SUMMER 2012

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A Message from the President

By: Faria Emamian, P.E.

I trust everyone got back home safely from our Spring Meeting. I believe Quartz Mountain Resort is the perfect facility for holding our spring meeting, since it is the only resort that has "limited" cell phone connection.

I would like to say "thanks" to last year's officers. The hard work and effort they put in this past year has been tremendous and very much appreciated. I also want to thank the many meeting sponsors who faithfully continue to support our organization and allow the cost to attend our meetings to be one of the lowest of any professional organization. My special gratitude goes to Phyllis McElroy for all her help in the past year.

Continues on Page No. 15



2012-13 OTEA Board of Directors (from left to right) Angelo Lombardo, Faria Emamian, Joyce Flatt, Don Russell, David Riesland, Kristi Drury and Richard McCubbin

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SUMMER 2012

2012 OTEA Scholarship Recipients by: Angelo A. Lombardo, P.E.

This year OTEA received five applications (all from O.U., students). The applications were reviewed by members of the selection committee headed by Stuart Chai - Past President.

Recipients for 2012 are:

Ceara R. Parks



Ceara, a native of Pennsylvania, is beginning her senior year at O.U. In his recommendation letter, Dr. Gerald Miller noted that Ceara is "a committed and serious student with a good attitude, and a person who is enjoyable to be around." He goes on to say that he found her to be "bright and inquisitive and genuinely interested in her education." She is an outstanding student with a GPA of 3.58/4.0 and the recipient of numerous honors already during her academic career. She is active in the Society of Women Engineers, American Society of Civil Engineers, Engineering Club, and the Campus Activities Council. She has worked for the Oklahoma Department of Transportation Bridge Squad at O.U., and is currently employed as a technician intern with Garver Engineering, LLC. In her scholarship application essay she noted that "Traffic and Transportation engineers are more than just designers; they make a positive impact in the lives of others through their devotion of service."

She plans to attend graduate school to further enhance her education in civil engineering. She concluded her essay with these words: "Becoming a civil engineer is about assisting communities across the globe with services that could provide safer infrastructure for commuters, employees and families."

Juan M. Pereira



Juan, a native of Santa Cruz, Bolivia, graduated last May and will begin a Masters Degree in Civil Engineering at the University of Oklahoma in the Fall of 2012. In his application essay he writes: "My research interests lie in the study of soil dynamics, soil-structure interaction, application of developing materials in geotechnical and transportation engineering." He aspires to work in the improvement of construction processes, developing geotechnical procedures that would improve the quality and capacity of transportation technologies. In his letter of recommendation, Dr. Caleb Riemer, PhD, describes Juan as a student that consistently showed a heightened interest in becoming a transportation engineer, and as having an aptitude for grasping difficult concepts and using his engineering judgement when solving assigned work.



Continue on Page 5

In 2006, the OTEA Board of Directors approved the establishment of a scholarship program to recognize outstanding Oklahoma civil engineering students. Every year, students from the University of Oklahoma and Oklahoma State University have an opportunity to apply for one of three \$1,000 scholarships awarded on an annual basis.

SUPPLIER DIRECTORY



2012 OTEA Scholarship Recipients

by: Angelo A. Lombardo, P.E.

Continues from page 3

Matthew W. Buck

Matt, a native Oklahoman, is a junior at the University of Oklahoma and expects to graduate in December of 2013. He has been intrigued by transportation and its infrastructure since childhood. In the summer of 2009, he began to work for ODOT as a construction inspector involved in several I-44 projects in the Tulsa area. He moved to Norman last fall to attend the University of Oklahoma. He also transferred within ODOT to the University of Oklahoma Bridge Design Squad where he drafts bridges and large reinforced concrete boxes using computer aided design software. In his application essay, he expresses a sincere desire to continue working in the transportation field as a construction or project engineer. In his recommendation letter, Dr. Jin-Song Pei, PhD, writes that Matt is "very determined to serve the Transportation Engineering profession and industry."



O.U. Students Ceara Parks and Juan Pereira thanking OTEA members for their 2012 Scholarships

Students were recognized during the 2012 Spring meeting banquet. Ceara and Juan, who were able to attend the meeting, shared a few words of gratitude with those who were in attendance. Matt, who was unable to attend, wrote a letter of appreciation to OTEA upon finding out of his selection as one of the 2012 scholarship recipients.

Scholarship disbursements were made directly to the University of Oklahoma Bursar's Office on July 12, 2012.

SUPPLIER DIRECTORY



University of Oklahoma students work with state Department of Transportation to repair, replace bridges

NORMAN — A group of University of Oklahoma engineering students is playing a role in efforts to address one of the state's most pressing concerns.

Students in the OU Bridge Squad work alongside Oklahoma Department of Transportation engineers to repair, replace and improve bridges across the state.

The department hires sophomore engineering students as interns and puts them through an intensive training program, said Transportation Department engineering manager Annie Lombardo.

The students work up to 20 hours per week until they finish their bachelor's degree, she said. During summer and other breaks, the interns have the option of working full time.

During the internship, students work with department engineers on bridge projects from beginning to end. Interns now are working with engineers to repair a bridge on Interstate 35 that was damaged when an oversize truck struck it.

Because the stakes of the projects are high — motorists drive over these bridges every day — the department By: Silas Allen, The Oklahoman

Students in the University of Oklahoma Bridge Squad work alongside Oklahoma Department of Transportation engineers to repair, replace and improve bridges across the state

asks much of its interns, Lombardo said. And I can afford to be choosy. For every applicant the department selects as an intern, nine applicants are turned down. "We hire the best," she said. "We hire students that want to be challenged."

Structurally deficient bridges have been cited as a major concern statewide. In 2011, nonprofit Transportation for America released a study that ranked Oklahoma as the state with the secondhighest percentage of deteriorating bridges.

According to the study, titled "The Fix We're in For: The State of Our Nation's Bridges," 22 percent of Oklahoma's bridges were deteriorating. Only Pennsylvania fared worse, with 26.5 percent of its bridges in disrepair.

Oklahoma Gov. Mary Fallin has made improving roads and bridges a priority for her administration. In her 2012 State of the State address, Fallin called for a strong commitment to infrastructure improvement and has set a goal of becoming the state with the fewest structurally deficient bridges.

Katie Brown, an intern in the program, said it's gratifying to be a part of that effort. Brown, 34, worked for the agency before she started as an engineering student at OU. She had been an architecture major at OU but hadn't completed her degree. She took a job with the department as computeraided drafting specialist.

It was during her time there that she became interested in engineering, she said. A colleague told her about the OU program, and she decided to try it.

Brown said she's made a great deal of progress since she began the program. It's effective, she said, because it pairs the theoretical concepts students learn in the classroom with real-world engineering projects.

Brown, a senior, plans to go to work for the Transportation Department after she graduates. Although she'll be working for the same employer as she did before college, she'll be starting as an engineer rather than a computeraided drafting specialist.

