



OTEFiField

Finally!!!

Oklahoma bans texting while driving and becomes the 46th State in the Nation to do so

by: Angelo A. Lombardo, P.E.



Governor Fallin during the signing of the law that bans texting while driving in Oklahoma

In the fall of 2011, OTEA launched its "Making a Difference" campaign raising awareness of the dangers of distracted driving. Our target audience was and continues to be high school-age teenage drivers. Hundreds of students from all

over the state have heard the message and hopefully changed their behavior.

For years the Oklahoma Legislature had

(Continues on Page No. 10)

Happy Birthday to the MUTCD	5
Governor and OTA Launch Turnpike System Expansion	9
President's Message	12
Chapter, Section, District and International Meeting Dates	14
Member News	35

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Happy Birthday to the MUTCD!

by Gregory Nadeau

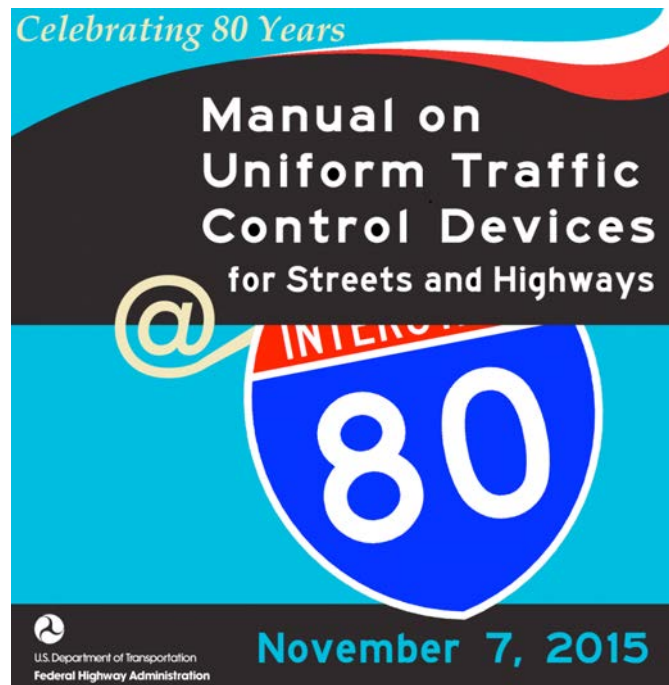
The *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD) turned 80 on November 7, 2015, and this octogenarian is still going strong. The secret of its vitality? The MUTCD remains active by helping the rest of us get to where we need to go safely and efficiently.

The TCD in MUTCD -- “traffic control devices” -- refers to all of the signs, signals, pavement markings, and other features that communicate with drivers all along America’s road system. From city streets to interstate highways, and covering a variety of shared-use facilities, this system moves the U.S. economy forward and gives us all a key freedom that has become part of the American ethos: mobility. The MUTCD doesn’t simply promote the mobility of goods and services; its guidelines and standardization help drivers, passengers, motorcyclists, bicyclists, and pedestrians get where they’re going and get there safely –no matter what part of the country they’re in.

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From the first road signs in ancient Rome --literal milestones that ticked-off the distance to the next city-- traffic control devices have helped direct travelers on their journeys for centuries. The evolution of these road signs provides a fascinating insight not only into the evolution of traffic control devices, but also to the pace of economic and social development around them. The arrival of the automobile early in the last century revolutionized travel, but the explosion in automobile traffic also created a need for the road signs and traffic signals that now populate our streets and highways. The new ability to travel rapidly from State to State, however, meant that some degree of uniformity was needed so drivers from Pennsylvania would be able to understand traffic signs and signals in Colorado.

That's where the MUTCD comes in. From day one, the *MUTCD* has been a faithful, albeit silent, companion to road users.



1935 was in many ways a very good year, putting the MUTCD in good company. In 1935, the Gallup Poll was introduced. A DuPont scientist produced a completely synthetic fiber called “nylon.” The musical genre known as “Swing” was born, thanks to Benny Goodman. The average cost of a new house was \$3,450, average annual wages were \$1,600, and a gallon of gas cost 10 cents. And the MUTCD arrived on the scene, just in time to help America travel better, safer, and more efficiently. Although the MUTCD has been the national standard for traffic control devices for eight decades, it is by no means stale or outdated. On the contrary, it is continuously being updated to reflect the ever-changing needs of the people and the equally dynamic advances in technology. Ten editions have been published since 1935, which, by any measure, is a lot of makeovers.

