golf Course while others visited the Oklahoma City National

Memorial, and then an ice breaker/ social in the evening. Opening our Thursday meeting was the Mayor of Oklahoma City, Mick Cornett, followed by the Oklahoma Secretary of Transportation, Gary Ridley. The rest of the day was jam-packed with diverse topics such as the N street Protected Cycle Track in Nebraska, Kansas City Street Car, and the Oklahoma City Wheeler District. We concluded Thursday with dinner and drinks at the Bricktown Brewery. On Friday, we began with the Past Presidents Breakfast, OTEA's 50th Year Celebration, and a few more presentations to round out a great conference. I cannot express how thankful I am for the OTEA board, the Local Arrangements Committee, and all of our sponsors for how well thought out this meeting was and what a pleasure it was for all that attended.

Besides our annual fall and spring meetings, OTEA has been actively working on a few additional items. We would like to extend our thanks to Brion Bannister for hosting several OTEA Work Zone Training classes over the last year with great attendance. We would also like to recognize and thank David Riesland as he continues to share the OTEA Safe Driving Presentation with interested High Schools. His efforts have been so appreciated by the City of Claremore High School that he has become a fixture in their Driver's Ed class. As the board would like to continue these efforts, please let us know if you have any contacts that would be interested in this

presentation or in our Work Zone Training. The OTEA Board has additionally been looking for ways to increase our public outreach and we have decided to assist the Oklahoma Work Zone Safety Awareness Campaign that begins in April.

The OTEA Board has also been evaluating a digital delivery system for the OTEField. Included with this year's candidate ballots, you will see the question posed of if you would prefer to continue receiving your OTEField and other OTEA news in the mail or if you would prefer these to be offered in email. The OTEField will continue to always be available on our website.

Continues on Page No. 12



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Transportation Officials Identify Projects that could tap Bond Funds

by: Randy Ellis



Replacing the BNSF Railway bridge over I-235 is part of one of the projects that may be done with bond funds authorized by the Oklahoma Legislature

The Oklahoma Transportation Department has released a list of 18 projects that are candidates for use of the \$200 million in bond money authorized earlier this year by the Oklahoma Legislature.

Three of the projects are in Oklahoma County, and one is in Tulsa County. The others are scattered throughout the state.

"I think our fear is that the public will think this is an additional \$200 million that we are receiving over and above (what the agency normally would get)," said Mike Patterson, the agency's executive director. That's not the case, he said.

The bond money just replaces a portion of the \$367 million in budget cuts the agency was required to absorb as the state Legislature made sweeping cuts across numerous state agencies to fill a \$1.3 billion budget hole, Patterson said.

The bond money will have to be repaid with interest over the next 15 years, which is expected to slow the pace of progress on future road and bridge construction projects.

All the projects selected for potential use of bond money already were on the state's eight-year construction plan, and some already were under construction.

The bond money enables the department to keep the eightyear plan on track. Otherwise, projects could have been delayed, officials said.

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U.S. Highways are Shifting to Alternative Interchange Designs



U.S. interchanges are undergoing a design shift; from the stale, split-phase, head-to-head configuration to high-volume, semi-continuous designs such as diverging diamond interchanges (DDI) and roundabouts.

Part of the impetus for this is the need to accommodate expanding numbers of motorists, as traffic volumes steadily increase. For the first six months of 2016, the vehicle miles traveled in the United States reached a record high of 1.58 trillion miles. That's a staggering figure, and coupled with the fact that existing interchanges are more or less landlocked in their position, gives credence to the argument that intersection design needs a rethink.

This is where interchanges, such as DDIs, fit in. Their designs eliminate conflicting left turns needed to clear opposing traffic, a feature that inherently improves safety and keeps traffic flowing.

Diverging diamonds

DDIs, also referred to as double crossover diamonds, have been built or planned in at least 29 states, which is significant considering the first one in the country was built in 2009 at the I-44 and Kansas Expressway in Springfield, Missouri.

The Missouri Department of Transportation (MoDOT) used Springfield-based construction firm Hartman & Company for the project, which ended up with several big wins: opening six months after construction started, coming in \$7 million under budget (\$3 million compared to a \$10 million budget) and making use of the existing bridge.

Fast-forward to present, and Hartman and MoDOT are still working together on DDIs in Springfield, which now has six of the intersections. Most recently, the two teamed up to

Continues on Page No. 10



Transportation Officials Identify Projects that could tap Bond Funds

by: Randy Ellis

Continues on Page No. 5

The \$200 million in bond money is required to be spent on projects within two years, so projects were selected for bond financing based on their size and whether they were ready for construction, Patterson said.

The department identified nearly \$300 million worth of projects on the list of potential bond financing projects it submitted to the Oklahoma Council of Bond Oversight last week to make sure it would have enough projects so that all of the bond money will be used, he said.

State road projects typically are constructed with a combination of state and federal funds.

Oklahoma County projects

Two of the three Oklahoma County projects set for bond money involve an ongoing multiyear effort to widen and improve Interstate 235 extending from NW 36 to north of NW 50. Those two projects — which include replacement of railroad and highway bridges that span the interstate are expected to cost a combined \$88 million.

The third Oklahoma County project involves ongoing reconstruction work on Interstate 240 in the vicinity of Santa Fe Avenue that is part of a multiphase project to replace the I-240/I-35 interchange. The initial phase is projected to cost more than \$12.6 million.

All 18 projects either have gone out to bid already or soon will go out to bid, transportation officials said. Construction on some of them is well underway, while work on the others will be starting soon.

Other projects

Here is a summary of the other 15 projects set for possible use of bond money and their projected costs:

- Alfalfa County: Work on bridge and approaches on U.S. 64 over Wagon Creek, 0.9 miles west of the Grant County line, \$3,837,577.
- Cleveland County: Bridge work and work to widen and resurface State Highway 39 from two miles east of U.S. 77 going east five miles, \$10,277,343.

