



# OTEFIELD

## OTEA's 50th Anniversary History of the Organization

by: Steve Hofener, P.E. and Angelo Lombardo, P.E.

The Oklahoma Traffic Engineering Association (OTEA) had its beginnings at Oklahoma State University in 1961. At that time a group of traffic professionals formed a committee known as the Oklahoma Traffic Engineering Advisory Committee (OTEAC) to advise a branch of OSU, the Southwest Center for Safety on speakers and topics for an annual safety conference. The first annual conference was held in January 1962. The committee met in the fall of each year to assist in putting together the traffic engineering portion of the program.

The third meeting of OTEAC occurred on January 14, 1964 to plan for the Fourth Annual Traffic Control Conference. Committee members in attendance included Bill Thomas, Lee Knight, Keith English, Tom Hicks, Hal Hofener, Ken Long, and others. Tom Hicks was the chair.

The sixth meeting of the committee was held September 22, 1965 again chaired by Tom Hicks. Committee members present included Keith English, Lee Knight, Guy Stanton, Lt. Elmo Lyman, George Morgan, Hal Hofener, Tom Hicks, Pete Lombard and Ken Long. These men can be considered the founding fathers and charter members of OTEA. At the meeting a Constitution and Bylaws were drafted for the Oklahoma Traffic Engineering Association (OTEA). The organization was to be an association of traffic professions and technicians statewide. The purpose of the association was to disseminate current

information, educate, and to hold technical meetings.

On Friday, February 3, 1967 at the end of the Annual Safety Conference at OSU, the first meeting of OTEA was held. The meeting started at 11 a.m. and adjourned at 12 p.m.. Lee Knight served as the acting President. The meeting was held in the Circus room of the OSU Student Union. There were 60 members present. The Constitution and Bylaws were approved and the first officers elected. Elected was Lee Knight, President, Hal Hofener, Member, George Morgan and Buford Watson as Associate Members. Sometime in 1967, Hal Hofener's position title was changed from Member to Vice President. George Morgan's title was change from Associate Member to Treasurer.

OTEA continued holding their meetings in conjunction with the Annual Safety Conference at OSU from 1967-1969. The first OTEA meeting away from the Safety Conference was held at the Skirvin Hotel in Oklahoma City in 1970. The meeting was a joint meeting with the regional section of the Institute of Transportation Engineers (ITE) a national association known as the Missouri Valley Institute of Transportation Engineers (MOVITE). There were 112 registered participants at the meeting. The President of OTEA at the time was Harold Miller, Traffic Engineer for the City of Tulsa.

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# 2016 MIDWESTERN DISTRICT MEETING

## A True Multi-Modal Experience

By: Justin Willis, P.E.

Greetings from the Windy City!

As a recipient of OTEA's Young Member Grant, I had the privilege to attend this summer's 2016 Midwestern District Meeting (MWITE) in Chicago from June 26th – 28th. The conference featured two and half days of presentations, panel conversations, interactive technical tours and social events. From parking management to autonomous vehicles, a wide range of transportation topics were discussed throughout the event. Not surprisingly these days, the most widely talked about topics centered on multi-modal means of transport.

Cities all across the Midwest are facing unique challenges and coming up with creative solutions in their efforts to integrate all users into their transportation networks. In the very first breakout session, Chicago DOT's Mike Amsden outlined Chicago's ambitious plans to connect the city with a vast network of bike lanes and detailed several engineering solutions they have applied to their existing infrastructure to make this happen. Bike lanes were discussed as a public health solution and a way to create equity by connecting isolated, lower income neighborhoods to the city's core.



However, after the presentation had concluded, the real multi-modal adventure began.

Our group proceeded outside to the nearest bike share station and were issued a DIVY (local bikeshare program) bicycle for the upcoming technical tour. Then, we set out on a 3 mile ride from the city center out along Milwaukee

Avenue, an arterial linking northwest Chicago neighborhoods to downtown. Along the way we got to utilize newly constructed bike lanes, retrofitted bike lanes, protected bike lanes, and bicycle specific signals. The ride was surprisingly easy and relaxed! With bike lanes available for nearly the entire trip, our group never felt out of place or in the way of the adjacent automobile traffic.



Our destination was The 606, a newly opened alternative transportation corridor. The 606 is a 2.7 mile long elevated trail and park. Bicyclists, runners, joggers, and walkers were plentiful along the trail, despite the 90 degree heat. The trail links six neighborhood parks and since it was constructed on a former elevated railway line, there are no conflicts with the existing street grid. We spent time walking along the trail enjoying the greenspace and the lack of conflicts afforded by a separated trail.

After a mile or so of walking, we departed from the trail and made our way over to a nearby CTA Blue Line rail station. A 20 minute train ride later (approximately the same amount of time it took to bike out) we were back in the city center to rejoin the conference and our multi-modal

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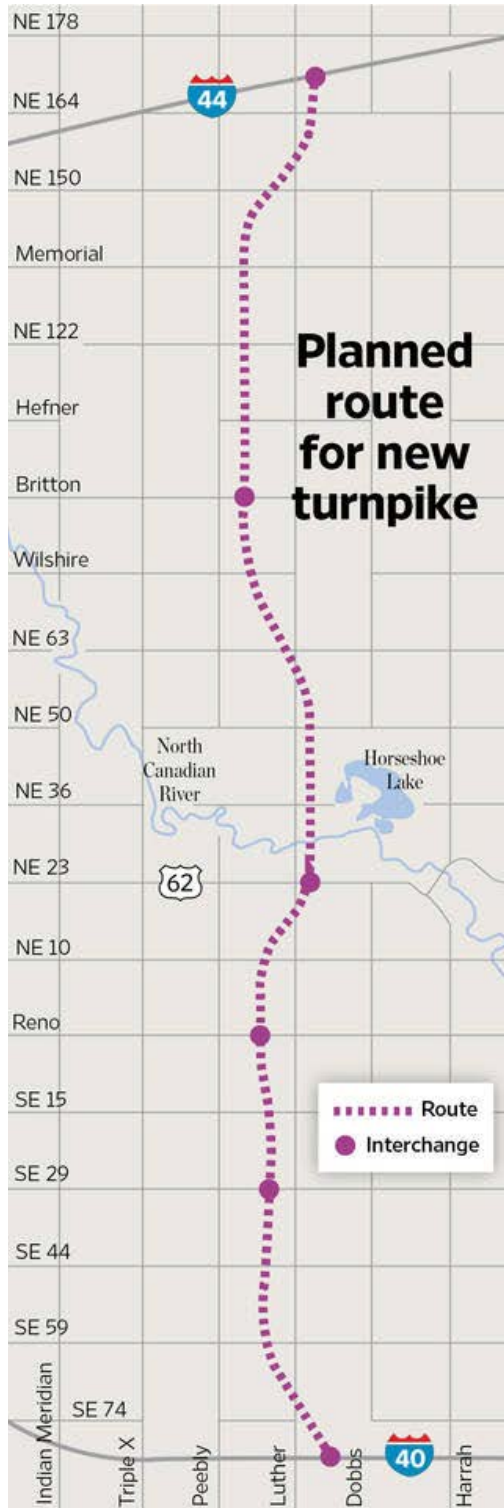
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# Oklahoma Transportation Commission gives Turnpike Routes Green Light

by: Randy Ellis



SOURCE: OKLAHOMA TURNPIKE AUTHORITY

The Oklahoma Transportation Commission on Monday approved route plans for new turnpikes in the eastern and southwestern parts of the Oklahoma City metro area, despite strong objections from some agitated homeowners opposed to one of the projects.