Lombardo said it isn't uncommon for students to come to work for the department after their internship ends. The agency tends to hire as many of the interns as it can, she said, because they're familiar with its procedures and methods. But whether the students go to work for the department or not, she said, they leave the program prepared to work on real engineering projects. "They understand all the terminology. They can read plans," she said. "It's exciting for us to see the progression of learning."

Source: NewsOK.com, July 2, 2012



O.U. Bridge Design Squad (Fall 2011)



Invest in Your Knowledge

By: Wayne Russell, P.E., PTOE

As traffic engineers, we seem to constantly be looking for innovative solutions to the challenges presented to us by an ever increasing demand for more traffic on our street and highway systems. We face issues that we may not have the experience and knowledge to adequately address. I am writing this article to remind everyone of an invaluable resource that is available through a membership with the Institute of Transportation Engineers (ITE).

Benjamin Franklin once said "An investment in knowledge pays the best interest." ITE membership is truly an investment in your knowledge of traffic engineering. Membership provides many valuable services that will expand your knowledge and keep you abreast of the latest technology in the traffic engineering profession today. There are numerous resources and benefits associated with a membership in ITE. These resources and benefits are available to view by clicking the "Join ITE Today!" tab at <u>www.ite.org</u>. I have listed some of them below.

Industry Resources

• *ITE Journal* is a monthly magazine specializing in the transportation field and its challenges, written by and for transportation engineers, planners and others responsible for safe and efficient movement of people and goods on our surface transportation systems.

Professional Development

ITE Professional Development Training furnishes a database-driven resource for locating transportation educational information to meet and maintain your professional competency, as well as state/provincial registration board requirements for P.E./P.Eng licensure and certifications like: Professional Traffic Operations Engineer[™] (PTOE), Professional Transportation Planner[™] (PTP) and Traffic Signal Operations Specialist (TSOS). Offerings include Web seminars, online learning, courses on CD-Rom and classroom sessions.

Networking

The *ITE Community* provides members the opportunity to discuss hot topics, collaborate on projects and build relationships with one another. Networking has never been easier.

Discounts

• Discounts received on publications, meeting registrations and professional development seminars more than cover your yearly dues.

The membership dues for access to these resources, and more, are \$235 per year. I would encourage you to review the available resources that a membership with ITE provides and make this investment in your knowledge. If you work in the traffic profession for a governmental agency that does not provide funds for memberships to professional organizations such as this and would be interested in joining ITE, please contact me at wrussell@tecok.com and let me know.





Are Special Event Pavement Markings Cluttering Your Streets?

Advice on removing and preventing unwanted markings in your community By Nate Vander Broek

very year, Kansas hosts a number of bicycle and foot

races throughout the state. Examples include the Olsburg Road Race (an annual bike race that takes place near Tuttle Creek in north-central Kansas), and the AWI Disco Dash (a foot race that takes place in Dodge City and raises money for children and adults with developmental disabilities). In all, approximately 20 annual bicycle races/rides and 15 foot races are held in Kansas. While these events bring excitement, revenue and fund- raising opportunities to cities and organizations, the pavement markings used to denote the route of the race can also bring visual clutter to the



streets if the markings are not removed immediately after the event. It's especially a problem when the markings interfere with utility line markings or traffic control markings.

De Soto, Kansas has experienced this firsthand. A string of events in 2010 littered the streets of De Soto with pavement markings, some applied with permanent paint and lasting over a year (see photo on this page). City officials are mainly concerned that these markings resemble utility line markings or other official vehicular traffic control pavement markings, but they're also tired of the unsightly clutter it brings to the streets.



At left, pavement markings painted on a street in De Soto, Kansas.

Above, a "Dan Henry" directional marker for a bicycling event.

Continues on Page No. 11

Are Special Event Pavement Markings Cluttering Your Streets?

Advice on removing and preventing unwanted markings in your community By Nate Vander Broek

Continues from Page No. 10

This isn't just a Kansas problem. Last year, the Amgen Tour of California, the largest cycling event in America, almost lost some of its permits to hold its event in particular communities due to the "graffiti" left behind on the road. Event organizers had to plead for cooperation with fans to keep the roads paint-free. Some fans mark streets with spray paint as a way of cheering on their favorite racer – "Go, Joe!"

Chuck Hodge, technical director of the tour, said residents who do not like the markings have been very vocal about the issue. Hodge wants "fans to realize that these are shared roads with the local communities and that we're only borrowing these roads for a day from the people that are there all year."

Some race organizations are trying to help. For example, to help make sure pavement markings from fans are not permanent, the Lance Armstrong Foundation distributed yellow chalk to fans along the route. Event organizers have also asked for law enforcement to monitor the route and explain to fans that it's not alright to mark the street with paint.

Remove those unwanted markings

If there are pavement markings left on the street, and the markings interfere with official pavement markings, your agency can remove the markings if you can't get the event organizers to do it. Section 17 of the Kansas Standard Traffic Ordinance prohibits unauthorized signs, signals or markings "which hide from view or interferes with the effectiveness of any official traffic-control device or any railroad sign or signal." It states that these markings can be considered a public nuisance and therefore the governing body has the power to remove the markings without notice.

Coordinate with event organizers

Of course, prevention is better than having to remove the paint. The best way to prevent unwanted permanent

pavement markings is to coordinate directly with the event organizers early on, and set expectations.

A good example of doing this comes from the Washington State Department of Transportation (WSDOT). Event organizers are required to initiate the coordination process with a formal request to WSDOT, which is reviewed and then followed by a traffic engineering analysis. WSDOT issues a Letter of Acknowledgement when WSDOT's Rules of the Road (the State's general restrictions and privileges concerning traffic vehicle stops) will suffice for the event, or a Letter of Agreement is signed by event organizers if the event requires special traffic control.

After the event, WSDOT conducts a follow-up evaluation of the operation. To view the complete process in more detail, check out section 7.2 of WSDOT's Specialized Highway Uses document at <u>http://www.wsdot.wa.gov/publications/manuals/</u> fulltext/M51-02/Chapter7.pdf.

Examples of guidelines and regulations

If coordination with the event organizer at an early stage isn't an option, creating some published guidelines or city ordinances can help ensure that event organizers follow your intentions. While not very common in Kansas, several states and cities have gone through this process.

WSDOT has some great examples for pavement markings guidelines for bicycle events, such as:

- The markings shall use non-permanent, chalk based or "fade-away" paint; permanent paint is prohibited as it does not wear off.
- "Dan Henrys", or directional pavement markings, must be placed to the right of the fog line if riders will be on a good rideable shoulder, and otherwise in the ordinary line of reasonable riding (see example on previous page).
- The markings should be visible to bicyclists but placed so they are unobtrusive to others. *Continues on Page No. 22*

OTEA Pays It Forward Safe Driving Presentation Introduced in Wichita, Kansas by: David Riesland, P.E.

Just as our sister ITE Nebraska Chapter did a little more than one year ago, OTEA takes the message of distracted driving out of state to our colleagues in Kansas.