- Garvin County: Work on the I-35 bridge and approaches over the Washita River, 3.3 miles north of SH 19, \$11,055,290.
- Garvin County: Grading, drainage and surfacing project on SH 76 from SH 19 north three miles into McClain County, \$8,141,013.
- Greer County: Grading, drainage and surfacing project on SH 6, beginning 1 mile south of Granite and extending 2 miles north, \$10,096,047.
- Hughes County: Bridge project on SH 9 over Wewoka Creek, 3.2 miles east of U.S. 75, \$5,536,152.
- Johnston County: Grading drainage, bridge and surface work on SH 99 from 5.64 miles north of SH 22 going north 4.19 miles, \$12,859,240.
- Logan County: Bridge and approach work on SH 33 over Cottonwood Creek, Noble Street railroad in Guthrie, \$23.8 million.
- Love County: Grading drainage, bridge and surface work on SH 32 over Mud Creek from 3.65 miles east of the Jefferson County line going east about 1.3 miles, \$11,548,922.
- McCurtain County: Grading, drainage, bridge and surface work on U.S. 70 from Choctaw County line east 2.4 miles, \$13,092,289.
- McIntosh County: Resurface eight miles of I-40 in western McIntosh County, \$13,837,561.
- Okmulgee County: Grading, drainage, bridge and surface work on U.S. 75A from 0.6 miles north of SH 16 going north 7.5 miles, \$18,722,411.
- Rogers County: Bridge rehabilitation work on U.S. 412 over the Verdigris River, 7.5 miles east of I-44, \$14,369,896.
- Stephens County: Grading, drainage, bridge and surfacing work on U.S. 81 from the South Connection Bypass northwesterly to Seminole Road, \$20,278,855.
- Tulsa County: Bridge rehabilitation project on W 23rd Street S where it crosses over I-244 south of the Arkansas River (including exit ramp), \$19,929,075.

Source: The Oklahoman, August 29, 2016

U.S. Highways are Shifting to Alternative Interchange Designs

Continues from Page No. 7

complete a DDI at U.S. 65 and Battlefield Road, a project that won a 2016 award from the Mid-America Association of State Transportation Officials (MAASTO) for Best Use of Innovation, as part of the America's Transportation Awards program.

"There were a couple of things that made us pick building something new at Battlefield and 65," says Becky Baltz, district engineer for MoDOT's Southwest District. "One is that the existing bridges were worn out, and the other was the heavy congestion through that interchange. We didn't really have adequate turning lanes for all the traffic we had moving through."

Baltz says that after looking at the design of the interchange and knowing the traffic patterns experienced there, that it was easy to determine that a DDI would move the traffic well, in particular because of the volume of traffic movements onto the ramps.

"The big driver of doing these things is not to be different; it's really just an economical way to handle traffic volumes," says Justin Wallace, vice president of operations for Hartman. "You look at one of these and see that for \$3 million you can handle this volume of traffic with this design, or you could spend \$10 million doing something traditional. To me, that's the biggest advantage to them."

While they are economical in the sense that DDIs take less time to construct, Wallace says, they do present more challenges than traditional interchanges. Much of that challenge comes from lane changes and switchovers that occur throughout the construction process. But, to combat that, MoDOT came up with another first for the country – a temporary DDI configuration during construction.

"In the past, we had left the intersection in its regular configuration during construction, but for this, we went ahead and used the diverging diamond configuration. It really helped move the traffic through more quickly throughout construction," Baltz says. "We had to close half the bridge at a time, so a lot of times, we just had one lane in each direction to use. We really had to maximize how we moved traffic through the best we could to help congestion at the interchange."

However, this configuration didn't start off as smoothly as Hartman and MoDOT hoped. Wallace says the main challenge his firm faced while creating the temporary DDI was limited space, as they were trying to put it on half an existing bridge that was already too small. This space limitation caused flat angles coming into the interchange from the driver's perspective, which also required a lot of signage.

"The first time we did that configuration was over a weekend, and we opened it up on a Sunday. That morning, it was a disaster with all the cars, and we expected that," he says. "When we opened up with those flat angles, people thought it made sense to keep veering right, as opposed to veering left as is the design. It took a few hours to get it tweaked and dialed in to how it needed to be." Wallace says the more the lanes can intersect at 90 degrees, the better off they are, but in this case it was a necessity because of the way it had to be built.

"We only had a four-lane bridge, so each side had a through lane and a turn lane," he explains. "To get this new bridge built, we had to shove all the traffic over to two lanes. So then, two lanes were carrying four lanes of traffic. Four lanes couldn't even handle the flow before. It was wild how well the temporary DDI performed. There were a lot of skeptics about it, including myself, on how well it would work, but it improved traffic flow."

One of the reasons the temporary DDI worked so well was due to assistance from engineering firm Olsson Associates of Kansas City, Missouri. MoDOT originally contracted the group for work on the design, and then Hartman hired them to help with the temporary configuration.

"We really were kind of working on both sides, which is pretty atypical," says Reid Catt, Olsson senior engineer. He says a lot of the work for Hartman was the traffic control component – making adjustments to the phasing plan, and then the traffic control plan accordingly, and submitting these to MoDOT.

"It was interesting to say the least, because we were contracted with both the agency and the contractor," Catt says. "Typically that doesn't work out, but it did in this case with the experimental temporary DDI traffic control phase." In addition to keeping the traffic flowing, Catt says his firm was, in a way, also looking to create an innovative solution. "We knew we needed to maintain full access throughout construction, with exceptions for closures that had to happen, and meet the expectations of stakeholders near there," he explains. "Somewhat superficially, we tried to think of something we could propose that would be different and set us apart. It snowballed from there in a brainstorming session. It looked like it would work and provide a benefit."

Source: Better Roads Magazine, October 13, 2016

FHWA: Miles driven in U.S. reached 3.2 trillion in 2016 By: Chris Hill



Estimates from the Federal Highway Administration (FHWA) show driving in the U.S. reached 3.2 trillion miles in 2016, marking the fifth straight year of increased mileage on public roads.

The data is from the most recent Traffic Volume Trends reports, which showed 263.6 billion miles were driven in December last year, an increase of 0.5 percent compared to the same month in 2015.

The top region for December traffic was the West, which is made up of 13 states from California to Montana along with Hawaii and Alaska. This area increased the most at 2.9 percent in unadjusted vehicle miles travelled. FHWA says mileage dropped in the Northeast and North Central states. California led all states with the most miles driven in December, at 33.9 billion, which was slightly more than 22 other states combined.

Louisiana had the largest unadjusted single-state traffic percentage increase at 5.8 percent, compared to December 2015. Utah was second at 5.2 percent, followed by Nevada at 5.1 percent. North Dakota actually dropped by 6.2 percent, the largest single state decrease and the 10th monthly decline in a row for the state.

The Traffic Volume Trends report compiles data collected from roughly 4,000 continuous traffic counting locations across the country. The current monthly Traffic Volume Report and figures from previous years are available through the following link: https://www.fhwa.dot.gov/policyinformation/travel_monitoring/tvt.cfm.

Source: FHWA, February 12, 2017

'Quiet Zone' along the BNSF Railway Line in Norman Means No Train Whistles

by: Angelo Lombardo, P.E.

Continues from Page No. 1

A Quiet Zone is one or more consecutive at-grade rail-roadway crossings where the sounding of locomotive horns is prohibited (except under hazardous conditions). The quiet zone designation does not guarantee the horn will never be sounded. Train crews still have discretion to sound the horn in case of emergencies. The quiet zone impacts only the routine sounding of the train horn.

A Quiet Zone can be established at rail-roadway crossings if the crossing is deemed safe enough to qualify, or by implementing safety measures that make the crossing safe enough according to qualifications set by the U.S. Department of Transportation risk index.