"We're in opposition to this turnpike," said Paul Crouch, of Newalla, speaking on behalf of eastern Oklahoma City metro-area homeowners who will be displaced or affected by one of the urban turnpikes. "You're not just talking about moving fence posts here. You're talking about moving people, and you're talking about doing away with their homes, and you're talking about doing away with their property."

Selecting the routes for turnpikes is actually the duty of the Oklahoma Turnpike Authority rather than the Oklahoma Transportation Commission, but the commission can vote to block a proposed route if it conflicts with any existing plan to build state highways and bridges in a corridor.

Commissioners voted to approve the routes after Mike Patterson, executive director of the state Transportation Department, assured them the department had no plans for the corridors and didn't have funds available to develop such plans.

The turnpikes are needed to relieve worsening traffic congestion, Patterson said.

"We have to do something and the department is just not in a position to do so and will not be in a position to do so in the foreseeable future," he said.

"We have to come up with a better solution, and this is the better solution."

Several eastern Oklahoma County residents showed up to oppose the eastern Oklahoma County route, but commissioners said they wanted to hear from just one spokesperson and Crouch was selected to be that person.

"We don't believe the traffic estimates that were put forth by the OTA (Oklahoma Turnpike Authority)," Crouch said, citing an article in The Oklahoman that reported that actual revenues for each of the nine Oklahoma turnpikes built since 1961 have failed to meet revenue projections during their first five years of operations. On average, revenues came up to less than 63 percent of projections.

Crouch said residents in the area would like officials to consider moving the project further east and expanding existing highways like U.S. 177 or State Highway 102.

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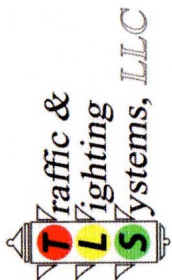
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## 2016 Annual Conference

by Jack Stewart, P.E.

What a success the Conference was with a stand out venue of the Hard Rock Convention Center in Tulsa, the phenomenally informative and interesting topics initiated by the OTEA Board and capped by the celebration of the Association's 50th year of existence. We had 154 members attending and 29 meeting sponsors.

The number one reason for the success was the unbelievable amount of teamwork exhibited by the OTEA Board. The Board is represented across the spectrum of industry; city, county, and state governments; engineers, technical specialists, and traffic industry suppliers.

This year's 2016 Spring Conference was kick started by the always anticipated golf tournament. Once again, the thanks and appreciation are all earned and bestowed on Mr. Marty Pinkley for his perennially great job of organizing it. Many sponsors helped defray costs and they, too, are very much thanked and appreciated. The tournament would not happen without all of their support.

The first day was capped off with the annual hamburger fellowship sponsored, prepared, and served by Pelco Products. A great time was had by all at the Port of Catoosa facilities.

The second day of the spring meeting, May 5th, was begun with an "ODOT ITE Update" by Jared Schwennessen followed by a "Driving Forward Turnpike Expansion Plan" explanation by OTA's David Murdock. After a break, Mr. Michael Spayd with Garver Engineers informed those in attendance of the "University North Park Traffic Impact Study," and for the last presentation before lunch, Dr. Leonard West gave an extremely interesting presentation titled "MUTCD Turns 80 – What's Next?"

The conference lunch provided an opportunity to give the previous day's Golf Tournament results and present the 2016 scholarships. Leading off the afternoon session was Mr. Daniel O'Connor from ACOG to bring the audience up to speed about the

"Commuter Rail Study for the OKC Metro." Next, Kevin Saint Jacques from Freese Nichols extolled the virtues of "One Way to Two Way Traffic Conversions." A refreshing break gave everyone an opportunity to visit with the vendor(s) of their choice for expert advice on the many high tech tools/equipment available in our industry to make life easier for us as professionals and safer for the citizens we serve.

The final formal presentation of the day was from Mr. Don Maas with McCain, Inc. to explain about "Low Voltage ATC Cabinets."

Following a Social Hour was the highlight of this 2016 conference, The Banquet. After a delicious meal, the ITE Vice President, Shawn Leight, gave the audience "ITE Updates." The evening was capped off with the much anticipated OTEA 50th Anniversary recognition, organized by Chairman of the event, Mr. Don Russell, "Celebrating the Past and Embracing the Future."

The final day of the conference was on Friday morning, May 6, 2016. The day opened with a hearty breakfast followed by two formal presentations: "LED Lighting" given by Cory Cornett.

The annual business meeting recognized each and every 2016 OTEA Spring Meeting Sponsor. They are all so greatly appreciated for the technical knowledge they impart to us, the financial support they offer OTEA, but mainly they are just great professional people that everyone enjoys being around and fellowshiping with.

Lastly, the election results were given by the vote-tallying ad-hoc subcommittee, and the new 2016-2017 officers were introduced.

OTEA now looks forward to moving into the next 50 years of growing professionally as a group and individually.

## 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.

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## Oklahoma Transportation Commission gives Turnpike Routes Green Light

by: Randy Ellis

*Continues from Page No. 7*

Now that the commission has approved the routes, the Oklahoma Turnpike Authority will move forward with developing final engineering plans for the routes and appraising properties that will need to be acquired, said Jack Damrill, director of communications for the Oklahoma Turnpike Authority.

Properties that will need to be obtained in their entirety will be done first, he said.

The two Oklahoma City metro-area turnpike routes approved Monday are part of an \$892 million turnpike expansion plan announced last October.

The plan includes the \$300 million project to build 21 miles of toll roads to link Interstate 40 and the Turner Turnpike in the eastern part of the Oklahoma City metro area.

### **It also includes:**

- A \$190 million, seven-mile project that will begin where the Kilpatrick Turnpike currently ends at I-40 in western

Oklahoma County and extend south to link up with State Highway 152/Airport Road.

- A \$300 million, 22-mile project to reconstruct and widen the Turner Turnpike between Bristow and the west end of the Creek Turnpike near Tulsa

- A \$32 million project to widen and reconstruct 7.5 miles of the H.E. Bailey Turnpike between Bridge Creek and North Meridian Avenue near Newcastle.

- A \$28 million project to construct 2.5 miles of new turnpike to connect L.L. Tisdale with I-44 in the Tulsa metro area.

- A \$42 million project to reconstruct 9.5 miles of the Muskogee Turnpike between the Creek Turnpike interchange and State Highway 51 near Coweta.

*Source: The Oklahoman, June 6, 2016*



## U.S. traffic deaths jump 7.7 percent in 2015 to 35,200

By: David Shepardson

U.S. traffic deaths rose 7.7 percent in 2015 over the previous year to 35,200, the highest number of people killed on U.S. roads since 2008, the government's preliminary estimate reviewed by Reuters shows.

The report was compiled by the U.S. National Highway Traffic Safety Administration (NHTSA) and submitted to Congress. It shows the percentage increase in traffic deaths in 2015 was the highest annual jump since 1966. U.S. officials cite an increase in vehicle miles traveled, lower gas prices and an improving economy as part of the reason for the increase.