And as our traffic control devices have evolved, the MUTCD has kept pace to help 20th- and 21st-Century travelers move safely to their destinations. The principles that have guided the development and evolution of the MUTCD have remained the same: to be effective, traffic control devices must fulfill an operational need; convey a clear meaning so a sign is universally understood; and be located in a consistent place that can be easily recognized and reacted to.

Continues on Page No. 21

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FHWA Introduces Separated Bike Lane Planning and Design Guide

During National Bike Month -- the Federal Highway Administration (FHWA) announced the new [Separated Bike Lane Planning and Design Guide](#).

What exactly is a “separated bike lane” (sometimes referred to as a “cycle track” or “protected bike lane”)?



In simple terms, it's a portion of a roadway for bicyclists that is *physically separated from motor vehicle traffic*.

These lanes are an important tool communities across the U.S. can use to build safe, comfortable, and connected networks of bicycle infrastructure that meet the needs of people of all ages and abilities.

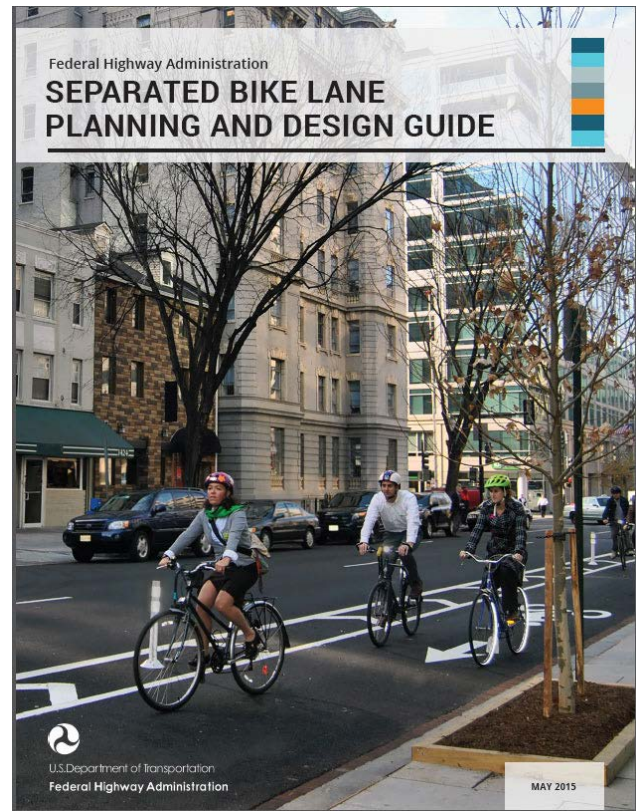
FHWA's guide outlines planning considerations and design options for this innovative bicycle facility. It provides information on one and two-way facilities, outlines different options for providing separation, and highlights mid-block design considerations including driveways, transit stops, accessibility, and loading zones. Intersection design is also taken into consideration, including the related operations, signalization, signage, and on-road marking concerns.

Best of all, with the Separated Bike Lane Planning and Design Guide, we're providing communities with case studies highlighting notable practices and lessons learned across the country.

The Guide builds on the [current policy](#) to provide pedestrian and bicycle accommodations and on our support for [design flexibility](#). It will inform U.S.DOT's ongoing [Safer People, Safer Streets](#) initiative as well as our efforts to improve access to opportunity for everyone.

Connected and comfortable infrastructure that makes bicycling a viable transportation choice for more people is one strategy to meet the challenges outlined in our [Beyond Traffic](#) report. We invite you to take a look at the [Separated](#)

[Bike Lane Planning and Design Guide](#) and use it a resource to improve conditions for folks bicycling in your community.