Safety measures that were completed in advance of the establishment of the new Quiet Zone include median barriers and warning signs. These measures were necessary in order for the corridor to qualify as a Quiet Zone. The total construction cost for installing the safety measures was funded by the City of Norman at a cost of approximately \$300,000.

The City of Norman, in collaboration with the Oklahoma Department of Transportation and the BNSF Railway Company, had previously implemented a railroad corridor safety project that

resulted in the elimination of two railroad crossings (at Daws Street and Tonhawa Street), and the installation of warning lights, gates, concrete crossing surfaces and state-of-the-art constant warning track circuitry at all the other crossings in Norman, The work, which was completed in the late 1990's at a cost of more than \$2.5 million, mostly paid with federal railroad safety funds, made it possible for the City to qualify for the new Quiet Zone with only a minimal expenditure of funds for the construction of additional supplemental

safety measures.

The new Quiet Zone has greatly improved the quality of life of the many residents and patrons of the businesses that are located in close proximity to the railroad line.

A sampling of the most frequently asked questions and answers dealing with the Quiet Zone project in Norman are included on Sheets No. 13 and 23.



A Message from the President

By: Lauren Ludwig, P.E.

Continues for Page 3

We could not be a successful board without the help of all of you. Thank you very much to our members and sponsors for your attendance, your input, and your fellowship. While you're still reading, I would like to take this moment to extend a special thanks to Phyllis McElroy. Every year, we count on Phyllis to welcome us at the registration table, create our name badges and handle any and all details that come up last minute. This year Phyllis will be retiring from ODOT and OTEA. Please help me congratulate her on her retirement as well as wishing her the best in her future endeavors. Congrats Phyllis!

Best wishes,

Lauren

E-mail vs. Print: What's the Better Newsletter? By: Angelo A. Lombardo, P.E. - Editor

Most professional organizations have newsletters that are distributed to their memberships in electronic form. OTEA has not made this transition yet and the Board of Directors wants to know if this is something we need to do. You will have an opportunity to help make that decision by responding to the ballot question referenced by Lauren in her President's column.

When it comes to newsletters, which delivery medium is best - e-mail or print? Before deciding, we must first understand the pros and cons of each so we can make a reasonable comparison.

Both e-mail and direct-mail newsletters contain informative articles and resources, opportunities and advertisements, and help organizations connect with its members. So each type of newsletter needs a writer, a designer, and a mailing list. They differ in that print newsletters must be physically printed , sorted and mailed; while e-mail newsletters have to be distributed through a mail server. All other costs being equal, the cost to develop and distribute a print newsletter exceeds that of an e-mail newsletter. OTEA currently spends approximately \$900 per issue for the printed version. The email version would be \$450.

E-mail newsletters: Cheaper, easier to distribute

Because e-mail newsletters are generally cheaper to distribute, they can be sent frequently. A daily print newsletter would not be efficient, but many organizations send e-mail newsletters every day. This also makes it easy to target sub-niches with your e-mail newsletters. Since they're cheap to send, we can target specific groups as long as we develop relevant content for each. One caveat: E-mail newsletters are easy to ignore and delete; and just as easy to block. All it takes is one click for to stop receiving e-mail newsletters.

Print newsletters: Higher response rate

Since it's so easy to ignore e-mail newsletters, print newsletters stand out as the more successful of the two in terms of response rate. A good direct-mail newsletter might generate a 3 percent to 5 percent response rate; while a good e-mail newsletter might only get one-half of a percent. Print newsletters simply have more influence. Plus they're portable, meaning they're likely to make it to the "reading room."

To recap: Print newsletters have more influence but can only be sent periodically. Print newsletters are more expensive to produce; however, they tend to generate a better response rate. E-mail newsletters are cheaper to send and can be sent every day; but they are easy to ignore and tend to generate a lower response rate. And, when done right, both generate a good overall return on investment.

I hope this helps you make a decision...



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What is a Quiet Zone?

According to the US Department of Transportation's Federal Railroad Administration (FRA), a Quiet Zone is defined as "a segment of a rail line within one or a number of consecutive public highway-rail (roadway) grade crossings at which locomotive horns are not routinely sounded."

There are close to 700 Quiet Zones in communities across the nation. Oklahoma currently has Quiet Zones in Tulsa and Ponca City.

Doesn't the train have to blow its horn for safety? Under non-Quiet Zone circumstances, locomotive engineers must start blowing their horn at least 15 seconds in advance of all public-grade crossings. The horn must be sounded in a standardized patter of two long, one short, and one long blasts. The pattern must be repeated until the lead locomotive occupies the crossing. The rule does not stipulate the durations of the long and short blasts.

In a Quiet Zone, railroads are no longer required to sound those blasts. Train horns may still be used in emergency situations, or to comply with other federal regulations or railroad operating rules.

To establish a Quiet Zone, cities must implement Supplemental Safety Measures (SSMs) to ensure the continued safety of the crossings. SSMs include additional gates, medians, curbs, lights, signals, road marks and other upgrades.

Norman's Quiet Zone Effective Date: February 17, 2017 at 12:01 AM

The upgrades that come with an established Quiet Zone are extremely effective, according to the Federal Highway Administration.

I saw a study that said the FRA decided Quiet Zones caused a 62 percent increase in accidents. That study was from 2000, when states created and regulated their own Quiet Zones. In 2005, the FRA took over jurisdiction of Quiet Zones, and mandated significantly upgraded Supplemental Safety Measures (SSMs) in 2006. Based on available data, the upgraded SSMs are doing the job very well.

I love train horns. How loud can they really be? The minimum sound level for a train horn is 96 decibels. The maximum is 110 decibels. To put that in context, the National Institute for Occupation Safety and Health recommends exposure to noise over 100 decibels be limited to 15 minutes per day.

The City of Norman bans noise from building sites above 75 decibels between the hours of 7 a.m. and 9 p.m. Unfortunately, train horns did not keep construction hours.

Productions at the Sooner Theatre and events at The Depot won't be impacted by the train horn and

conversations on Main Street downtown won't have to pause until the train horn stops.



SPRING 2017



2017 - 2018 OTEA Board of Directors Meet the Candidates

President

B. J. Hawkins, P.E., P.T.O.E.

B.J. Hawkins was born and raised in Oklahoma. He received his bachelor's degree in Civil Engineering from the University of Oklahoma in 2006. Upon graduation he joined Traffic Engineering Consultants, Inc. (TEC) full-time after interning there during college. He worked at the TEC Tulsa office for 3 years before relocating back to the Oklahoma City office in 2009.

B.J. is a registered Professional Engineer in Oklahoma and Texas and has also obtained his Professional Traffic Operations Engineer certification. He is responsible for a variety of projects including conducting traffic impact studies and designing traffic signal, signing, striping, and lighting plans.