The rise in traffic deaths was significantly higher than the overall 3.5 percent increase in U.S. vehicle miles traveled in 2015.

The fatality rate rose to 1.12 deaths per 100 million miles traveled in 2015 - the highest rate since 2010.

The report said deaths among bicyclists rose 13 percent, pedestrians 10 percent and motorcyclists 9 percent. Fatal crashes involving young drivers were up 10 percent.

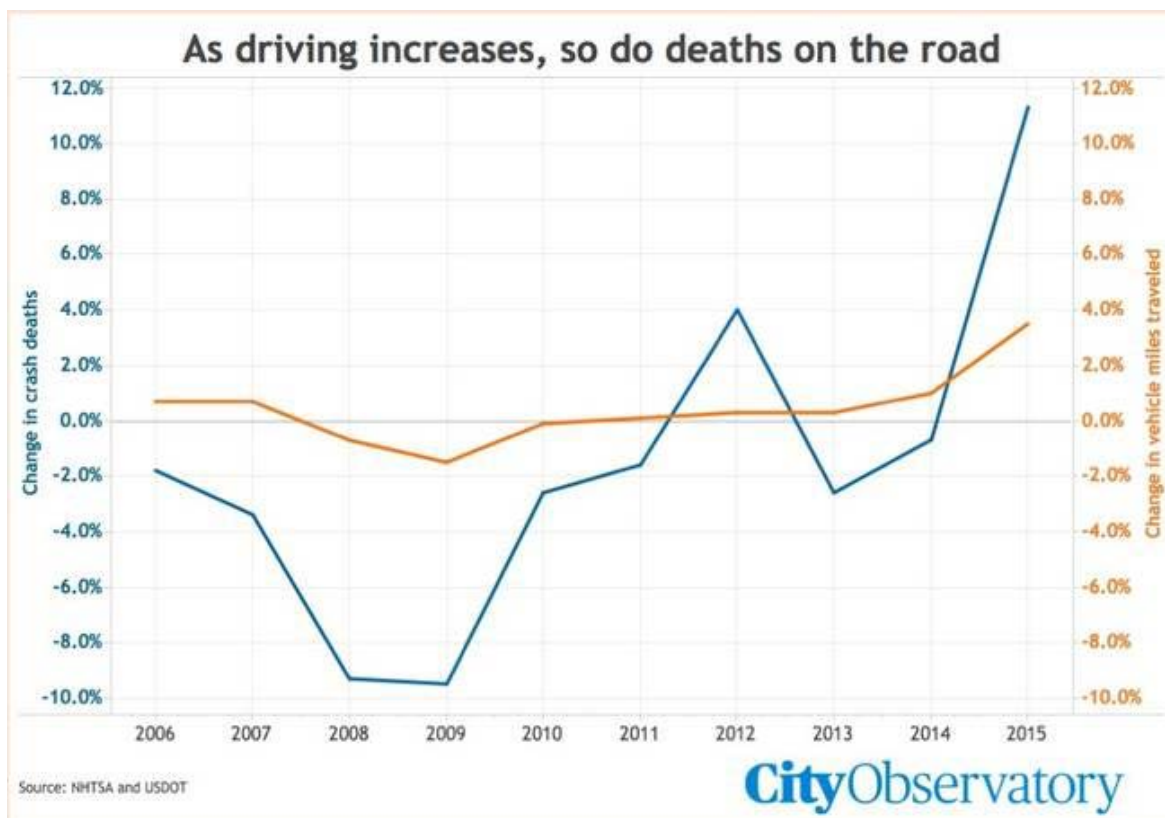
The increase in deaths in 2015 - 2,525 more deaths than in 2014 - is one reason why U.S. officials are working to provide guidance this summer to states and automakers on the deployment of autonomous vehicles.

NHTSA says the technology could dramatically decrease traffic deaths - in part because 94 percent of all road deaths are attributed to driver error.

NHTSA said Thursday it is investigating Tesla Motors Inc over the fatal crash of a driver using Autopilot mode in Florida.

"As the economy has improved and gas prices have fallen, more Americans are driving more miles," NHTSA Administrator Dr. Mark Rosekind said in a statement. "We know we need to focus our efforts on improving human behavior while promoting vehicle technology that not only protects people in crashes but helps prevent crashes in the first place."

Driving is far safer now in the United States than it has been in prior decades. In 1966, the fatality rate was five times higher than today. In that year, nearly 51,000 people were killed on U.S. roads.



# A Message from the President

*By: Lauren Ludwig, P.E.*

With the onset of summer, we begin our OTEA year with a new board. I would like to thank this year's past board members for creating a fun and successful year. Our outgoing board members include Kristie McCain Drury (Past President), James Welch (City/County Director), Marco White (ODOT/OTA/FHWA Director), Marty Pinkley (Contractor/Supplier Director) and honorary member Don Russell for his help with OTEA's 50th Anniversary. This upcoming year's board includes Jack Stewart (Past President, 2015-2016 President), BJ Hawkins (Vice President, formerly Consultant Director), Brian McNabb (City/County Director), Esther Smith-Shaw (Consultant Director), Jami Short (ODOT/OTA/FHWA Director), Len Scantling (Contractor/Supplier Director), Richard McCubbin (Oklahoma State Director serving on the MOVITE Board) and recurring board member Angelo Lombardo (Secretary Treasurer/OTEFIELD Editor).



We had a wonderful spring meeting at the Hard Rock in Tulsa to celebrate our 50th Anniversary. The Golf Tournament was held at the beautiful Cherokee Hills Golf Club. After golf, we enjoyed a nice cookout at the Port of Catoosa with our awesome Pelco grill masters. The meeting consisted of great topics including "Driving Forward" Turnpike Expansion Plan, MUTCD turns 80- What's Next, and Commuter Rail Study for the OKC Metro to name a few. The board would like to thank all of our presenters and attendees for helping us create such an exceptional meeting. We also would like to extend a special thanks to Angelo Lombardo and Phyllis McElroy for always going above and beyond to help make these meetings special.

Moving forward, we are very excited to announce our joint fall meeting with MOVITE. This meeting will be held at the Renaissance Hotel in Oklahoma City October 5-7, 2016. Both the OTEA and MOVITE LAC boards have been working hard to produce another outstanding conference with diverse topics and to continue OTEA's 50th Anniversary celebration. We hope that you will join in on the fun.

The OTEA Board is already looking ahead to the Spring Conference and would like any input you have. Please email me at [lludwig@odot.org](mailto:lludwig@odot.org) if you have any suggestions on topics or general input for the conference. Also, we are looking for ideas on future community involvement that OTEA could help and support. Thank you all for helping to make this another wonderful year.

I hope that this letter finds you keeping cool and enjoying your summer!



# How DOTs are urging motorists to stop before they Pokemon Go

by: Chris Hill

State departments of transportation and the National Highway Traffic Safety Administration (NHTSA) are pushing mini-campaigns advising motorists to not Pokémon Go and drive, much akin to drinking and driving campaigns.

Multiple vehicular accidents have been reported across the country since the app launched two weeks ago, and such incidents have garnered enough attention that these agencies felt the need to act. The issue is compounded more at this time of year, as it is the prime season for road and bridge construction and work zones are prevalent across the country.

NHTSA's message is "Don't #PokemonGO and drive. No catch is ever worth a wreck."