On Wednesday afternoon June 6, 2012, OTEA was invited to present our version of the Safe Driving Presentation to the Kansas Area Uniform Traffic Control (KAUTC) group at their spring meeting at the Sedgwick County Office Building in Wichita, Kansas. The invitation was extended by Mr. Randy Barth, Government Transportation Safety Specialist with 3M, and current KAUTC Vice-President. On behalf of OTEA, the Safe Driving Presentation was delivered by David Riesland. The presentation also included a summary of the number of students reached by OTEA as of the time of the KAUTC

meeting and some lessons learned along the way. The purpose of the presentation was to allow the KAUTC group to consider adopting the presentation for use in Kansas high schools. The message received following the presentation was that KAUTC is very interested in working with the presentation to make it their own and to begin trying to launch it into Kansas high schools as soon as possible. In keeping with the tradition passed to OTEA from the LOCATE group in Nebraska, OTEA asked the KAUTC group to send a copy of the final KAUTC version of the presentation once it is complete. The OTEA membership should be very proud that we have not only reached as many students as we have in Oklahoma but also in the fact that we have given birth to a new group who will now take the message into Kansas.



David Riesland sharing OTEA's distracted driving message with the KAUTC Group

As an update to our statistics here in Oklahoma, by the time this version of the OTEField is published, OTEA will have presented our Safe Driving Presentation a total of twelve times. We have been in a total of four schools and reached nearly 2,750 students. Future presentations are on tap for the fall semester at Norman High School, at Claremore, and potentially at Francis Tuttle. If you are interested in presenting or if you have a contact who might get us into a different school, please let a member of your Board of Directors know.



For Immediate Release June 14, 2012

Contact: Tony Dorsey tdorsey@aashto.org 202-624-3690

New AASHTO Bike Guide: Helping Road Designers Meet the Needs of Bicyclists

WASHINGTON D.C. – More than a quarter of the U.S. population over the age of 16 rides a bicycle. For transportation officials, bicycling remains an important mode of transportation that is growing in popularity due to its environmental advantages, convenience, energy efficiency, health benefits, and cost effectiveness.

Local, state, and federal transportation agencies are responding to the increased popularity of bicycling by implementing a wide variety of bicycle-related projects and programs. The <u>Guide for the</u> <u>Development of Bicycle Facilities</u>, 4th <u>Edition</u> released earlier this month by the American Association of State Highway and Transportation Officials gives transportation designers and builders sound guidance on ways to incorporate bicyclists into the roadway environment.

"This guide will help states to do an even better job of meeting the needs of all transportation users," said John Horsley, AASHTO executive director. "Transportation engineers know that the entire system works more efficiently when we build streets, bridges, and highways that can accommodate bicyclists and pedestrians in the safest way possible."

Known as the **AASHTO Bike Guide**, this 200-page publication has undergone extensive revision and expansion since it was last released in 1999. It includes guidelines to design, build, modernize, and preserve bicycle facilities, signage, and bicycle parking facilities that can accommodate daily commuters and recreational users.

"All transportation users, including bicyclists, should expect that the highways, roads, and bridges they use are safe and well-designed," said Jim Sayer, executive director of the Adventure Cycling Association. "We're pleased that AASHTO has issued the new Bike Guide and hope that it will spark the creation of more cycling opportunities across the country."

For more information on the AASHTO Bike Guide, watch our video at <u>http://aash.to/BikeGuideVideo</u>. You can purchase a copy of the Bike Guide from the AASHTO Online Bookstore at <u>https://bookstore.transportation.org</u>.



Multimodal Path on I-494 Bridge over the Mississippi River in Minneapolis, MN





Guide for the Development of

OKLAHOMA TRAFFIC ENGINEERING ASSOCIATION

SUMMER 2012



New Statistics Show Increase in Pedestrian Deaths in Traffic Crashes

The number of pedestrians killed in traffic accidents rose in 2010 for the first time since 2005, reports the National Highway Traffic Safety Administration in its most recent traffic safety data report released Monday.

The National Highway Traffic Safety Administration states that 4,280 pedestrians were killed in 2010 in traffic crashes, which amounts to one person killed every two hours. The numbers also showed roughly 70,000 pedestrians were injured in crashes, amounting to every one eight minutes. While the numbers are substantially better than a decade ago, the 2010 numbers showed the first year-to-year increase since 2005, when pedestrian fatalities went from 4,675 (2004) to 4,892 (2005). In 2009, 4,109 pedestrians died in traffic crashes. The 2010 figure represents a four percent increase from the previous year and accounts for 13 percent of all traffic fatalities for the year.

The numbers are broken down and focus on various factors, including age, gender, alcohol involvement, and time of day. Those pedestrians 65 years of age and older, for example, accounted for 19 percent of pedestrian fatalities in 2010. Also, 69 percent of pedestrians killed in 2010 were male, while nearly half of these fatalities happened on the weekend (Friday through Sunday) and 30 percent of pedestrian fatalities occurred between the hours of 8 p.m. and midnight. Finally, alcohol was involved (either with the driver or the pedestrian) in 47 percent of the fatalities.

Also highlighted in the numbers is the fact that nearly 80 percent of these pedestrian deaths happened somewhere other than an intersection and 73 percent occurred in urban areas.

"Most people are pedestrians at some point in their day -- that's why we're reminding the public to take precautions and use the crosswalks or intersections whenever possible and wait for a gap in traffic that allows enough time to cross the street," said NHTSA Administrator David Strickland in a statement. "Drivers should pay attention behind the wheel, especially in hard-to-see conditions and at night."

NHTSA's 2010 pedestrian fatality report, including a breakdown for individual states, is available at <u>bit.ly/NHTSApedestrian</u>.

Source: AASHTO Journal, August 10, 2012

OKLAHOMA TRAFFIC ENGINEERING ASSOCIATION

A Message from the President

By: Faria Emamian, P.E.



Continues from Page No. 1

The spring meeting was a great success. If you have suggestions or want to help at 2012 fall or 2013 spring meeting, you may contact me at femamian@odot.org.

Hotlinks Version of Manual on Uniform Traffic Control Devices (MUTCD)

The hotlinks version of the 2009 MUTCD (with Revisions 1 and 2 included) is now available on the MUTCD web site. The website includes a set of instructions for how to use the new features such as internal hotlinks, pop-up definitions, links to external documents and web sites, and official interpretations and known errors. With the exception of the new features, there are no changes to the text, figures, tables, or any other content of the 2009 MUTCD with Revisions 1 and 2 included.

The link is:

http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/ pdf_index.htm The board is excited to continue our organization's effort on sharing traffic engineering issues and information with members, through OTEField, and OTEA's fall and spring meetings.

Please mark your calendars for the 2012 fall meeting. It will be held in Edmond on October 18, 2012. The Board has developed a tentative agenda that includes topics on traffic safety, LED roadway lighting, way finding signs, the new federal transportation funding bill and incident management. I hope you can make it.