B.J. has been married to his wife Julie since 2006 and has one son, Carson.



Vice President

Esther Shaw - Smith, P.E.



Esther M. Shaw-Smith, PE, PTOE is the Branch Manager of the Oklahoma office of Lee Engineering, a specialty traffic engineering firm founded over 29 years ago with offices in Phoenix, Dallas, Albuquerque, and San Antonio. She has held this position since the office was opened in January 2012. She is responsible for the primary project management, engineering design, and business development duties for the office. Lee Engineering performs traffic engineering work for ODOT, OTA, local municipalities, professional design consultant firms, and developers. Esther has worked in the consultant field for over 14 years and has experience in the government sector.

Esther received her Bachelor of Science degree in Civil Engineering from the University of Oklahoma. She is a registered Professional Engineer in Oklahoma and Texas, a registered Professional Traffic Operations Engineer, a member of the Institute of Transportation Engineers, the American Society of Civil Engineers, the American Public Works Association, the Society of American Military Engineers, and the OU Alumni Association. Esther has been a member of the

Oklahoma Traffic Engineering Association since 2005.

Esther and her husband Chris live in Norman and have two sons, Eli & Daniel.

James Montgomery, P.E.

I have worked for the Department of Transportation for 28 years. I spent 24 years in the Traffic Engineering Division doing design work on signal, singing, traffic control. specifications, standards and statewide contracts for the Traffic Engineering Division. Currently, I am the Division 4 Urban Traffic Engineer for Oklahoma and Canadian Counties. My responsibilities include driveway permits, permits for working on department right-of-way, landscape agreements as well as initiating projects for signing, striping and any other traffic projects. I advice maintenance supervisors for Oklahoma and Canadian counties on signing, striping and assisting in sign orders.

I have been married for 28 years to Cathy who I met at the University of Arkansas when both of us were working on degrees. I have two daughters. Laura who lives in OKC and Shelly who lives in Columbia, MO with my son-in-law Jeff and our two grandchildren Sidney and Dylan. We have two cats, Lily and Koko. Cathy and I enjoy traveling and vacationing around the country particularly the West.



ODOT/OTA/FHWA Director

Chad Pendley, P.E.

Chad began his career with ODOT in 2012 as the Division Two Traffic Engineer in southeastern Oklahoma and held that position until becoming Chief Traffic Engineer for ODOT Traffic Division in November 2016. Chad has been a registered Professional Engineer since 2003. He was born in Big Spring, Texas and holds a bachelor's degree in Engineering Technology from the University of North Texas.

He and his wife, Cathye, have five children, three grandchildren and currently reside in Antlers.







David Glabas, P.E.

Ken Phillips was named Division Manager for the

Oklahoma Department of Transportation's Facilities Management Division in June 2016. In his new role, he oversees the plan development, design and construction of new field construction offices, maintenance facilities, ports of entry and weigh stations, as well as managing facility leases. Mr. Phillips joined ODOT in 1996 as a Senior Drafting Technician in Roadway Design before becoming the Design Supervisor for the Oklahoma State University Design Team for more than 12 years. He then served as a Transportation Manager developing and overseeing the Engineering Development Branch in Roadway Design before holding his current position. He and his wife, Stacy, live in Edmond and have four children.

David Glabas came to the Oklahoma Department of Transportation in 1991 after graduating from Northeastern State University with a degree in Mathematics. David worked for Bridge Design for 10 years and during the latter 5 went back to school and completed a degree in Civil Engineering.

Immediately following, he went to work for Division One, in eastern Oklahoma, and spent all of his 8 years there in Traffic to eventually become the Field Division Traffic Engineer.

When ODOT created its first Highway Safety Engineer position David accepted this position which he held from 2009 to2014. In late 2014 he became the Assistant Chief Traffic Engineer which he holds today. His responsibilities



include managing six branches of the ODOT's Traffic Engineering Division. David has 26 years with ODOT and his ongoing passion is to continue to make Oklahoma Highways safer.

He has been married to the love of his life, Beth, for 27 years and she is the positive influence in his life that always keeps him pointed in the right direction. Their daughter, McKenzie, is now 14 and her personality includes ... "always to laugh". This keeps both of them pointed in the right direction.also just loves visiting with folks. His hobbies are racquetball and motorcycling (when the arthritic knee allows). He also just loves visiting with folks.

City/County Director

Michael Ludi



Michael Ludi is the Assistant City Engineer for the City of Shawnee. He worked in the private sector for 12 years before deciding to work for the City of Shawnee in 2008. A few of his job duties include the design and plan production of city projects, construction administration, floodplain management, development plan review, over site of the Street Department, and the management of the Traffic Department.

Michael has been married to his wife Kristin since 1997 and has one daughter and one son. He enjoys riding motorcycles, hitting the trails with friends on ATV's, and doing a little off roading in his Jeep.

Keith Stewart

Keith began his public works career with the City of Midwest City, where he served as the Street/Park Supervisor, managing the operations of the Street and Parks Departments.

After a lengthy career with the City of Midwest City, Keith made the move to the City of Edmond, where he is currently the Field Services Superintendent. In this position he manages the operations of the Street, Traffic, Wastewater Line and Water Line Divisions, that make up Field Services.

Keith has been married to his wife Kim for 37 years. They have three grown sons and nine grandchildren. They are active in their church and enjoy traveling and seeing new places.



Eddy Barelay



Eddy Barclay has been working for Tulsa County for over 20 years . For the last 8 years has been the one of the Directors for Highway Maintenance for the North part of the Tulsa county working with County Commissioners and Engineers for road work projects, Work Zone Safety, Signs and markings. Eddy has been certified thru the International Municipal Signal Association and County Roads Scholar program thru Oklahoma State Local Technical Assistance Program and other training thru Oklahoma State County Commissioner Training.

Eddy also oversees employees, scheduling projects, budgeting, corresponding with the citizens needs and other departments in and around Tulsa County.

In His spare time hobbies are Boating, traveling and enjoying friends, family and the citizens he serves.

Consultant Director

Michael S. Hofener, P.E., P.T.O.E.



Michael is currently a principal with the firm of Traffic Engineering Consultants, Inc. (TEC). He has been with TEC in the Oklahoma City office since April 2007. Prior to joining TEC, Michael worked for the Dallas office of Kimley-Horn and Associates from September 2003 to March 2007. He has been involved in transportation/traffic engineering since 1096 (including internships and full-time employment). The majority of his experience is in traffic impact studies, roadway and interchange capacity studies, traffic signal design, signing and striping design, traffic signal timing and operations, design of construction plans for Intelligent Transportation Systems (ITS), and traffic signal system communication design.