**NHTSA @NHTSAgov · Jul 14**  
**REMINDER: Don't #PokemonGo and drive.**  
 No catch is ever worth a wreck. #justdrive



"The Texas DOT turned their "Don't Pokemon Go and Drive" effort into a campaign contest on Facebook and received some interesting submissions.



The Arizona Department of Transportation (ADOT) went one step further with their message of "Pokemon Go / Is a No-Go / When Driving" by adding the text to



their overhead highway signs across the state.

"Distracted driving takes many forms, even looking for Pokémon," says ADOT Director John Halikowski. "Although we hope you catch 'em all, if you're not focused on driving with your eyes on the road, you're at a higher risk of injuring or killing yourself and others in a crash. No Pokémon is worth that."

AAA also is advocating against playing the game and driving, but points out that other motorists must be vigilant and be prepared to react to those who are still playing.

"Driving requires your full attention, and putting away your phone until you reach your destination could save your life," says Jake Nelson, AAA Director of Traffic Safety Advocacy & Research. "Pedestrians playing the game also should be aware so that they do not cross a busy intersection while distracted."



Source: Better Roads, July 20, 2016

# Section, District and International Meetings



Mark your calendar for  
the 2017 Spring  
Meeting



Date: May 5 - 7, 2017  
Ardmore Convention Center  
Ardmore, Oklahoma



## ITE 2017 Annual Meeting & Exhibit

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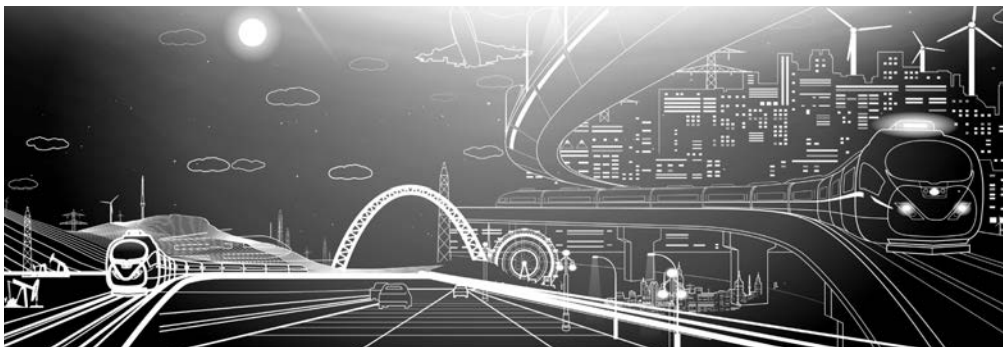
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RENAISSANCE  
OKLAHOMA CITY



## CHANGE. CHALLENGE. OPPORTUNITY.



# OTEA Celebrates its 50th Anniversary

by: Steve Hofener, P.E. and Angelo Lombardo, P.E.

(Continues from Page No. 1)

The OTEA meeting then moved back to OSU with the Safety Conference for 1971-1973. The meeting announcement for 1873 shows a registration fee of \$6 which included a breakfast and lunch meal. The hotel rate was \$15 per night.

In 1974, a joint conference with MOVITE was again held at the Lincoln Plaza in Oklahoma City. 1975-1976 saw a return of the OTEA meeting to the OSU Safety Conference. In 1977 another joint conference was held with MOVITE at the Lincoln Plaza in Oklahoma City.

Mr. Doug Henderson, Traffic Engineer for the City of Stillwater was President of OTEA in 1977-1978. Attendance at the OTEA meetings was waning. He led the board to try a meeting at a state lodge as a way to boost attendance. The first lodge chosen was Fountain Head Lodge on Lake Eufaula by McAlester, Oklahoma. In 1978, the first OTEA meeting at a state lodge was held. It was a great success with very positive feedback from the members. This started the trend of holding the OTEA meeting as a stand alone meeting at a state lodge. Meetings continued at Fountain Head Lodge as a centrally located meeting place from 1978-1984 with the exception of a joint meeting with MOVITE in 1980 at the Holiday Inn in Oklahoma City.

The publication for OTEA was named the OTEField. It was published approximately four times a year. It started early in the organizations life and served to inform the members of upcoming events, technical articles, and a tool for dissemination of information. As early as 1982, an article on "Speed Humps to Reduce Speed" was published in the OTEField.

In 1984-1985 Daryl French, Traffic Engineer for the City of Tulsa was President of OTEA. The board under his leadership decided to try holding the OTEA meeting at other state lodges. The first one chosen was Lake Texoma Lodge on Lake Texoma in southern Oklahoma. There was a concern about the decentralization of the meeting. However, the meeting was a great success. This was the beginning of moving the OTEA meeting around to a number of state lodges.

In the late 1980's OTEA began to offer training and certification in workmen traffic control. Dr. Leonard West, Dick Gumtau and Don Russell took turns teaching the class. The income generated from student registration gave the organization financial stability. The training continues to be offered today with Brion Bannister facilitating the training and Angelo Lombardo coordinating the logistics.

In 1991, Neal Chambers, Traffic Engineering Manager for the Oklahoma Department of Transportation was President of OTEA. Steve Hofener, President of Traffic Engineering Consultants, Inc. was President of MOVITE. OTEA & MOVITE held a joint meeting to celebrate MOVITE's 40th Anniversary. A reunion of past Presidents of MOVITE and the History of MOVITE was the central theme of the meeting. The joint meeting was held at the Embassy Suites in Oklahoma City.

(Continues on Page 16)

## OTEA President History

1967	Formation of OTEA at OSU	1992	Charlie McClure
	Lee Knight, President, Hal	1993	Wayne Russell
	Hofener, (Member) Vice	1994	Paul Stejskal
	President*, George Morgan	1995	E. W. "Red" Miller
	(Associate Member)	1996	Angelo Lombardo #
	Treasurer*	1997	Mike Lane
	*Changed from Member to	1998	Marsha Hinds - 1st
	Officer Titles in 1967		Female President
1968	Hal Hofener #	1999	James G. (Jim) Rose
1969	Dwight Hixon, Acting Bill	2000	Charlie Lee
	McCurdy	2001	Marsha Hinds -
1970	Harold Miller		(Only person to
1971	Dennis Kyrk		serve as President
1972	Gary Mathis	2002	twice
1973	John Bates	2002	Shawna Robb
1974	Joe Buckman	2003	Darrell Hicks
1975	Darold Davis	2004	Brion Bannister
1976	Joe Zanardi	2005	Faria Emamian
1977	Doug Henderson	2006	James Montgomery
1978	Glenn Reagan	2007	Huy A. Nguyen
1979	Darrell Richardson	2008	Mark Brown
1980	Jon Eshelman	2009	Harold Smart
1981	E. W. "Red" Miller	2010	Stuart Chai
1982	Bruce Taylor	2011	Don Russell
1983	Jerry Emerson	2012	Faria Emamian
1984	Steve Hofener * #	2013	David Riesland
1985	Darryl French	2014	Kristie Drury
1986	John Fuller	2015	Jack Stewart
1987	Kent Moorman	2016	Lauren Ludwig
1988	Jim Sim		
1989	Jim Dixon		
1990	Jessie Fullingham		*ITE President
1991	Neal Chambers		# MOVITE President

# OTEA Celebrates its 50th Anniversary

by: Steve Hofener, P.E. and Angelo Lombardo, P.E.