Any traffic control devices that are used for separated bike lanes must comply with the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD is incorporated by reference in 23 Code of Federal Regulations, Part 655, Subpart F, and is approved as the national standard for designing, applying, and planning traffic control devices installed on any street, highway, or bikeway open to public travel. The FHWA issues the MUTCD, which contains all national design, application, and placement standards, guidance, options, and support provisions for traffic control devices used with separated bike lanes. The jurisdiction implementing the bike lane must ensure that the project complies with the MUTCD. Please note that interim approvals (IAs) have been issued by the FHWA for green colored pavement (IA-14) and bicycle signal faces (IA-17). Agencies who desire to use green colored pavement or bicycle signal faces must request specific approval from the FHWA using the procedure outlined in Paragraphs 14 through 22 of Section 1A.10 of the MUTCD. Please also note that bike boxes and two-stage turn boxes are still experimental. Agencies who desire to experiment with bike boxes or two-stage turn boxes must request approval from the FHWA using the procedure outlined in Paragraphs 8 through 11 of Section 1A.10 of the MUTCD.

Source: FHWA

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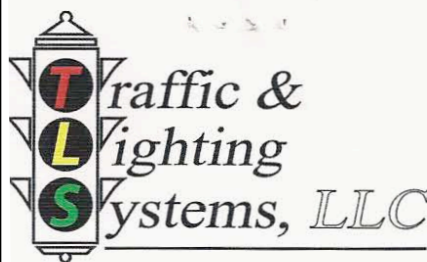


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Governor Mary Fallin and Oklahoma Turnpike Authority Launch Expansion and Improvement Project



The Project, "Driving Forward: Investing In Oklahoma's Future" will Expand the Turnpike System, Modernize Roads and have Substantial Safety Upgrades
www.DrivingForwardOK.com

Governor Mary Fallin and The Oklahoma Turnpike Authority (OTA) announced today the launch of "Driving Forward: Investing in Oklahoma's Future" an extensive expansion and improvement plan that will lay the groundwork for the future of turnpike transportation in our state.

"The 'Driving Forward' plan is about ensuring safe travel, relieving congestion to shorten commutes and sustaining economic development for years to come," said Fallin. "As Oklahoma's population grows, it will require a greater commitment to modernizing and improving our transportation infrastructure. Making these investments today will prevent our state from having to respond to a crisis in the future."

The Driving Forward plan will be a total of six large-scale projects that will modernize, enhance and improve safety, reduce congestion and support population growth on the Turnpike system at an estimated cost of \$892 million issued via bonds. Because the project is fully paid for by bonds, it will not affect any part of the state budgeting process and revenue will not be diverted from other state priorities. Planning and preparations will begin immediately, with construction set to begin in the third quarter of 2016.

Oklahoma Secretary of Transportation Gary Ridley called the plan "visionary."

"Mary Fallin realizes that forward progress only happens if we have the roads and transportation system needed to support it," said Ridley. "I appreciate her providing a transportation vision that will continue to benefit Oklahomans long after she leaves office."

Kell Kelly, Chairman of the OTA Board of Directors said the plan supports OTA's mission to be forward-thinking.

"Oklahoma's transportation leaders have always been very cognizant about the need to plan for future growth," said Kelly. "If all we are doing is worrying about the current transportation problems, we have done a real disservice to our

kids and grandkids and have not as a board fulfilled the mission of the authority. Our mission is to provide our customers with a choice of a safe, convenient, efficient, user-funded transportation network focusing on fiscal responsibility and promoting economic development."

OTA Executive Director Tim Stewart said the projects outlined in the 'Driving Forward' address issues that need immediate attention.

"We must make plans now for population and economic growth so we can be in a good position for increased traffic that is going to happen in Oklahoma," said Stewart. "I know there might be some who would like for us to wait, or just do a little at a time, but the need is now and will become stronger in the future to make our system safer and easier for our customers."

The details for each project are below:

Gilcrease Expressway

- **Project Length:** 2.5 miles
- **Cost:** \$28 million from OTA and partnership with City of Tulsa
- **Type:** New road construction
- **Overview:** This project connects L.L. Tisdale to I-44 and completes the Western loop around the Tulsa metro area. It will help relieve urban traffic congestion during peak periods. It will also provide a new and more direct route to city attractions and points of interest in the Tulsa urban core. This will bolster safe access to Tulsa along with economic growth and opportunity.