Michael graduated from the University of Oklahoma with his Bachelor's degree in August of 2001. Subsequent to obtaining his Bachelor's degree he enrolled at Texas A&M and began work on his Master's degree in August 2001. While working on his master's degree, Michael was employed part-time by the Texas Transportation Institute, conducting research for the Center for Transportation Safety. Additionally, Michael was granted a fellowship offered by

Texas A&M which was entitled the "Mentors Program in Advanced Surface Transportation Systems" and was led by Dr. Conrad L. Dudek, PhD., P.E. Michael completed his Master's degree in August 2003.

It is very important to Michael to give back to organizations that have been very valuable to him. Two of those organizations are ITE and OTEA. Michael has been a member of the Institute of Transportation Engineers since 2001. Over the years he has volunteered his time and effort to various committees and organizations within the Institute. Michael is currently serving as the past president of the Missouri Valley Section of ITE (MOVITE). Over the last 6 years he has served on the various positions of the executive MOVITE board. In 2014, Michael was accepted into and graduated from the inaugural Leadership ITE class. He is also currently serving on the executive committee of the Transportation Consultants Council and is a member of the Standing Ethics Committee for ITE. In 2013, Michael served on a committee for development of the Trip Generation Handbook, 3rd Edition.

Michael has been a member of OTEA since 2007. OTEA has always held a special place in Michael's heart. His Grandfather (Harold R. Hofener) was a founding father of the organization. In 2010, Michael was honored to serve as the Consultant Director for the organization. It would again be an honor to him to have the opportunity to serve the organization for a second term.

Michael currently lives in Moore with his beautiful wife and 3 wonderfully rowdy and independent boys. Some of his hobbies include amateur woodworking, cycling, beer brewing, signal timing and vigorous yard work.

Caleb Morgan, P.E.



Caleb Morgan was born and raised in the Oklahoma City metro area. While a freshman at the University of Oklahoma he started an internship at Johnson & Associates, Inc. in Oklahoma City. He received his bachelor's degree in Civil Engineering from the University of Oklahoma in 2004, and became a full time employee at Johnson & Associates. Caleb became a registered Professional Engineer in 2009 and is responsible for a variety of private and public projects and is the traffic engineer for Johnson & Associates. Mr. Morgan has been married to his wife Amber since 2001 and has two sons.

Consultant Director

Robert Powell, P.E.

Mr. Powell currently works as an Engineering Consultant with Benham specializing in traffic. A native of Oklahoma City, Robert opted to expand his comfort zone and completed his higher education in both Texas and Massachusetts where he earned his Masters of Transportation and Bachelor of Science in Civil Engineering at the Massachusetts Institute of Technology and Prairie View A&M University, respectively. Prior to returning to Oklahoma and joining Benham, between school and shortly after Robert had a short stint with the USDA Forest Service overseeing construction and maintenance of roads and facilities within the Coconino and Kaibab National Forests in Flagstaff, AZ.

Born and raised in the inner city, Mr. Powell is most proud to be included in the design and construction of the built environment he spent the majority of his life traveling.



Mr. Powell's interests include blogging and vlogging on topics related to developing as a millennial traffic engineer, fitness, productivity and overall becoming the best version of oneself.

As your OTEA Consultant Director, Mr. Powell looks forward to serving OTEA members in the capacity of not only participating in the planning and coordination of fall and spring meetings, but also serving as a Swiss army knife for the needs of both the other OTEA Board team members as well as the organization as a whole.

Contractor / Supplier Director

Chris Adkins



Chris Adkins is polished and dedicated customer relations professional that has spent his entire career helping others. He subscribes to the notion that the more time you spend helping others; the closer you get to your own personal and professional goals.

Chris is currently the South Central Regional Relationship Manager for Professional Pavement Products, a nationally recognized organization that offers a complete line of innovative products for the maintenance, construction, repair, and safety of roadways. His primary job duties are customer relations for traffic safety solutions in Retroreflective Technology, Structure Visibility, and Traffic Calming and Pavement Maintenance. He has 36 years of experience in relationship management across several industries.

Currently, Chris serves on the Texas ATSSA Sign Committee and is a Board Member of Watershed, INC. a Christian non-profit group working in Europe and Africa.

Chris joined OTEA in 2013 while with Signs & Safety Equipment/Eastern Metal. He and his wife of 33 years, Maria, have 2 children and reside in the Dallas, Texas area

Scott Myers

My name is Scott Myers and I have been a sales rep for Trinity Highway Products for 10 years. I have covered multiple states across the country ranging from New Mexico all the way up to Wisconsin giving me a broad understanding of the highway business.

I received a bachelor's degree in economics from the University of Dallas. I live in Fort Worth, with my wife, daughter (5), and son (3). In my free time, I like to watch sports, play softball, workout, and spend as much time outside with my family.



Route 66 will soon become a testing ground for solar sidewalks and roads

by: Kerry Clines



A rendering of what a Solar Roadways-covered highway might look like

Route 66 will soon become the testing ground for an experiment that developers hope may change our roadways in the future.

Curbed reports that hexagonal glass panels manufactured by Solar Roadways will be laid over a sidewalk near a rest stop in Conway, Missouri, in early December. According to Missouri Department of Transportation staff, this will be the first public test of the technology, though other trials will follow in Sandpoint, Idaho, and in Baltimore. Two European agencies are also testing the technology.

The glass-covered solar panels were developed by Scott and Julie Brusaw in Idaho. They got a two-year, \$750,000 Small Business Innovative Research contract from the U.S. Department of Transportation to conduct tests in 2011, and later raised more than \$2.2 million through crowdfunding.

If the sidewalk test is successful, the next step will be to try the panels in the rest stop's parking lot, then the entrance and exit ramps, and eventually to move them to the streets and highways. The vision is that the solar roads would heat themselves, require little to no maintenance in the winter, and provide power for lights and signs.

Using solar roadways, instead of panels on roofs or in large open spaces, would allow governments to produce solar energy in areas where infrastructure already exists. Sten de Wit, a spokesman for Netherlands-based SolaRoad which is creating technology similar to that of Solar Roadways, told the news agency that the Netherlands has twice as much road space as roof space.

Plus, the solar roads could provide a source of revenue other than tolls for major roads, which is a positive for any government entity.

Source: Better Roads Magazine, September 26, 2016

QUIET ZONE: Answers to Your Most Frequently Asked Questions

What about pedestrians and animals?

The City of Norman has installed signs to warn pedestrians that train horns will not blow at the crossings. In addition, there are audible warning measures at the crossings with a bell that sounds when the crossing controls are activated.

Please note that pedestrians should only cross at grade crossing locations. Crossing in other locations is considered trespassing and is subject to fines.

Does all this mean we will never hear a train horn again in Norman?

A Quiet Zone does not guarantee the horn will never sound. Train crews still have discretion to sound the horn. Train horns may be sounded in emergency situations or to comply with other railroad or FRA rules even within a Quiet Zone. Under federal regulations, engineers must sound the horn to warn railroad maintenance employees or contractors working on the tracks.