From the late 1980's to present, OTEA meetings have been rotated among the state lodges except for the years when joint meetings were held with MOVITE. In 1998 Marsha Hinds became the first woman President of OTEA. She also is the first person to serve as President twice as she also served in that capacity in 2001.

Brion Bannister was President of OTEA in 2003-2004. Under his leadership, exploration began for moving OTEA from a separate organization, to joining the international organization of ITE as a Chapter of MOVITE. After much hard work on details, OTEA became the sixth Chapter of MOVITE in 2006. During the same year, OTEA establish its annual scholarship fund whereby three Civil Engineering students interested in pursuing careers in the traffic and transportation field are awarded a \$1,000 scholarship.



OTEA Past Presidents at the 50th Anniversary Meeting

During the last decade, inspired by the Lincoln-Omaha Chapter of ITE (LOCATE), OTEA began a 'Make a Difference' initiative targeting young drivers and exposing them to the dangers of distorted driving. Stuart Chai, Steve Hofener and David Riesland worked on this effort initially by preparing and presenting the material at various high schools throughout the state. This effort, which has been led by David Riesland in the last few years, has exposed more than 1,200 teenage drivers in the state.

OTEA is a vibrant and healthy organization under great leadership. Can't wait to see what the next 50 years bring!

## 2016 Spring Meeting Finances

By: Angelo A. Lombardo, P.E.

### Spring 2016 Meeting Income & Expenses



	AMOUNT
<b>INCOME</b>	
Registration (153)	\$ 19,461.00
Sponsorship (29)	\$ 14,100.00
Golf Tournament (Green Fees) (55 Players)	\$ 3,300.00
Golf Tournament (Hole Sponsorship)	\$ 1,800.00
<b>Total Income</b>	\$ 36,861.00
<b>EXPENSES</b>	
Angelo Lombardo (Reimbursement) Starbucks (Speaker Gifts)	\$ 228.63
Ad Specialities (Registration Gifts)	\$ 2,700.16
Angelo Lombardo (Reimbursement) - Board Dinner / Breakfast	\$ 170.73
Sooner Trophies	\$ 81.56
Hard Rock Hotel	\$ 24,945.87
Registration Supplies (Name Tags, etc.)	\$ 74.20
Cherokee Hills Golf Club	\$ 2,750.00
Marty Pinkley (Reimbursement) (Golf Prizes)	\$ 566.41
Door Prizes	\$ 2,000.00
Annual Dues (153 @ \$25)	\$ 3,825.00
<b>Total Expenses</b>	\$ 37,342.56
<b>Net Income</b>	\$ (481.56)

# Traffic Deaths Up in Cities that Turn Off Red-Light Cameras

By: Joan Lowy



In this Dec. 16, 2014, file photo, a truck passes a red light photo enforcement sign that is placed below a red light camera at the intersection of Route 1 and Franklin Corner Road in Lawrence Township, N.J. Red-light cameras are widely hated, but a new study says getting rid of them can have fatal consequences. Traffic deaths from red-light-running crashes go up by nearly a third after cities turn off cameras designed to catch motorists in the act, according to a study by the Insurance Institute for Highway Safety. The institute is funded by auto insurers

Red-light cameras are widely hated, but a new study says getting rid of them can have fatal consequences.

Traffic deaths from red-light-running crashes go up by nearly a third after cities turn off cameras designed to catch motorists in the act, according to a study by the Insurance Institute for Highway Safety. The institute is funded by auto insurers.

While cities continue to add cameras at intersections with traffic signals, at least 158 communities have ended their red-light camera programs in the past five years, the study said.

Researchers compared trends in annual crash rates in 14 cities that had ended their camera programs with those in 29 cities in the same regions that continued their camera programs.

They found that, after adjusting for other factors, red-light-running crashes went up 30 percent.

Further, all types of crashes at intersections with traffic signals went up 16 percent. That finding

*Continue on Page 20*

## You're Merging Wrong, And Now States Are Calling You Out

By: Stephanie Liebergen

*Kansas is the latest state to encourage drivers to use the "zipper merge."*

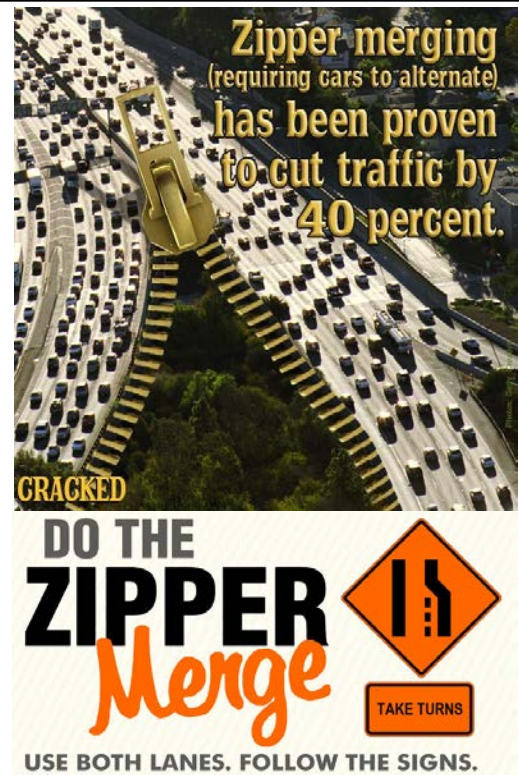
One state's department of transportation says the way you merge is wrong. For the first time, the Kansas DOT is encouraging drivers to use as much of the lane as they can before merging. It's called the "

Most drivers, when they see a merge sign, slow down too quickly and change lanes, causing a traffic backup. Continuing in each lane as long as possible reduces the speed difference between the two lanes, which helps keep traffic moving.

Kansas certainly isn't the first state to try to change drivers' habits. Minnesota, Missouri, Washington and Arizona all had their own zipper merge campaigns.

The "early merge" mentality is actually causing those traffic delays. The Missouri Department of Transportation says merging later reduces the length of traffic backups by 40 to 50 percent.

For those of us who've been driving and merging this way for years, this feels like vindication.



What is a zipper merge?

When a lane is closed in a construction zone, a zipper merge occurs when motorists use both lanes of traffic until reaching the defined merge area, and then alternate in "zipper" fashion into the open lane.

### Benefits

- Reduces differences in speeds between two lanes
- Reduces the overall length of traffic backup by as much as 40 percent
- Reduces congestion on freeway interchanges
- Creates a sense of fairness and equity that all lanes are moving at the same rate

### Zipper merge vs. early merge

When most drivers see the first "lane closed ahead" sign in a work zone, they slow too quickly and move to the lane that will continue through the construction area. This driving behavior can lead to unexpected and dangerous lane switching, serious crashes and road rage.

Zipper merging, however, benefits individual drivers as well as the public at large. Research shows that these dangers decrease when motorists use both lanes until reaching the defined merge area and then alternate in "zipper" fashion into the open lane.

### So I'm supposed to merge late?

Yes! As you see the "lane closed ahead" sign and traffic backing up, stay in your current lane up to the point of merge. Then take turns with other drivers to safely and smoothly ease into the remaining lane. Don't worry about being "Minnesota nice." When traffic is heavy and slow, it is much safer for motorists to remain in their current lane until the point where traffic can orderly take turns merging.