Muskogee Turnpike

- **Project Length:** 9.5 miles
- **Cost:** \$42 million
- **Type:** Reconstruction from "ground-up" for safety and modernization of toll plaza
- **Overview:** This reconstruction will occur between Creek Turnpike interchange and State Highway 51 near Coweta. It will allow for a safer and more drivable surface and provide increased safety features.

Continues on Page No. 19

Oklahoma bans texting while driving and becomes the 46th State in the Nation to do so

Continues from Page No. 1

In spite of the data that proves the dangers of texting while driving, as well as the existence of similar laws in most states, opponents have challenged proposed texting bans for years, saying such prohibitions would be redundant because

During her remarks, Governor Fallin said that “the driver of the vehicle actually didn’t notice the accident on the highway and was so distracted by looking at his mobile phone device that he never saw it until the impact of the crash itself.”

Continues on Page No. 15



Improving DOT and Railroad Coordination



The increasing number of projects and interactions between railroads and Departments of Transportation (DOTs) is a critical national highway transportation issue. The procedural advancements promoted through this Every Day Counts (EDC-3) effort can improve practices and nurture continued collaboration. Road users will see the positive results of faster, smarter highway renewal in facilities and budgets.

Each year, transportation agencies construct hundreds of highway projects that cross over, under or parallel to railroad rights-of-way, requiring extensive coordination between the organizations responsible for these structures. Although most projects go smoothly, delays in development and construction do occur.

Railroads must carefully evaluate transportation agency projects in terms of safety, engineering and operational impacts both during construction and for decades afterward. For agencies, delays incurred while waiting for railroad reviews and agreements can increase project costs and extend renewal needs for users.

With railroad volumes projected to grow, the need for project coordination will continue to increase. Cementing mutual understanding and streamlining processes will save money and time for both railroads and public agencies.

This EDC-3 effort promotes the enhanced use of a virtual document library, document builder and online training available through the second Strategic Highway Research Program (SHRP2) R16 project, which allows public agencies and railroads to identify and circumvent sources of conflict and develop memoranda of understanding (MOUs) for project and program needs. The collection of model agreements, sample contracts, training materials and standardized best practices reflects both railroad and public agency perspectives, processes, budgets, funding and good practices.

Many state DOTs and local public agencies, the majority of the Class 1 railroads, several regional railroads, the Federal Railroad Administration and two national railroad organizations – the American Association of Railroads and the American Railroad Engineering and Maintenance Association – contributed to the development of the document library, case studies and training materials.

Benefits

- **Improved Communication.** A suite of tools helps public transportation agencies and railroads to identify and circumvent sources of conflict.
- **Expedited Project Delivery.** MOUs developed for project and program needs can expedite delivery.
- **Reduced Project Costs.** Less delays incurred while waiting for reviews and agreements equals less increases in project costs.

Current State of the Practice

The Arkansas, Colorado, Pennsylvania and South Dakota DOTs are lead adopters under the SHRP2



Continues on Page No. 13

A Message from the President

By: Jack Stewart, P.E.



Time does go by fast. It's already been almost five months since our Spring meeting and even now I still want to thank all of those, especially Kristie Drury, that put so much into making it a great success.

Had the honor of attending the Midwestern ITE District / Spring MOVITE Conference the last of June. Also attending were Richard McCubbin, Ester Shaw, Michael Hofener and Marty Pinkley. Conference photos and presentation are now available online @ branson2015mwite.com for anyone who would like to see what happened but wasn't able to attend.

The Fall meeting took place on October 20th. Midstate Traffic Control was gracious enough to be our host. It was only a one-day conference, but many interesting and relevant presentations were made by excellent speakers. As a Board, we are constantly striving to have a good mix of both technical and practical topics. Additionally, the Bylaws finalization was voted on and approved at this meeting.

The Spring meeting is also sizing up to be huge this year, primarily because it will be the venue to celebrate the 50th

Anniversary of OTEA. If you have even been a member or an officer in OTEA, we want to personally invite you to consider attending. Don Russell is the Committee Chairman heading up all that will be involved in that homecoming celebration. The meeting will take place in Tulsa's Hard Rock Hotel and Casino from May 4 thru May 6, 2016.