The Quiet Zone impacts the routine sounding of the train horn.

Residents who live near the north and south City limits may still hear the train horn as it sounds in the crossings outside of our city limits.

Engineers have calculated how much time, on average, each day a train horn was sounding in Norman based on the average number of trains, the length of time the train horn sounds, and the number of crossings in the community. The train horns have sounded approximately 2 1/2 hours each day!

How much did the Quiet Zone cost?

To date, the City has spent just over \$300,000 and realized considerable savings on the project because City crews were utilized in the construction of the Supplemental Safety Measures (SSMs).

Where can I find out more about Quiet Zones?

Find more information on the U.S. Department of Transportation, Federal Railroad Administration's website at fra.dot.gov.

What is the history of the Quiet Zone in Norman?

The Quiet Zone project started in August 2016 with the installation of the Supplemental Safety Measures (SSMs) required for the Railroad Quiet Zone. These measures included the construction of raised concrete median at the Brooks Street, Constitution Street, Lindsey Street, Tecumseh Road and Rock Creek Road crossings. The median treatment is designed to discourage drivers from driving around the crossing gates.

Installation of SSMs at the remaining railroad crossings began during the week of December 26. City crews completed work at the Post Oak Road, Boyd Street, Eufaula Street, Lexington Avenue, Franklin Road and Indian Hills Road crossings.

A final inspection with representatives of the BNSF Railway Company was conducted on January 19, 2017 and the work was acceptable so City staff issued the Notice of Establishment to the railway company during the week of January 23. The Quiet Zone effective date is midnight February 17, with a 48 hour gradual decrease in the train horns once the Quiet Zone is established.

But even before the work began in August of 2016, the City of Norman, in collaboration with the Oklahoma Department of Transportation and the BNSF Railway Company, had previously implemented a railroad corridor safety project that resulted in the elimination of two railroad crossings (at Daws Street and Tonhawa Street), and the installation of warning lights, gates, concrete crossing surfaces and state-ofthe-art constant warning track circuitry at all the other crossings in Norman. The work, which was completed in the late 1990's at a cost of more than \$2.5 million, mostly paid with federal railroad safety funds, made it possible for the City to qualify for the new Quiet Zone with only a minimal expenditure of funds for the construction of additional supplemental safety measures.

Did you know the default position for crossing gates is actually down? So if the power goes out, they drop as a safety measure.

New 'Protected Intersection' for Bicycles is First for San Francisco, 5th in Nation

By: Joe Fitzgerald Rodriguez



Public Works crews are now chipping away at the curbs on 9th and Division streets to create San Francisco's first-ever protected intersection for bicycles.

The intersection, which adds cement islands to each corner to protect cyclists as they make turns, marks the fifth separated bikeway to appear at a U.S. intersection, according to national bike groups that track bikeway construction.

"These plans represent the cutting edge of design to improve safety for people walking, biking and driving," said Chris Cassidy, a spokesperson for the San Francisco Bicycle Coalition.

"It's right for our city to be a national leader" in safe streets, he said.

The design, courtesy of the San Francisco Municipal Transportation Agency, is unique in street safety. While protected bike lanes throughout The City provide cement or planters as buffers between auto traffic and bike lanes, in protected intersections, cement islands are added to each corner of the intersection to protect cyclists as they make turns. That means a cyclist making a right turn, for instance, will never be exposed to vehicle traffic.

SFMTA spokesperson Ben Jose said turn protections are key because the most frequent bicycle collisions at 9th and Division streets are "right hooks," which the protected bike intersection solves. Cyclists moving through an intersection will now roll through a full car length away from the closest car lane, giving drivers more time to spot a cyclist.

Those cyclists will now cross in front of right-turning cars, instead of at their sides, allowing for easier visibility, according to design documents.

The intersection was chosen "not only because it's a high-crash intersection for people biking, [but] the area was already slated to receive a slew of bike and pedestrian safety improvements," Jose said.

Site marking and other prework began last week, Jose said, but the actual cutting of cement started this week, he said. The SFMTA has 13 miles of protected bike lanes in the works, Jose said, including raised bikeways on Polk Street and Masonic Avenue.

The SFMTA may consider the protected intersections elsewhere in The City.

"We're looking at sites where protected intersections could help prevent a documented collision pattern (for example, crashes between turning cars and through bikes)," Jose wrote in an email to the San Francisco Examiner.

If some of the protected bike lane projects currently under works fit the bill, "we would explore the possibility," he said.

Source: The Dan Francisco Examiner, September 1, 2016

South Carolina ranked No. 1 Most Cost-Effective State Highway System by: Chris Hill

In its Annual Highway Report, the Reason Foundation found South Carolina to have the most cost-effective state highway system in the country.

The report, now in its 22nd year, looks at the performance of these systems in 11 categories that include highway spending, bridge and road conditions, traffic congestion as well as fatalities. This year's report is based on data the states submitted in 2013.

"South Carolina Department of Transportation (SCDOT) appreciates receiving the top ranking in Overall Performance and Cost-Effectiveness," Sec. of Transportation Christy Hall says. "This report is clear evidence of SCDOT being a national leader in doing more with less. We should recognize that spending the least per mile in the nation means that some needs are unmet and deferred maintenance is accumulating rapidly."

The report says the state was last atop the list in 1995, but has consistently ranked in the top 10 since 2003.

Following South Carolina in the rankings to round out the top five were South Dakota, Kansas, Nebraska and Maine. The least cost-effective states include Alaska, New Jersey, Hawaii, Rhode Island and Massachusetts.

"The numbers show a widening performance gap emerging," the foundation says. "Most states are making some small progress with their state highway systems but a group of states are struggling and failing to improve."

The report finds pavement conditions in multiple categories have gotten worse, with urban instate pavement, rural interstate pavement and rural arterial pavement being in poor condition increasing slightly.

Some of the key findings in the report include:

- Half (50%) of the nation's rural Interstate mileage in poor condition can be found in just five states: Alaska, California, Colorado, Washington and Indiana.
- Almost half (48%) of the country's urban Interstate mileage rated in poor condition is in five states: California, New York, Texas, Michigan and Louisiana.



- More than half (54%) of the rural primary mileage in poor condition is in five states: Alaska, Iowa, Minnesota, Texas and Wisconsin.
- Traffic congestion in eight states (New Jersey, New York, California, Virginia, Maryland, Massachusetts, Illinois and Washington) causes more than 50 hours of delay annually per auto commuter.
- Although bridge conditions are steadily improving, six states (Massachusetts, Connecticut, New York, Pennsylvania, Rhode Island and Hawaii) report more than one-third of their bridges as deficient.
- Fatality rates continue to improve, but four states (South Carolina, Mississippi, West Virginia and Montana) have fatality rates greater than 1.5 per 100 million vehicle-miles.
- Four states (West Virginia, Virginia, Pennsylvania and Vermont) report that more than one-third of their rural principal arterial roads have narrow lanes that may be unsafe for today's vehicles.