### When not to do the zipper merge

When traffic is moving at highway speeds and there are no backups, it makes sense to move sooner to the lane that will remain open through construction. The bottom line is to merge when it is safe to do so.

## Transportation Officials Say Distracted Driving May Lead to Traffic Signal Delays

We've all been there. You're stopped at a red light, it finally turns green, but the driver in front of you doesn't seem to notice and doesn't pull forward. You watch helplessly as the light changes to yellow, then red.

"At that point usually the driver realizes that they should have moved up by now, and sometimes they get through, sometimes they don't," says Brian Goldberg, a traffic signal engineer with the City of Austin. "But everyone who's stuck behind them gets stopped at the light."

Goldberg and other transportation officials say, more often than not, distracted driving is the culprit for these kinds of delays at Austin's traffic signals.

Eighty-five percent of the city's traffic signals are outfitted with vehicle detection systems. When the sensor picks up a car at the intersection, it directs the light to stay green for longer. Goldberg says the detection area varies by signal, but it's usually about 50 feet back from the light. He says if one driver fails to pull up, it can throw a wrench in the whole system.

"There was one spot I was sitting at that I saw a long queue, and it kept stacking up. It was 7:30 in the morning, so everyone was leaving their houses and headed to work, and the third car didn't pull up, and I

watched the signal turn red on everyone," Goldberg says. "The queue keeps extending, and I'm seeing it go back and back, all the way up the road out of sight."

While it's illegal to use your phone while driving in Austin, motorists are allowed to talk and text at a full stop. So, if you're absorbed in your iMessages at a red light, how do you make sure you're in tune with signal changes at just the right moment? Detective Patrick Oborski with the Austin Police Department offers simple advice: pay attention.

"I don't mind you texting and everything like that, but kind of pay attention to your surroundings, and don't be so engrossed in your phone that you have no idea what else is going on," he says.

Beyond being an annoyance, Oborski says failing to pull up to a green light is a traffic violation. You could be pulled over and cited for impeding a roadway.

*Source: Seattle News & Information, July 25, 2016*



# Traffic Deaths Up in Cities that Turn Off Red-Light Cameras

By: Joan Lowy

suggests that red-light cameras deter other behavior motorists, not just red-light running, said Wen Hu, co-author of the study.

A second part of the study compared fatal red-light-running crashes in 57 cities with camera programs to 33 cities that haven't introduced cameras, finding that the rate of such crashes was 21 percent lower in cities with cameras. The rate of all types of crashes at intersections with traffic signals was 14 percent lower when cameras were present.

"Debates over automated enforcement often center on the hassle of getting a ticket and paying a fine," said the institute's president, Adrian Lund. "It's important to remember that there are hundreds of people walking around who wouldn't be here if not for red-light cameras."

Dozens of communities have ended their red-light camera programs in recent years amid complaints that they are designed primarily to raise money through tickets rather than to enhance safety. Courts in some states have sided with motorists against camera programs. Jake Nelson, the AAA automobile club's research director, said the club supports the use of red-light cameras if they're used properly, meaning data show the need for them at particular intersections — usually, a high number of fatalities. And money collected through the program should be used exclusively for traffic safety programs, he said. But when those tests aren't met,



AAA has joined with opponents in some communities to oppose them.

Otherwise, Nelson said, "you have to question what are we really doing here? Are we saving lives or are we raising money?"

A motorist who runs a red light risks a T-bone crash where the front of one vehicle slams into the side of another. Those crashes are among the most likely to result in death or serious injury.

Other studies have shown that red-light cameras increase the likelihood of rear-end crashes as motorists race through yellow lights only to run into the back of a vehicle on the other side of the intersection. But rear-end crashes are more likely to be minor, with far fewer fatalities and injuries than T-bone crashes.

It's not surprising that the institute study found a large increase in fatal crashes after cities turned off their cameras, given the lethality of T-bone crashes, Nelson said.

*Source: Associated Press, July 27, 2016*



# 2016 MIDWESTERN DISTRICT MEETING

## A True Multi-Modal Experience

By: Justin Willis, P.E.

*Continues from Page No. 5*

experience for the day was nearly complete. A kayak tour of the city from the Chicago River and a tour of the city's newest bus rapid transit (BRT) were still forthcoming to really round out the multi-modal experience for the week.

This conference was an important showcase of the improving transportation landscape in our part of the country. Roads are becoming safer and engineers are implementing solutions, old and new, to attract a variety of users into our networks and make sure all are well received and protected. Chicago, the largest city in the middle of the country, is leading the way, but the other presentations

outlined measures smaller communities have taken to move forward in proving safe and efficient means of transportation for all users. I learned that there are solutions out there; it's just up to us to develop and implement them at every opportunity.





## **2016 ANNUAL FALL MOVITE/OTEA MEETING**



**OKLAHOMA CITY, OKLAHOMA**

**OCTOBER 5-7, 2016**



**RENAISSANCE HOTEL/COX CONVENTION  
CENTER**



## 2016 Annual Fall MOVITE/OTEA Meeting



### A City on the Rise - OKC



Join us in beautiful Oklahoma City for the 2016 Annual Fall MOVITE/OTEA meeting. Accommodations for the meeting will be at the Renaissance Hotel located in the heart of downtown Oklahoma City. The meeting is being co-hosted by MOVITE and OTEA (the local MOVITE chapter) and will be held at the Cox Convention Center, located adjacent to the Renaissance Hotel and connected via a sky bridge.

Oklahoma City is a vibrant and thriving city located in the heart of the Great Plains. Over recent years, the City has seen more growth than it has ever seen in its history. There have been a substantial number of changes since MOVITE last visited and we are excited to host you and show you the progress we have made. The downtown area has recently been renovated with the completion of Project 180 – a project initiated to “transform downtown Oklahoma City 180 degrees” (<http://www.okc180.com>), there is a new Riversport Rapids and Adventures located in the Boathouse District (<http://boathousedistrict.org>), and a new state of the art concert venue called the Criterion (<http://criterionokc.com>). Additionally, there are a countless number of attractions, bars and restaurants in the downtown area worth giving a try.

The Renaissance Hotel is a premier hotel operated by Marriot. It is located just a block from Bricktown. Several other districts are also easily accessible from the Renaissance such as Film Row, Deep Deuce, Midtown, Plaza District, Automobile Alley, Arts District and Stockyards City. The conference facilities are spacious and provide us a great opportunity to commune and network.

The Local Arrangements Committee is working hard to provide you with an educational program and will also provide you plenty of opportunities to network and catch up with friends and colleagues. The total program is not currently finalized but some of the highlights of the conference include:

- Wednesday Golf Outing at Lincoln Golf Course (<http://www.okcgolf.com/lincoln>)
- Wednesday Evening Ice Breaker at the Renaissance Hotel
- Informative and Current Technical Sessions and Topics
- Thursday Night Social and Networking Opportunity at the Bricktown Brewery (<http://www.bricktownbrewery.com>)
- Friday's Breakfast will Honor MOVITE Past Presidents as well as OTEA's 50 year Anniversary

As always, your Oklahoma City Local Arrangements Committee is working hard to put on an amazing meeting. We are striving to make everything top notch, from the facilities and the food to the program and the social events. We have high standards set by previous meetings in Oklahoma City and don't want to disappoint. We hope you are as excited about coming as we are about hosting you!