Let me close by saying what an honor and privilege it is to be allowed to serve as your President. Traffic engineering is such a vital part of every American's life in so many ways. All of us involved in this profession should be proud to be a part of it in whatever way we contribute to the safety and efficient movement of the traveling public.

Jack Stewart, P.E.
2015-2016 President



Improving DOT and Railroad Coordination

Continues from Page No. 11

Implementation Assistance Program. Activities underway by these states include reviewing internal and external procedures, workflows, and policies, and developing or revising master agreement templates and streamlining processes.

The following are additional examples of recent DOT and railroad coordination:

- The Idaho Transportation Department and the California and Texas DOTs have been awarded user incentive funding to revise master agreements, mitigate challenges that arise from a lack of standardized practices and analyze internal processes.
- A recently executed MOU and master agreement between the Colorado DOT and the Burlington Northern Santa Fe Railroad used a number of model components.
- North Carolina has used master right-of-entry agreements with CSX for routine activities to streamline access to rights-of-way.

- Texas is developing a reverse master agreement with Union Pacific to expedite agreements when the railroad needs access for railroad expansion projects.

Source: FHWA Office of Infrastructure



Nation's Mileage Continues Historic Climb into 18th Month, New Federal Data Show

New data released in October 2015 by the U.S. Department of Transportation's (USDOT) Federal Highway Administration (FHWA) show that U.S. driving edged past 2 trillion miles by August 2015. Compared to the same month a year earlier, August 2015 also had the greatest single-month percentage gain since 2002.

The new data, published in FHWA's latest "Traffic Volume Trends" report – a monthly estimate of U.S. road travel – show that 277.3 billion miles were driven in August, the most ever in August of any year, furthering calls to increase federal investment in transportation infrastructure as demands on the nation's highway system grow.

With the August 2015 estimates, the series of monthly mileage increases now stands at 18 consecutive months.

The August 2015 report also includes seasonally-adjusted data, which is conducted by USDOT's Bureau of Transportation Statistics as a way to even out seasonal variation in travel and enable VMT comparisons with any other month in any year.

The seasonally-adjusted vehicle miles traveled for August 2015 were 263.3 billion miles, a 3.6 percent increase in VMT – compared to the previous August but a slight (.4

percent) decrease compared with seasonally adjusted July 2015 figures. The estimates include passenger vehicle, bus and truck travel.

In August, drivers increased total mileage among all five regions of the United States. With 62.4 billion unadjusted VMT, traffic in the North Central region – a 12-state region that includes North Dakota, Kansas and Michigan – led the nation for the third month in a row. The Northeast, a nine-state area stretching from Pennsylvania to Maine, grew the least – increased only 2 percent, compared to the same month a year earlier.

At 9.8 percent, Hawaii led the nation for the third month in a row with the largest unadjusted single-state traffic percent increase compared to the same month a year earlier, followed by New York and Tennessee at 4.3 percent each.

The new figures confirm the trends identified in "Beyond Traffic," a USDOT report issued earlier this year, which projects a 43 percent increase in commercial truck shipments and population growth of 70 million by 2045.

Continues on Page No. 21

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Finally!!!

Oklahoma bans texting while driving and becomes the 46th State in the Nation to do so

by: Angelo A. Lombardo, P.E.

Continues from Page No. 10

“Today something positive will come out of this tragedy. We will sign a bill today that will protect lives and save lives.”

In 2013, the last year for which statistics are available, drivers distracted by electronic devices in Oklahoma were involved in 14 fatal crashes and 602 injury crashes, she said.

Speaking at the bill signing ceremony, Oklahoma Secretary of Safety and Security Michael Thompson described the accident involving the troopers as “so unnecessary.” He went on to say that “there is no reason for anyone to lose their life because you’re updating your status on Facebook,” It should be a crime, and now it will be.”

The law states: “It shall be unlawful for any person to operate a motor vehicle on any street or highway within this state while using a hand-held electronic communication device to manually compose, send or read an electronic text message while the motor vehicle is in motion.”

Family members of the two troopers were present when he Governors signed the bill.