We also have a date for the 2013 Spring meeting - May 1 -3 ,2013. The location is yet to be determined.

OTEA has a diverse membership from engineers, contractors, suppliers, to government agencies. If you have questions or need to seek an opinion on any traffic engineering topics, just open OTEA membership directory and give someone a call. The directory also, is available at OTEA's web site http://www.otea-ok.org. Any member will be happy to share their experiences with you.

Best wishes,

Faria Emamian, P.E.



SUMMARY OF MOVING AHEAD FOR PROGRESS IN THE 21st CENTURY (MAP-21) - The New Federal Transportation Bill



Bill Highlights

- Moving Ahead for Progress in the 21st Century (MAP-21) reauthorizes the Federal-aid highway program at the Congressional Budget Office's baseline level—equal to current funding levels plus inflation for two fiscal years.
- MAP-21 consolidates the number of Federal programs by two-thirds, from about 90 programs down to less than 30, to focus resources on key national goals and reduce duplicative programs.
- Eliminates earmarks.
- Expedites project delivery while protecting the environment.
- Creates a new title called "America Fast Forward," which strengthens the Transportation Infrastructure Finance and Innovation Program (TIFIA) program to leverage federal dollars further than they have been stretched before.
- Consolidates certain programs into a focused freight program to improve the movement of goods.

Authorizations and Programs

MAP-21 continues to provide the majority of Federal-aid highway funds to the states through core programs. However, the core highway programs have been reduced from seven to five, as follows:

- National Highway Performance Program [New core program] This section consolidates existing programs (the Interstate Maintenance, National Highway System, and Highway Bridge programs) to create a single new program, which will provide increased flexibility, while guiding state and local investments to maintain and improve the conditions and performance of the National Highway System (NHS). This program will eliminate the barriers between existing programs that limit states' flexibility to address the most vital needs for highways and bridges and holds states accountable for improving outcomes and using tax dollars efficiently.
- Transportation Mobility Program [New core program] – This program replaces the current Surface Transportation Program, but retains the same structure, goals and flexibility to allow states and metropolitan areas to invest in the projects that fit their unique needs and priorities. It also gives a broad eligibility of surface transportation projects that can be constructed. Activities that previously received dedicated funding in SAFETEA-LU, but are being consolidated under MAP-21, will be retained as eligible activities under the Transportation Mobility Program.
- National Freight Network Program [New core program] – Our nation's economic health depends on a transportation system that provides for reliable and timely goods movements.

Continues on Page 17

SUMMARY OF MOVING AHEAD FOR PROGRESS IN THE 21st CENTURY (MAP-21) - The New Federal Transportation Bill



Continues from Page 16

Unfortunately, the condition and capacity of the highway system has failed to keep up with the growth in freight movement and is hampering the ability of businesses to efficiently transport goods due to congestion. MAP-21 addresses the need to improve goods movement by consolidating existing programs into a new focused freight program that provides funds to the states by formula for projects to improve regional and national freight movements on highways, including freight intermodal connectors.

• Congestion Mitigation and Air Quality Improvement Program [Existing core program] The Congestion Mitigation and Air Quality Improvement (CMAQ) Program provides funds to states for transportation projects designed to reduce traffic congestion and improve air quality.

MAP-21 improves the existing CMAQ program by including particulate matter as one of the pollutants addressed, and by requiring a performance plan in large metropolitan areas to ensure that CMAQ funds are being used to improve air quality and congestion in those regions.

Reforms the Transportation Enhancements program with more flexibility granted to the states on the use of the funds within the program.

- Highway Safety Improvement Program [Existing core program] – MAP-21 builds on the successful Highway Safety Improvement Program (HSIP). MAP-21 substantially increases the amount of funding for this program because of the strong results it has achieved in reducing fatalities. Under HSIP, states must develop and implement a safety plan that identifies highway safety programs and a strategy to address them.
- Transportation Infrastructure Finance and Innovation Program (TIFIA) – The TIFIA program provides direct

loans, loan guarantees, and lines of credit to surface transportation projects at favorable terms. TIFIA will leverage private and other non-federal investment in transportation improvements.

Included in the "America Fast Forward" title of MAP-21 will be provisions that build upon the success of the TIFIA program. MAP-21 modifies the TIFIA program by increasing funding for the program to \$1 billion per year, by increasing the maximum share of project costs from 33 percent to 49 percent, by allowing TIFIA to be used to support a related set of projects, and by setting aside funding for projects in rural areas at more favorable terms.

- **Projects of National and Regional Significance Program** –This bill authorizes a program to fund major projects of national and regional significance which meet rigorous criteria and eligibility requirements. This program authorizes for appropriation \$1 billion in Fiscal Year 2013.
- Federal Lands and Tribal Transportation Highways Programs – MAP-21 consolidates the existing program structure by creating a new Federal lands and tribal transportation program. The bill maintains funding for maintenance and construction of roads and bridges that are vital to the federal lands of this country.
- **Territorial and Puerto Rico Highways Program** –This program provides funds to the U.S. territories and Puerto Rico to construct and maintain highway, bridge, and tunnel projects.
- Administrative Expenses Funds the general administrative operations of the Federal Highway Administration.
- Emergency Relief Provides funds to states to repair highways and bridges damaged by natural disasters.
- Highway Bridge and Tunnel Inventory and Inspection Standards – Improves the existing highway bridge inspection program and authorizes a national tunnel inspection program to ensure the safety of our nation's bridges and tunnels.

Continues on Page 27

OKLAHOMA TRAFFIC ENGINEERING ASSOCIATION

SUMMER 2012

Spring 2012 Meeting

Income & Expenses	
	AMOUNT
INCOME	
Registration (133)	\$ 9,426.96
Sponsorship (30)	\$ 11,000.00
Golf Tournament	\$ 2,638.56
Total Income	\$ 23,065.52
EXPENSES	
Coasterworks (Registration Gift)	\$ 878.37
Ad Specialties (Shirts)	
Mailing of Meeting Notice and Registration Form	\$ 125.96
Quartz Mountain Resort	\$ 12,682.51
Wednesday Evening Social (Food)	
Hospitality Suite	\$ 1,233.04
Door Prizes	\$ 1,972.75
Annual Dues	\$ 3,325.00
Total Expenses	\$ 20,217.63
Net Income	\$ 2,847.89





- · The OTEField is intended to inform and create discussion in our profession.
- Contributions from any person are welcomed.
- The information presented in this newsletter does not necessarily reflect the views of O.T.E.A.
- Any product mentioned is not endorsed by O.T.E.A.
- Opinions must be signed by the writer and may only reflect the writer's views.
- The OTEField's reserves the right to edit any material which it considers malicious or slanderous.
- Send articles, comments or suggestions to Angelo Lombardo, Editor, 4405 Trophy Drive, Norman OK 73072 or E-Mail at <u>OTEField@sbcglobal.net</u>.