Rounding the top five are:

- 2. South Dakota
- 3. Kansas
- 4. Nebraska
- 5. Maine

Oklahoma was ranked No. 17.

Source: Better Roads, September 26, 2016



Oklahoma Traffic Engineering Association 2017 Spring Meeting Registration Packet

Meeting Program Highlights

- ✓ I-35 Rockslide and Traffic Control
- ✓ At-Grade Railroad Crossings and Quiet Zones
- ✓ LED Lighting Updates
- ✓ Diverging Diamond Interchange
- ✓ Road Diets
- ✓ Bus River Transit
- ✓ Vendor Exhibits





Important Dates

April 15, 2017 - Room Reservations All reservations must be in by midnight on this date. Rooms will be dropped after this day, which may result in loss of rooms or room type.

April 20, 2017 - Meeting Registration Due

April 25, 2017 - Golf Registration Due.

April 30, 2017 - Last day to cancel and receive full registration refund

Date: May 3 - 5, 2017 Ardmore Convention Center Ardmore, Oklahoma



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Institute of Transportation Engineers

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ADDRESS:				
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Conference fees include ice breaker on	Wednesday, technical	Ai	re you playing golf o	n Wednesday?
sessions, breakfast, lunch and dinner on on Friday.	Thursday, and breakfast	□ Yes Colf fees of	\$50 will be paid	□ No
□ Before April 20, 2017	\$150.00	tournament wil 3905 N Comm	ll be held at Lakevid erce in Ardmore. It	ew Golf Course, located at is an 18-hole par 71 course
□ After April 20, 2017	\$200.00	along the shore cart, prizes and	es of City Lake . The tournament entre	ne cost includes green fee, y fee. To register or to help
Thursday Only (with Lunch)	\$ 60.00	sponsor the tournament, please contact Marty Pinkley 405-755-0858 or e-mail him at mpinkley@aol.com		contact Marty Pinkley at <u>kley@aol.com</u>
<u>Extra Meals for Spou</u>	<u>se/Guest</u>		Accommodo	tions
🗅 Thursday Lunch	\$ 20.00	Accommodations		
	¢ 20.00	The meeting w	vill be held at the A	rdmore Convention Center.
Thursday Dinner	\$ 30.00	Express locate	ed next to the Con	nvention Center (2207 N
Friday Breakfast	\$ 10.00	Rockford Rd, A night plus tax f be made by	Ardmore, OK). Roon or single or double o calling 580-226	ns are available for \$91 per ccupancy. Reservations can -3333 or Toll Free at
TOTAL FEES:	\$	1-877-654-0232 <u>2017</u> .	2. A block of rooms	will be held until <u>April 15</u> ,
			Special Dietary	<u>v Needs</u>
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Make checks payable to OTEA. Refund cancellation is made prior to April 30, 2	ls provided if 017	Yes (Vegetar	rian)	
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			- 110	

Fax: (405)366-5418 E-Mail: <u>angelo.lombardo@normanok.gov</u>

SPRING 2017



12:00 Noon

7:00 pm - ?

4:00 pm - 6:00 pm

OTEA SPRING MEETING

May 3 - 5, 2017 Ardmore Convention Center Ardmore, Oklahoma

WEDNESDAY - MAY 3, 2017



Golf Tournament (Lakeview Golf Course) Cookout - Hamburgers and Hot Dogs (Holiday Inn Express - Pool Area) Hospitality Suite (Hotel Suite)

THURSDAY - MAY 4, 2017

7:00 am to 8:30 am	Breakfast with voucher (Carter's Grill - Holiday Inn Express)	
8:00 am to 9:00 am	Late Registration	
8:30 am to 8:45 am	Welcoming Remarks	Lauren Ludwig, P.E President
8:45 am to 9:30 am	I-35 Rockslide and Traffic Control	Paul Green, P.E Freese Nichols
9:30 am to 10:15 am	Transportation System Management Operations	TBD
10:15 am to 10:45 am	BREAK	
10:45 am to 11:30 am	Diverging Diamond Interchange	Mike Spayd, P.E., P.T.O.E Garver LLC
		Jenny Sallee, P.E Garver, LLC
11:30 am to 12:00 Noon	L.E.D. Lighting Updates	Glenn Gottschalk - OG&E
12:00 Noon to 1:30 pm	LUNCH - Scholarship Awards / Golf Tournament Results	
1:30 pm to 2:30 pm	Road Diets	Randy Dittberner, P.E Lee Engineering
2:30 pm to 3:15 pm	Railroad Quiet Zones	Brian Haskins, City of OKC
		Angelo A. Lombardo, P.E City of Norman
		Jack Webb, P.E., PhD - JWebb & Associates
3:15 pm to 3:45 pm	BREAK	
3:45 pm to 4:15 pm	Look, Listen and Live - Railroad Safety	Charles Ellison - Union Pacific Railroad
		Operation Life Saver
4:15 pm to 4:45 pm	Embark Bridge River Transit	Jeanne Smith - River Transit Manager
4:45 pm to 5:00 pm	Final Comments	Lauren Ludwig, P.E President
7:00 pm to 9:00 pm	BANQUET / SCHOLARSHIP PRESENTATION	
9:00 pm to ?	Hospitality Suite	

FRIDAY - MAY 5, 2017

Breakfast (Holiday Inn Express)	
MUTCD Update	TBD
Raised Pavement Markers and Methods	TBD
Business Meeting	
Election Results and Introduction of New Officers	
Closing Remarks	



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8:00 am to 9:00 am 9:00 am to 9:30 am

9:30 am to 10:00 am

10:00 am to 10:30 am 10:30 am to 11:00 am 11:00 pm to 11:30 am

Institute of Transportation Engineers

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Accommodations



2207 North Rockford Road, Ardmore, Oklahoma, 73401, United States



LINK:

● (tel:18776540232)

https://www.ihg.com/holidayinn/hotels/us/en/reservation/book? qRef=df&qRpn=1&qChld=0&qSrt=sBR&qSHp=1&qSmP=3&qGR M=0&qSlH=admrf&qRms=1&srb_u=1&qAdlt=1&qPSt=0&qRtP=6 CBARC&qCiMy=042017&qHtlC=admrf&qCoD=05&qCiD=02&qGr pCd=OTE&qCoMy=042017&qRRSrt=rt&qRpp=20&qBrs=hi.ex.rs.i c.cp.in.sb.cw.cv.