**2016 Annual Fall MOVITE/OTEA Meeting**

## General Information

Please complete the registration form online or submit via mail, or e-mail. Full payment is requested at the time of registration and early registration is encouraged. Please fill out a registration form along with your sponsorship form so that name tags can be made for all guests that will be attending the conference. Student registration will be available at a reduced rate. Full registration includes Wednesday ice breaker, Thursday and Friday technical sessions, Thursday breakfast, lunch, and evening social event, and Friday breakfast. Registration can be completed via this form or online at [www.movite.org/meeting/fall-meeting](http://www.movite.org/meeting/fall-meeting) (credit card payments accepted).

**Submit Forms and Checks to:**

Make checks payable to **MOVITE**

Michael Hofener  
Traffic Engineering Consultants, Inc.  
6000 S. Western, Ste. 300  
Oklahoma City, OK 73139  
E-mail: [mhofener@tecok.com](mailto:mhofener@tecok.com)  
Phone: (405) 720-7721  
Fax: (405) 720-9848

**Meeting Facilities and Reservations**

Renaissance Hotel  
10 North Broadway Avenue  
Oklahoma City, OK 73102  
Telephone: (405) 220-8000 (Block of rooms held for special pricing under 'MOVITE')  
Internet link to reservation website can be found through the MOVITE website.

A block of rooms has been reserved for the MOVITE conference. The cut-off date for the block of rooms is September 14, 2016. The group rate is \$159/night for single or double occupancy. Tax and other fees are in addition to the room rate.

**Parking**

Parking is available through the Renaissance or you may self-park in the adjacent Santa Fe Parking Garage (connected on the second floor via sky bridge). The parking rates are as follow:

1. \$25/night for valet parking through the Renaissance
2. \$8/night for self-parking in Santa Fe Garage (located just north of the hotel)

**Transportation**

The hotel does not provide shuttle service to/from the airport. The estimated taxi cab fare is \$25 (one-way). Uber and Lyft are also available (and most likely cheaper than a cab fare). Rental car services are available at the airport.



## 2016 Annual Fall MOVITE/OTEA Meeting



# Meeting Registration Form

Name: \_\_\_\_\_ Title: \_\_\_\_\_

Employer: \_\_\_\_\_ E-Mail: \_\_\_\_\_

Address: \_\_\_\_\_ City/State: \_\_\_\_\_

Telephone: \_\_\_\_\_ Fax: \_\_\_\_\_

Special Dietary Needs? Please Describe: \_\_\_\_\_

Conference Registration	Before Sept. 23	After Sept. 23	Subtotal
Full Registration (Includes Wednesday ice breaker, Thursday meals, Thursday night social event, Friday breakfast, and all breaks)	\$225.00	\$275.00	
Thursday Only Registration	\$150.00	\$175.00	
Student Registration (Includes all items in the full registration)	\$25.00	\$25.00	
<b>Extra Meal Ticket for Guest</b>			
Wednesday Ice Breaker	\$50.00	\$50.00	
Thursday Breakfast	\$35.00	\$35.00	
Thursday Lunch	\$40.00	\$40.00	
Thursday Night Social	\$35.00	\$35.00	
Friday Breakfast	\$35.00	\$35.00	
<b>Exhibitor Booth Rental &amp; Registration</b> - Please Complete "Exhibitor Booth Rental/Registration" Form			
<b>Sponsorship</b> - Please Complete "Sponsorship/Exhibitor Booth Rental & Registration" Form			
<b>Total Amount Due</b>			

*Our refund policy is based on commitments to the hotel for food orders. Refunds will be issued, less a \$50 cancellation fee for all cancellations received in writing by September 23, 2016 (excluding exhibitors and sponsors). No refunds will be issued thereafter.*

Payment should be made out to 'MOVITE', please mail or e-mail registration forms to:

Michael Hofener  
Traffic Engineering Consultants, Inc.  
6000 S. Western Ave., Ste. 300  
Oklahoma City, OK 73139

E-Mail: [mhofener@tecok.com](mailto:mhofener@tecok.com)

Phone: (405) 720-7721



## 2016 Annual Fall MOVITE/OTEA Meeting



### General Questions

If you have general questions about the MOVITE 2016 Fall Meeting please contact our chairman Michael Hofener, his contact information is as follows:

Michael Hofener  
Traffic Engineering Consultants, Inc.  
E-Mail: [mhofener@tecok.com](mailto:mhofener@tecok.com)  
Phone: (405) 720-7721

### Wednesday Evening Ice Breaker

A social gathering will be held at the Renaissance Hotel on Wednesday evening. Meet your colleagues in the hotel lobby bar area at 6:00 p.m. for a cocktail on MOVITE/OTEA. While you're there you can check in for the meeting and visit with members of the local arrangement committee to provide advice to you on possible dining options.

### Attire

Business casual attire is appropriate for the conference.

### Professional Development Hours (PDH)

A PDH form will be included in the registration packet you will receive at the conference sign-in desk. Meeting attendees can earn PDH's for the technical sessions on Thursday and Friday.



## 2016 Annual Fall MOVITE/OTEA Meeting



# Exhibitor Registration and Sponsorship

As is the case with all MOVITE/OTEA meetings, there will be an opportunity for companies to sponsor the meeting and for vendors to showcase their goods and services. The following sections describe these opportunities in more detail.

Company Sponsorships: This sponsorship allows companies to show their support for the meeting and MOVITE/OTEA through a donation (see 'Meeting Sponsorship/Exhibitor Booth' registration form for varying levels). In return, MOVITE/OTEA will feature your company's logo in various meeting materials to maximize visibility of your company to meeting attendees. As can be seen on the 'Meeting Sponsorship/Exhibitor Booth' registration form, the higher donations will receive more visibility.

Exhibitor Booth Registration: For companies wishing to showcase goods and services at the meeting, exhibitor booths will be available. An exhibitor registration of \$350 includes a booth and a meeting registration for one person. Sponsorships must be purchased separately.

Exhibitor space is limited. The exhibitor space will be able to house up to 30 exhibitors. and will be located just outside the meeting room. This will also be where all break refreshments are served, and a natural congregating spot for meeting attendees.

We will be unable to lock the space but security guards will patrol the premise regularly after hours within the convention center. There will also be a limited amount of space for locked overnight storage.

Assignment of exhibitor spaces will be done on a first come, first served basis. Once all spaces have been assigned, we will no longer accept vendor applications.

Exhibitor booths can be set up starting Wednesday, October 5, at 9:00 a.m. and should be taken down by Friday, October 7, at 12:00 p.m.

Power for each exhibitor booth is included with the price of booth registration.

Contact Information: To reserve your company sponsorship or exhibitor booth, please remit the attached Meeting Sponsorship/Exhibitor Booth registration form to Michael Hofener at [mhofener@tecok.com](mailto:mhofener@tecok.com) or mail to 6000 S. Western Ave. Ste. 300, Oklahoma City, Oklahoma 73739.

We hope you or your company will give careful consideration to sponsoring and attending the Fall MOVITE/OTEA Meeting and we look forward to seeing you there!