SUMMER 2012

OTEA 2012 Spring Meeting Sponsors



OTEA 2012 Spring Meeting Sponsors



Manual on Uniform Fraffic Control Devices

9 Edition

Sign Assessment or Management Method Still **Required in the MUTCD - Compliance date:** June 13, 2014

You must have heard by now that Revision 2 of the 2009 MUTCD edition recently passed in an effort by the US Department of Transportation to ease the financial burden on agencies. The compliance dates for Retroreflectivity Monitoring were among the numerous changes while the retroreflectivity minimum standards were not changed. The new revision established a June 13, 2014 deadline for "implementation and continued use of an assessment or management method that is designed to maintain regulatory and warning signs at or above the established minimum levels." *

So now the question is – What's your plan? Is it to implement a carefully thought out program that truly will make your sign department measurably more efficient and cost effective?







New MUTCD Table 2A.3 Minimum Maintained Retroreflectivity Levels (cd/lx/m²)

	Sheeting Type (ASTM D4956-04) ①				
Sign Color	Beaded Sheeting			Prismatic Sheeting	Additional
	1	11	III	III, IV, VI, VII, VIII, IX, X	enteria
	₩* G≥7	₩* G≥15	W* G≥25	W ≥ 250; G ≥ 25	Overhead
White on Green	₩* G≥7	W ≥ 120; G ≥ 15			Ground- mounted
Black on Yellow	Y"; O"	Y ≥ 50; O ≥ 50			0
or Black on Orange	Y*; O*	Y ≥ 75; O ≥ 75			3
White on Red	W ≥ 35; R ≥ 7			٩	
Disable and Mathematica	W ≥ 50				

Are Special Event Pavement Markings Cluttering Your Streets?

Advice on removing and preventing unwanted markings in your community By Nate Vander Broek

Continues from Page No. 11

- A "Dan Henry" marking should be about the size of an 8-1/4 inch paper plate.
- The markings must be placed away from traffic control devices and survey markers.

Chester, Connecticut's Special Event Regulations and Procedures provides an example of a brief, yet effective city regulation for these types of events. Chester's regulation prohibits paint markings, and instead suggests using tape markings or spray chalk. It prohibits signs that conflict with the view of those in normal traffic conditions.

Further, all event signs must be distinguishable from traffic signs by requiring the name of the event's sponsor on the sign. When asked about the effectiveness of the regulation, a Chester city official stated that everyone has followed the policy. "It's a small town, so if someone errs, we all know about it." To view Chester's regulations, go to <u>http://www</u>. chesterct.com/forms/street_sidewalk_use.pdf.

The City of Johnston, Iowa used to have a similar problem with paint cluttering their streets after years of hosting several annual foot races and an annual bike race. According to W. David Cubit, director of public works for the City of Johnston, "It got to a point where they needed to deal with the issue." To help solve the problem, the City initiated regulations to require all signs or markings be removed immediately after the event and also to prohibit permanent paint markings. Instead, the city allows a waterbased paint that will dissipate after a few rains.

In addition to the new regulations, the city moved the foot races out of downtown to the city's extensive trail system. To view City of Johnston's regulations, go to $\frac{\text{http://}}{\text{www.cityofjohnston.com/docs/documents/}}$ specialeventapp.pdf.

And finally, the County of Santa Cruz, California Department of Public Works states that if markings have not faded to an acceptable level within 30 days, the permittee will be responsible for their removal. To view the County of Santa Cruz's regulations, go to <u>http://www.dpw</u>. co.santacruz.ca.us/Operations/pdf/Event-Triathlon.pdf.

Conclusion

Having a running or bicycling event in your city or county doesn't have to lead to an eyesore for your residents. Communication is the best way to prevent unwanted nuisances. Work directly with event organizer to set expectations. Let them know that permanent paint is not allowed and instead suggest spray chalk or tape markings. Set regulations that require that all event signs or markings not interfere with traffic or utility signs or markings. And finally, enforce the removal of all markings and signs immediately following the event. Fond memories, not markings, should be the only lasting impression of the event.

Sources:

- 1. KansasStandardTrafficOrdinance, Section17, Display of Unauthorized Signs, SignalsorMarkings. http://skyways.lib.ks.us/towns/Lewis/city/trafficsigns.htm
- 2. Washington State Department of Transportation, Specialized Highway Uses. <u>http://www.wsdot.wa.gov/publications/manuals/fulltext/</u> <u>M51-02/Chapter7.pdf</u>
- Chester, Connecticut Special Events Regulations and Procedures. http://www.chesterct.com/forms/street_sidewalk_use.pdf
- 4. Johnston, Iowa Special Event Application. <u>http://www.cityofjohnston.com/docs/documents/</u> <u>specialeventapp.pdf</u>
- 5. County of SantaCruz, Department of Public Works, Special Events Permit Application Package. <u>http://www.dpw.co.santa-cruz.ca.us/Operations/pdf/Event-</u><u>Triathlon.pdf</u>
- Holcombe,B.(2010, May14). Road paint threatens Tour of California permits. Velo News. <u>http://velonews.competitor.com/2010/05/news/road-paint-threatens-tour-of-california-permits_116144</u>

Source: Kansas LTAP Newsletter - Fall 2011

SUMMER 2012

2012 OTEA Spring Meeting Recap

By Angelo A. Lombardo, P.E.



The 2012 Spring meeting was held in SW Oklahoma's Quartz Mountain Resort. The golf tournament was held in the Quartz Mountain Golf Course under beautiful weather conditions. Fourteen teams with a combined fifty four players competed in the four-player scramble tournament. Congratulations to the winning team of Mike Merrell, Steve Hofener, Don Russell and Les Steward who beat two other teams in a score card playoff with a 6 under par 65. Second place went to John Thomas, David Simpson and Brion Bannister. Third place went to John Gense, Steve Burke, Jerry Douglas and Marco White. Special thanks to the various companies who helped sponsor the Golf Tournament! Golfers and other meeting participants joined afterwards in a picnic sponsored by Pelco Products, Inc. who provided delicious burgers and hot dogs.

Once again we enjoyed a tremendous level of support from many of our meeting sponsors. The generosity of thirty different companies turned into a direct contribution to the meeting and future activities of OTEA that exceeded \$11,000. Again, thanks for your generosity and dedication to the organization and our profession. As always, it is through their support that we are able to keep registration fees well under the average for this type of meeting. Keep them in mind when you need equipment, materials or services. They are listed on the right side of this page. Platinum sponsors are those that contributed \$500 or more, Gold

Thanks to our OTEA Annual Meeting Sponsors

The following companies donated funds and purchased booth space during our annual meeting. Their contributions and continued support help offset the cost of our meeting. It is through this support that we are able to maintain a relatively low annual membership fee and meeting registration cost. Please thank them and consider patronizing their businesses.