6c.vn.ul.ki&qWch=0&method=roomRate#roomratestitle

When using the link, attendees need to select the room choice and then click the button "book this room" (it works best from a personal computer). See screenshot on below:



SPRING 2017



2017 OTEA GOLF TOURNAMENT Lakeview Golf Course



\$60 (includes green fee, cart, entry fee and prizes).

card, please bring receipt when you check in.

Payment must be made in cash, by check (written to

OTEA) or by credit card (using PayPal). If you pay by credit

3905 N Commerce

Ph: 580-223-4260

Ardmore, OK 73401



The Course...

Lakeview Golf Course is located just 1 mile east of I-35, off of exit 33. Lakeview has an 18-hole championship layout which offers challenges for the beginner as well as the seasoned golfer.

The course measures 6,881 yards (Championship Tees), 6,351 yards (Men's Tees), and 5,032 yards (Ladies Tees). It plays to Par 71 for the men and Par 72 for the ladies.

Front & Back 9

The front side plays to a Par 36 and is a little longer and more wide open than the backside, which plays to a Par 35 and is shorter, tighter and requires more placement golf.

The addition of the new clubhouse facilities, practice putting greens, the slick undulating Bentgrass greens and Bermuda fairways make Lakeview Golf Course one of the best in the area.

Format:4-Player ScrambleCheck in:Begins at 10:45 am on May 4, 2016. Shot Gun Start @
12:00 NoonPrizes:1st, 2nd, and 3rd places, closest to the pin and long driveRegistration:Call, fax or e-mail registration to:
Marty Pinkley
(405)755-0858 (Office)
(405)752-7947 (Fax)
mpinkley@aol.com

2017 OTEA GOLF TOURNAMENT REGISTRATION FORM

Name:

Location:

Cost:

Company:

Phone:

Average 18-Hole Score:

Engineering Association 4405 Trophy Drive Norman, OK 73072 <u>OTEField@sbcglobal.net</u>

Dear OTEA Member and Supporter:

The spring meeting has been set for May 3 - 5, 2017 at the Ardmore Convention Center. We hope that you will be a meeting sponsor and / or purchase an exhibit or display table. The following two levels of sponsorship are available:

<u>Platinum \$600 and More</u> provides (1) Meeting and Breakfast Sponsor, (2) Exhibit Booth, (3) Special Recognition, (4) Meeting Registration for <u>one person</u>

<u>Gold \$300</u> provides (1) Meeting and Breakfast Sponsor, (2) Exhibit Booth. (Must Register for the meeting separately)

Please send OTEA a check at the address above for the level of sponsorship that you desire. Your sponsorships enable us to keep the registration fees low and allow many of our members to attend who do not have meeting budgets.

The golf tournament will be held on Wednesday, May 3, 2017. Marty Pinkley has agree to be the contact person for those wishing to contribute to this event (e.g., donate prizes or sponsor holes). Please call him at 405-755-0858 or <u>mpinkley@aol.com</u>.

Thank you for your interest in being a sponsor for the OTEA conference! *Confirm your registration by April 15, 2017 to ensure your logo is included in conference publicity materials.*

SPRING 2017

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Vendor and Sponsor Registration

Company:			
Name(s):			
Address:			
Telephone:		E-Mail:	
Sponsorship Level	Sponsorship Amount	Exhibitor (Yes / No)	Sponsorship Total
Platinum Meeting and Breakfast Sponsor, Exhibit Booth, Special Recognition Meeting Registration for <u>one person</u> 	\$600		
Gold Meeting and Breakfast Sponsor Exhibit Booth <u>Must register separately for the conference</u> 	\$300		
TOTAI	Ĺ		

Submit registration form and check to: OTEA c/o Angelo Lombardo at 4405 Trophy Drive, Norman, OK 73072. Angelo can be contacted at 405-366-5327 or via e-mail at <u>angelo.lombardo@normanok.gov</u>. Make checks payable to OTEA. If paying by credit card, please do so by using Pay-Pal through the link in the OTEA Web Page (www.otea-ok.org)

Confirm your registration by April 15, 2017 to ensure your logo is included in conference publicity materials.

Method of Payment (please check one):

Check

Credit Card (Pay-Pal)

SPRING 2017

Member News

Harold Smart Retires

Harold Smart retired earlier in the year. He had been the Oklahoma Department of Transportation's Chief Traffic Engineer since 1999. In that capacity, he was responsible for the establishment of traffic engineering policies for the department and their related procedures. Those include signing, traffic signals, highway lighting, speed zones, pavement markings, traffic studies and the operation of the Central Sign Shop.

Harold held a number of positions with ODOT during his career. He started out as an engineering aide in 1980 and moved up through transportation specialist, professional engineer and engineering manager posts, becoming Assistant Traffic Division Engineer in 1997. He was born in India and holds a civil engineering diploma from M.S. University, Baroda, India. He has been a registered professional engineer since 1989 and served OTEA as a Board Director.

Smart and his wife, Anita, have three children and live in Oklahoma City.

Congratulations and good luck.

Chad Pendley Named ODOT's New Chief Traffic Engineer

Chad Pendley was appointed to the position of Chief of Traffic Engineering for the Oklahoma Department of Transportation in November 2016.

Chad began his career with ODOT in 2012 as Division Two Traffic Engineer in southeastern Oklahoma and held that position until becoming Chief of Traffic Engineering. Pendley has been a

registered Professional Engineer since 2003. He is a member of the Oklahoma Traffic Engineering Association and has served an integral role in securing a \$62 million federal FASTLANE grant award for US-69/75 in Bryan County.

He was born in Big Spring, Texas and holds a bachelor's degree in Engineering Technology from the University of North Texas.

Pendley and his wife Cathye, have five children, three grandchildren and currently reside in Antlers.

Esther Shaw Delivers Healthy Boy

On March 24, 2017, Esther Shaw gave birth to her second son who she named Daniel. He was 7 lbs 15oz and 20 inches long. Both mother and son are doing well.

Dwayne Funk Retires

Dwayne Funk, ODOT Division 5 Traffic Engineer, retired earlier in the year. We will miss his singing and banjo playing during our Spring meetings. Congratulations and best wishes to Dwayne and his wife Leona.

Happy retirement!

SPRING 2017

Oklahoma Traffic Engineering Association 4405 Trophy Drive Norman, OK 73072 (405) 360-6664 E-Mail <u>OTEField@sbcglobal.net</u> Presorted Standard U.S. Postage Paid Norman, OK Permit Number 158

Return Service Requested

Institute of Transportation Engineers

Spread the Word - Sign Up New Members

	OTEA Membership Data Form
	Name ORLAHOMA TRAPAIC
	Title / Job
	Employer
	Mailing Address
	City State ZIP
	Telephone Fax
_	E-Mail
7	New Members and Renewals Send Check for \$25 per Year and mail to: OTEA C/o Angelo Lombardo 4405 Trophy Drive Norman, OK 73072