## 2016 Annual Fall MOVITE/OTEA Meeting



# Exhibitor Registration and Sponsorship

Name: \_\_\_\_\_

Company: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

### Sponsorship Packages (check desired level of sponsorship)

- ☐ **\$2000+ – Diamond Sponsorship:** Includes advertising on a banner near the podium and on a large sign located at the back of the room at sessions and meal events, inclusion of logo in slideshow to be played on screen before and after presentations, inclusion of logo in the meeting program and website, a special commemorative gift and special recognition at Thursday lunch.
- ☐ **\$1000. – Platinum Sponsorship:** Includes advertising on a large sign located at the back of the room at sessions and meal events, inclusion of logo in slideshow to be played on screen before and after presentations, inclusion of logo in the meeting program and website, and verbal recognition at Thursday lunch.
- ☐ **\$500. – GOLD Sponsorship:** advertising on a large sign located near the doors at the back of the room at sessions and meal events, inclusion of logo in slideshow to be played on screen before and after presentations, inclusion of logo in the meeting program.
- ☐ **\$300. – SILVER Sponsorship:** inclusion of logo in the meeting program and website.

### Booth Exhibit Rental \*

- ☐ **\$500. Exhibitor:** Includes (1) registration, an 8'x 10' space with (1) 6' skirted table and power. Meeting sponsorships must be purchased in addition if additional meeting advertisement is desired.

### TOTAL COST OF SPONSORSHIPS AND EXHIBITION

Enclosed is a check for \$\_\_\_\_\_ for the identified sponsorships and/or booth rental opportunities. If additional payment alternatives are needed, please contact Michael Hofener. Checks should be made payable to MOVITE.

All Sponsors will have their company logo included in the official meeting program unless omission is requested or the company fails to email their logo.

An email of the company's logo as a \*.tif or \*.jpeg file shall be emailed to Michael Hofener ([mhofener@tecok.com](mailto:mhofener@tecok.com)). Forms submitted after September 30, 2016 may result in limited placement of company logo due to the necessity to order signs and meeting materials..

Note: Early sponsorship submittals will allow for your logo to receive the maximum exposure on the website and official meeting program. We encourage you to complete this form and provide your logo and payment as early as possible.

If you do not see a sponsorship package that fits your needs, please contact Michael Hofener to customize your own special sponsorship/advertising package.

If there will be more than one Exhibitor at a booth individual meeting registrations must be completed by additional Exhibitor(s) that want to be full registrants and participate in meeting activities. Please go to [www.movite.org](http://www.movite.org) and complete the registration process.

*\* There is a limited number of booth exhibits available. Space reservation and exhibit location will be on a first-come first-serve basis. Set-up is available beginning at 9:00 am on Wednesday, October 5<sup>th</sup>. Exhibits must be removed following the last presentation on Friday, October 7<sup>th</sup>.*



## 2016 Annual Fall MOVITE/OTEA Meeting



## Golf Tournament



The golf tournament will be held Wednesday, October 5 at Lincoln Golf Course in Oklahoma City. The courses at Lincoln are always maintained at tournament level and offer a challenging and enjoyable round of golf every time. The course is located approximately 7 miles from the Renaissance Hotel. The golf course address is as follows:

Lincoln Golf Course  
4001 N.E. Grand Blvd.  
Oklahoma City, OK 73111  
Phone: (405) 424-1421

The fee of \$55 per golfer covers 18 holes of golf, a cart, and the eligibility to compete for tournament prizes.

Registration will start at 11:00 a.m. and golf play will begin at 12:00 p.m.

See the 'Golf Registration Form' in this packet, or go online to register to play and/or sponsor, and for payment details.





## 2016 Annual Fall MOVITE/OTEA Meeting



# Golf Tournament

## Golf Registration / Hole Sponsorship

### Fall Golf Tournament

**Date:** October 5, 2016

**Format:** 4 Man Scramble

**Registration:** 11:00 AM

**Play Begins:** 12:00 PM



West Course

4001 NE Grand Blvd, Oklahoma City, OK

#### Special Golf Tournament Sponsorship Opportunity

The local arrangement committee recognizes the need and opportunity for consultants and suppliers to provide drinks and golf goody bag items to golf tournament participants. We request that consultants and suppliers that have interest in providing golf goody bag items or drinks on the course to contact Richard McCubbin (richard.mccubbin@okc.gov) to have your participation included.

The deadline to return this registration form to Richard McCubbin is September 30, 2016.

#### PLAYER #1

Name: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

#### PLAYER #2

Name: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

#### PLAYER #3

Name: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

#### PLAYER #4

Name: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

#### Player Registration / Hole Sponsorship

☐ \$55.00 – Entry Fee / Per Player

☐ \$100.00 – Hole Sponsorship

Please make check payable to MOVITE (No cash or credit cards will be accepted for registration at the golf course)

Mail Check to: Richard McCubbin 420 W Main, Suite 600, Oklahoma City, OK 73102

# 2016 OTEA Spring Meeting



# 2016 OTEA Spring Meeting



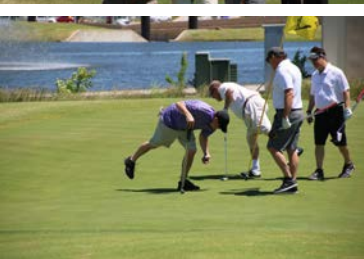
## 2016 Spring Meeting in Pictures



The Winning Team!  
1st Place Score of 67 - Won a scorecard Playoff  
From Left to Right - Steve Murphy, Andre Favret, Jeff Schlittenhardt and Chuck Boyd



## 2016 Spring Meeting in Pictures



# Member News

## *Aruna Mathuranayagam Accepts Position with Leidos in Washington, D.C.*

Arun accepted an opportunity with Leidos and decided to stay with the company and not transition to Benham. Since April 2016, she had been transitioning by project responsibilities. She has relocated to the East Coast to meet her new job obligations.

She wanted to reach out and thank everyone for the many years of working together and the good memories.

Congratulations and good luck.

# Obituary

## *John Hayden Passes Away*

Long time OTEA member and retired ODOT employee John Hayden passed away Tuesday, December 8, 2015 at his home. He was born June 23, 1944 at Okemah to George Donald and Audrey Maud Strain Hayden. He graduated from Okemah High School in 1962, and the University of Central Oklahoma in 1972. He and his family moved to Ada from Oklahoma City in 1976.

He married Carol Ann Scates September 27, 1963 in Ada. Johnny was a Civil Engineer and a long-time Oklahoma Department of Transportation (ODOT) employee. He started his career with ODOT in 1965 in Traffic Data. He later became the Traffic Engineer and retired as Maintenance Engineer at Division 3. He served faithfully until he retired in 1996. Johnny was a member of the First United Methodist Church in Ada.

Survivors include his wife, Carol Ann Hayden of Ada; two daughters, Shelly L. Williams of Ada and Michana Jackson and her husband Mark of Blanchard; two granddaughters, Jennifer Bolin of Ada and Taylor Adams of Kentucky; a grandson, Tyler Jackson of Ponca City; his mother-in-law, Dorothy Scates of Ada; and an aunt, Joan Phelan of Okemah.

He was preceded in death by his mother and father; two sisters, Sue Ann Reynolds and Emma Lou Hayden; and a grandson, Cody Bolin.

We offer our condolences to Shelly, who is an OTEA member, and the rest of the Hayden family. May he rest in peace.



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### OTEA Membership Data Form

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