PLATINUM SPONSORS

3M Company Consolidated Traffic Controls, Inc. Gades Sales Company, Inc. Hill & Smith, Inc. Hubbell Power Systems Mid American Signal Midstate Traffic Control Pelco Structural, LLC Pinkley Sales Traffic & Lighting Systems, Inc. Traffic Signals, Inc. Trinity Industries

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SILVER SPONSORS

Cobb Engineering Company Lee Engineering Traffic Engineering Consultants, Inc.

(Continues on Page No. 26)

2012 National Traffic Signal Report Card Strategic Investments Make a Difference

The latest national traffic signal assessment conducted by the <u>National Transportation Operations Coalition</u> (NTOC), a group of transportation associations, shows that gradual but steady progress is being made on the management and operation of traffic signals despite continued funding challenges. NTOC today released the *2012 National Traffic Signal Report Card* with a grade of 69, equivalent to a D+ letter grade, based upon the assessment. The 2012 score is a modest four point improvement over the 2007 result of a D letter grade (65). The effort to improve the Nation's traffic signal systems is driven by benefits such as reduced fuel consumption and congestion mitigation.

Agencies are beginning to reorganize, working smarter to focus resources on operations and maintenance, and collaborating regionally to take advantage of distributed expertise and to compete for resources more effectively to improve their capabilities. Management, operations, and maintenance practices that consider agency objectives, capabilities, and resource constraints have great potential to improve the performance of the transportation system.

Grading themselves in five areas, 241 respondents, representing approximately 39 percent of all traffic signals in the United States, completed the self assessment. The complete grades are on the right.

The results indicate that improvement and investment in traffic signal operations remains critical. Although the overall improvement is small, agencies operating 150 to 450, 450 to 1,000, and more than 1,000 traffic signals, each made gains and have an overall letter grade of C in each category. And as in the last report card there are examples of successful practices.

National Traffic Signal	
Report Card 2012	
Management	D
Traffic Signal Operations	с
Signal Timing Practices	с
Traffic Monitoring and Data Collection	F
Maintenance	c
OVERALL	D+



Noteworthy Findings

For the most part, agencies continue to face challenges in their efforts to improve traffic signal operations:

- The national score (69) remains low. The impact of the recent economic downturn has affected funding priorities at all levels of government, especially at the local level in some hard hit parts of the country.
- Agencies operating more than 150 signals have an overall grade of C (73). This is an indication of larger staff resources assigned to traffic signal programs as well as a balance of resources compared to the relative complexity and size of the traffic signal system.
- There was little distinction between traffic signal systems with 150 to 450, 450 to 1,000, or more than 1,000 signals; all scored a composite of (73).
- The signal timing practices section scored the highest for all signal system sizes except systems with less than 50 signals, where maintenance scored the highest.
- The maintenance section received the second-highest overall score (73) followed closely by the traffic signal operations section (72). However, for those agencies with more than 450 signals, traffic signal operations received the second highest score.
- The traffic monitoring and data collection section continues to be the lowest-scoring section.
- Very small signal systems (less than 50 signals) scored markedly lower (an overall score of 59) than all other system sizes (ranging from 69 to 73) although they improved from the 2007 overall result of 51.

The low scores demonstrate the continued need for attention and additional resources for traffic signal management and operations.

Guides for Providing Accessibility: MUTCD and ADAAG By Nate Vander Broek

ow that the 2009 version of the *Manual on Uniform Traffic Control Devices* (MUTCD) has been adopted by the State of Kansas (as of December 2011), any local government in Kansas that does not comply with its revised requirements runs the risk of a lawsuit if there is a crash and it is found that the MUTCD was not followed. The 2009 version has several revisions from the older 2003 version related to ADA (Americans with Disabilities Act) requirements. This article will highlight these changes and provide some examples of municipalities in Kansas working through these new requirements—and others of the ADA.¹

MUTCD and accessibility

Bruce Friedman, the MUTCD's national ADA expert, said the parts of the 2009 MUTCD most directly related to accessibility provisions are Chapter 4 and Chapter 6.

Chapter 4E (especially Sections 4E.09 through 4E.13) deals primarily with pedestrian signals and detectors, such as audible tones, speech messages, and/or vibrating surfaces. Major revisions to this section include the following:

• Requiring both audible and vibrotactile walk indications;

• Providing for additional features through an extended push-button press;

• New provisions for the use of audible beaconing;

• A new requirement that accessible walk signals shall have the same duration as the pedestrian walk signal unless the pedestrian signal rests in the walk phase;

• Limiting the use of speech messages only to locations where it is infeasible to install two accessible pedestrian signals (APS) separated by at least 10 feet on a given corner;

A new standard that requires the use of locator tones, tactile arrows, speech walk messages, and a speech push-button informational message when two accessible pedestrian push-buttons are placed less than 10 feet apart or on the same pole;
If the clearance time is sufficient to only cross to the median of a divided highway, pedestrian signals (with pedestrian detectors if actuated apartion is used) shall be

pedestrian detectors if actuated operation is used) shall be provided on the median.

Chapter 6D (especially Section 6D.02) of the MUTCD covers accessibility considerations for temporary traffic control (TTC) zones. Changes to this section are minor, and they mainly include instructions moved from one section to another. Accessibility considerations found in Chapter 6D.02 include:

• When existing pedestrian facilities are disrupted, closed,

or relocated in a TTC zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.

• Where pedestrians with visual disabilities normally use the closed sidewalk, a barrier that is detectable by a person with a visual disability traveling with the aid of a long cane shall be placed across the full width of the closed sidewalk.

We spoke with Mike McGee, director of building and general services for the *City of Topeka* public works department, about meeting MUTCD regulations for accessibility. He said it hasn't always been easy to get contractors to accommodate pedestrians and persons with disabilities especially in work zones that require a detour. To help with this problem, all bid documents for Topeka now include the necessary accessibility requirements as stated in the MUTCD.

McGee's advice for cities is to be proactive. "Topeka has stayed out of trouble because the City set aside money in its budget to make accessibility improvements, such as new traffic signals, when necessary," he said.

ADAAG compliance

Even if your city is following all of the MUTCD regulations for accommodating people with disabilities, that's just one aspect of federal requirements for providing accessibility. You must also be up-to-date with all of the requirements in the *Accessibility Guidelines for Buildings and Facilities* (ADAAG), or run the risk of being sued. That is exactly what happened to the City of **Winfield, KS**.

In 2006, the Kansas Disability Coalition sued the City over compliance with Title II of the ADA. At the time, the City was actually installing new ramps with construction projects at a faster rate than most other cities of comparable size, and ADA items accounted for 25-35 percent of overlay project budgets, but a suit was still filed at the request of a resident who believed his accessibility needs were not being met. The Coalition and the City reached a settlement that required the City to create an ADA Transition Plan (see link below in the Sources). Completion of the plan is estimated to cost the city \$288,000 over a 10-year period.

Russ Tomevi, director of public works and engineering for the City of Winfield, said the City created an advisory committee to help keep track of the plan and be proactive with ADA compliance. He said the transition plan allowed the City to restructure and do a better job at prioritizing the City's continued efforts to comply with the law.

¹Note that the ADA does not require immediate system-wide retrofits; most changes are required to be done at the time of construction or major repair.

(Continues on Page No. 33)

2012 OTEA Spring Meeting Recap

By Angelo A. Lombardo, P.E.

(Continues from Page No. 23)

Sponsors between \$300 and \$499, and Silver Sponsors between \$150 and \$299.

The meeting was attended by 137 people. The technical program included seven different presentations on a wide range of topics. After President Don Russell's welcoming remarks, David Riesland, City Traffic Engineer for the City of Norman, started the morning program with an update on the City's program to convert all the traditional "dog house" protected/permissive left turn signal displays to the new flashing yellow arrow. David Murdock, Chief Engineer with the Oklahoma Turnpike Authority, was next on the program with an overview of the history of the turnpike system in Oklahoma and the current modernization plans outlined in Governor Fallin's 3-prong approach. After a short break, John Bowman, Planning Engineer for the Oklahoma Department of Transportation, wrapped up the morning session with a presentation on the lessons learned from the planning, design and construction of the new I-40 Crosstown in Oklahoma City.

The afternoon program began with a presentation from Joyce Flatt, with Trinity Industries, who addressed some key points on the proper maintenance and installation of the guardrail extruded terminal end treatment so widely used in the State of Oklahoma. She shared many examples of poor installation and reminded the group that the system only performs as designed if it is installed correctly and properly maintained after a collision. Angelo Lombardo, Transportation Engineer for the City of Norman, followed with a presentation about Wayfinding Signage programs. He provided a broad perspective of the purpose and covered the guidance offered in the 2011 MUTCD for the development of such programs.

The third presentation of the afternoon was given by Doug Rex, Transportation Programs Manager for the Association of Central Governments. His presentation addressed funding sources for the development of transportation projects and the challenges the industry faces with an ever declining revenue stream.

James Montgomery, Engineering Manager with the Oklahoma Department of Transportation, wrapped up the afternoon with an update on the latest changes to MUTCD, including those addressing street name signs and the requirement to develop and maintain a sign inventory and management system.

The day concluded with the formal banquet, during which OTEA recognized and awarded scholarships to three outstanding University of Oklahoma students (see related article in Page 5), and social time in the hospitality suite with live music by Dennis Haikin, Brion Bannister, Duane Funk and his wife, Angelo Lombardo and others.

On Friday, participants gathered for breakfast and a presentation by David Riesland and Steve Hofener on the state of the organization's "Make a Difference" Campaign. Meeting sponsors were also recognized and offered an opportunity to introduce the latest products in the market. The program and meeting ended with the presentation of the President's plaque to Don Russell for his service to the organization during the last year and introduction of the 2012-13 Officers. They are: Faria Emamian - President, David Riesland - Vice President, Kristi Drury - ODOT/OTA Director, Richard McCubbin - City/County Director and Joyce Flatt - Consultant/Vendor/Contractor Director. Congratulations to the new board and a special thanks for your volunteer service to our organization.



SUMMARY OF MOVING AHEAD FOR PROGRESS IN THE 21st CENTURY (MAP-21) - The New Federal **Transportation Bill**

Continues from Page 17

Performance Management

• Performance Measures and Targets in MAP-21 • The bill establishes an outcome-driven approach that tracks performance and will hold states and metropolitan planning organizations accountable for improving the conditions and performance of their transportation assets.

• State and Metropolitan Transportation Planning

o MAP-21 improves statewide and metropolitan planning processes to incorporate a more comprehensive performance-based approach to decision making. Utilizing performance targets will assist states and metropolitan areas in targeting limited resources on projects that will improve the condition and performance of their transportation assets.

Acceleration of Project Delivery

MAP-21 includes program reforms designed to reduce project delivery time and costs while protecting the environment. Examples of improvements include: expanding the use of innovative contracting methods; creating dispute resolution procedures; allowing for early right- of-way acquisitions; reducing bureaucratic hurdles for projects with no significant environmental impact; encouraging early coordination between relevant agencies to avoid delays later in the review process; and accelerating project delivery decisions within specified deadlines.

Research and Education

• Transportation Research Programs – MAP-21 funds research and development, technology deployment, training and education, intelligent transportation system (ITS), and university transportation center activities to further innovation in transportation research. The primary research areas include: improving highway safety and infrastructure integrity; strengthening transportation planning and environmental decision-making; reducing congestion, improving highway operations; and enhancing freight productivity.



Cyber-Security Risk with TMC Switch Device



http://www.ruggedcom.com/productbulletin/ros-security-page/

Security Risk Announcement: Ruggedcom

The U.S. Department of Homeland Security (DHS) announced a cyber-security risk associated with Ruggedcom network infrastructure devices, a type of switch device typically used in traffic management centers. Both wired and wireless devices are vulnerable. The following is a link to the DHS alert

http://www.us-cert.gov/control_systems/pdf/ICS-ALERT-12-116-01A.pdf

If you use fiber-optics communication with your traffic signal interconnect systems, there is a good chance you may have an ethernet switch manufactured by Ruggedcom.

OTEA Annual Golf Tournament Summary By Marty Pinkley

The annual OTEA Golf Tournament was a successful and fun filled event. The following is a summary of the highlights and results:

Number of Teams - 14 Number of Players - 54

12 teams within 6 shots11 teams within 5 shots9 teams within 3 shots8 teams within 2 shots3 teams tied for 1st place at 6 under par 65.

This has to be the closest this tournament has ever been from top to bottom.



1st Place by scorecard playoff Mike Merrell Steve Hofener Don Russell (President at the time of the tournament -Always tough to make that happen) Les Steward





2nd Place by scorecard playoff John Thomas David Simpson Brion Bannister



3rd Place by scorecard playoff John Gense Steve Burke Jerry Douglas Marco White



OTEA Annual Golf Tournament Summary By Marty Pinkley



Longest Drive - Tammy Robinson

Again, thanks to the following:

Beverage Cart Tim Beddinger - Allied Tube Richard Johnson - Xcessories Squared Curt Vasey - Tesco Controls



Driving the Beverage Cart Phyllis McElroy Kenneth Phillips

Goody Bags Don Goodell - Pelco Structural

Purchasing the Golf Prizes Darrel Hicks

Taking Team Pictures Wayne Russell

Good meeting, good turnout.

Marty Pinkley



Closest to hole #1 - Ken Morris Closest to hole #4 - Janie Cunningham Closest to hole #1 - Joyce Flatt Closest to hole #1 - Bryan Richards

OTEA Annual Golf Tournament Summary



















OTEA Annual Golf Tournament Summary











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OTEA Meeting in Pictures



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Guides for Providing Accessibility: MUTCD and ADAAG By Nate Vander Broek

Continue from Page No. 25

The City is constructing sidewalks and ramps to make the city more accessible and to fully comply with ADA regulations. Tomevi estimated improvement costs to be \$8,000 to \$10,000 per intersection. In the distant future, Tomevi intends to update the City's traffic signals to make them more accessible, such as by adding sound actuators. Tomevi is concerned, though, that the noise of the actuator may be a nuisance to some people living or working near the traffic signal.

We spoke with another city's public works director, Suzanne Loomis of the *City of Newton*, about her city's experience complying the with ADA. She said ADA related pavement marking and signage has not been a significant hardship: "We just go about the required installations." However, she said providing accommodations for persons with disabilities is not always easy. She said their biggest challenge is providing ramps with truncated domes because they are complete retrofits and are very expensive.

Detectable warnings like domes are not included in the MUTCD, but they are required under the ADAAG. The City of Newton installs truncated domes on new ramps that are a part of a new construction project and on existing ramps as repairs are necessary, said Loomis. "We have even done a few pilots using multiple installation types to determine our method of choice," she said.

In sum

McGee's advice for cities is to try to stay ahead of the game and make sure all facilities are accessible, including streets, sidewalks and buildings. "Follow the MUTCD for traffic control devices and the ADAAG for other transportation-related accessibility requirements," he said. McGee also mentioned the importance of working with the public. "Topeka has done a good job of advertising to the community that we're trying our best to make streets and facilities accessible, and that if anyone has accessibility issues, to let us know." McGee concluded with some practical advice: "Be creative. There are many things you can do to make things accessible." Loomis says "changing regulations almost always means more budget dollars are needed for us to comply. However, if you spend the day with someone in a wheelchair, you begin to understand the drive behind the changes. My friend, the City police chief, has to use a wheelchair to get around and I have seen his challenges. It is a different world for those with disabilities and we want our city to be compassionate to those issues. We just hope future updates of the regulations are sensible so we have the dollars available to serve the critical needs of those requiring assistance."

The continual change in regulations is very challenging, said Tomevi. Improvements that were fully compliant when they were constructed 10-15 years ago now must be modified to meet newer regulations.

"People tend to think that ADA is only about individuals confined to wheelchairs, when it is not," said Tomevi. "There are many other types of disabilities, and with an aging population, most of us will be challenged with some of these issues. You only need to spend a few hours using crutches to learn how sidewalk cross slopes and other barriers affect your mobility and quality of life. We want our citizens to know that we make a variety of accessible improvements because it is the right thing to do for everyone.

To read more about the MUTCD's latest changes, see the first two sources below. For questions about accessible non-traffic control devices, such as curb ramps and detectable edging, Friedman suggests contacting the U.S. Architectural and Transportation Barriers Compliance Board (US Access Board) at http://www.access-board.gov or at (202) 272-0080.



Sources:

Traffic control and accessibility:

- 2009 MUTCD Part IV changes. http://mutcd.fhwa.dot.gov/services/ppt/mutcd09training/mutcd09part4.ppt
- MUTCD change list from the 2003 Edition to the 2009 Edition. http://mutcd.fhwa.dot.gov/htm/2009/mutcd2009cl_index.htm
- 2009 Manual on Uniform Traffic Control Devices (MUTCD). http://mutcd.fhwa.dot.gov
- Accommodating Persons with Disabilities http://ops.fhwa.dot.gov/aboutus/one_pagers/mutcd.htm
- Pedestrian Safety and Accessibility in Work Zones.
- http://www.workzonesafety.org/fhwa_wz_grant/atssa/atssa_pedestrian_work_zones

Accessible public facilities:

- $\bullet \ U.S. \ Legislation, \ Standards, \ and \ Guidance \ Applicable \ to \ APS. \ http://www.apsguide.org/chapter1_guidance.cfm$
- Special Report: Accessible Public Rights-of-Way Planning and Design for Alterations. http://www.access-board.gov/prowac/alterations/guide.htm
- ADA Accessibility Guidelines for Buildings and Facilities (ADAAG). http://www.access-board.gov/adaag/html/adaag.htm
- ADA Best Practices Tool Kit for State and Local Governments. http://www.ada.gov/pcatoolkit/toolkit/toolkit/ada.gov/pcatoolkit/toolkit/ada.gov/pcatoolkit/toolkit/toolkit/ada.gov/pcatoolkit/toolkit/toolkit/ada.gov/pcatoolkit/toolkit
- City of Winfield ADA Transition Plan.
 http://www.winfieldks.org/documents/City%20of%20Winfield/ADA%20Information/Winfield_-_Transition_Plan_-_Draft2.pdf

Source: Kansas LTAP Newsletter - Fall 2011



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OKUNHOMA TRAPPIC DEST. 1965 EST. 1965 CLASS R Class Date: Jan	Oklahoma Traffic Engine Plea EGISTRATION FORM uary 21 - 23, 2013	ering Association se reply to: OTEA c/o Angelo Lombardo 4405 Trophy Drive Norman, OK 73072 Phone No. (405) 360-6664
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Member News

Tim Callahan

ODOT employee, former OTEA member and friend Timothy Michael Callahan, 51, passed away on May 3, 2012. He was born on May 20, 1960, in Norman, Oklahoma, to Francis Michael & Loretta Dee (Tipps) Callahan.



Tim worked at the Oklahoma Department of Transportation as a Transportation Supervisor. He enjoyed golfing, playing the guitar, the computer and cooking. Tim is survived by his wife of over 18 years, Denise; daughters, Jessica Prince (2009 OTEA Scholarship recipient) & husband Ashley, Jamie Synuria, and Jenna Synuria; son, Joseph Callahan; mother, Dee Callahan; father, Mike Callahan & wife Meredith; and brother, Pat Callahan & wife Rhonda. He was preceded in death by grandfather, Frank Callahan, and grandmother, Daisy; grandmother, Wilna Tipps; and an uncle, Tommy Tipps.

Kristi Drury accepts position with the Oklahoma Turnpike Authority

Kristi Drury is the new Construction Engineer with the Oklahoma Turnpike Authority where she oversees projects that are currently under construction.

Prior to going to OTA, Kristi served as an Engineering Manager in ODOT's Traffic Division, she also served as a Lead Engineer in ODOT's Roadway Division as well as three years as a Project Engineer in the Edmond Construction Residency.

Tarek Maarouf promoted

Tarek Maarouf was recently promoted to the position of Engineering Manager in the Traffic Engineering Division of the Oklahoma Department of Transportation. In this capacity, Tarek will be responsible for Cable, Guardrail, Attenuators, Concrete Barriers, Signals, Lighting, Signing, Pavement Markings, & Construction Traffic Control.



Tammy Robinson joins EST Consulting Engineers

Tammy was recently hired by EST Consulting Engineers to lead their Construction Management Division. She will be responsible for both construction management and inspection of construction projects throughout the state.



OKLAHOMA TRAFFIC ENGINEERING ASSOCIATION

Oklahoma Traffic Engineering Association 4405 Trophy Drive Norman, OK 73072 (405) 360-6664 E-Mail <u>OTEField@sbcglobal.net</u>



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