“This is a bill we strongly believe in and I know my husband would support,” said Brandi Dees, of Broken Bow, wife of the trooper who lost his life. “Through our tragedy, we’re hoping to save as many lives as we can.”

The bill contains exceptions for certain emergency situations and specifies it would not apply to devices operated in a voice-activated mode in which a driver’s hands would not be needed to write, send or read a text message.

The Governors Highway Safety Association reported that 45 states, the District of Columbia, Puerto Rico, Guam and the U.S. Virgin Islands had previously banned text messaging for all drivers. Oklahoma is no longer in the company of the few remaining states that continue to refuse adopting a similar law. Those states are Arizona, Montana, Missouri and Texas. Of the four, two have laws that make texting while driving a secondary offense (Missouri and Texas) while Arizona and Montana continue to allow such practice.



Effective November 1, 2015



Oklahoma City Quiet Zone Passes Hurdle

by: William Crum

The Oklahoma Corporation Commission will review Oklahoma City's plans for a railroad "quiet zone," which advanced Wednesday after a hearing before an administrative law judge.

Jim Lewellyn, a program manager in the city's Public Works department, told Judge Mary Candler the quiet zone would improve safety along the BNSF Railway tracks through downtown.

Plans are to close or upgrade 11 crossings from NE 16 to SE 23. Crossings that remain open will get improvements such as paving and striping, sidewalks, medians and flashing signal arms.

The quiet zone will create a stretch of track several miles long where locomotives no longer must blast their horns. It is seen as essential to continued commercial and residential development.

Trains now blow their horns nearly continuously from NE 16 to NE 6. When it is complete, the horn-free corridor will effectively reach from Wilshire Boulevard to SE 25.



Work to create the "quiet zone" will cost an estimated \$3.9 million. BNSF will install crossing arms and do other work on the tracks, while the city does street work and sidewalks.

Source: *The Oklahoman*, October 28, 2015

2015 Spring Meeting Finances

By: Angelo A. Lombardo, P.E.



50th
Anniversary
 1966 ~ 2016

Spring 2015 Meeting

Income & Expenses

	AMOUNT
INCOME	
Registration (118)	\$ 10,053.00
Sponsorship (27)	\$ 11,400.00
Golf Tournament	\$ 1,980.00
Total Income	\$ 23,433.00
EXPENSES	
Ad Specialties (Speaker Gifts)	\$ 527.85
Ad Specialties (Registration Gifts)	\$ 894.39
Sooner Trophies	\$ 81.49
Sequoyah Lodge	\$ 7,388.56
Registration Supplies (Name Tags, etc.)	\$ 85.19
Door Prizes	\$ 1,980.23
Annual Dues	\$ 2,950.00
Total Expenses	\$ 13,907.71
Net Income	\$ 9,525.29



Oklahoma Traffic Engineering Association

YOUNG MEMBER GRANT PROGRAM

Deadline: May 1

OTEA is sponsoring a grant program for young members in the transportation industry. The recipients will be provided with a grant toward attendance at the next MOVITE Spring or Fall meeting of their choice.

Eligibility:

- ☒ Applicants must be 35 years or younger as of January 31 of the application year
- ☒ Applicants must be a member of OTEA and/or ITE
- ☒ This is a one-time award (previous recipients are not eligible)

Submittal Procedure:

- ☒ Complete application form
- ☒ Submit a one-page essay on why you should be elected to receive the grant
- ☒ Indicate your preference to attend a Spring or a Fall MOVITE Meeting
- ☒ Attach a current resume
- ☒ All application materials must be submitted electronically as one file in a PDF format **no later than 5:00 PM (Central Time) on May 1st** to:

Angelo Lombardo

Angelo.Lombardo@NormanOK.gov

Subject Line: Young Member Grant

Selection Process:

- ☒ Recipients are responsible for making their own travel arrangements and paying any travel expenses that exceed the grant amount
- ☒ Upon acceptance, the recipients will be asked to submit an article for submission to the OTEField about their experience at the MOVITE meeting. This article is due no later than 90 days from attendance in MS Word format and will be published in the next edition of the OTEField.
- ☒ ***Winners of up to two grants, in the amount \$500.00 each, will be determined at the time of selection.***

Award:

- ☒ Grant to attend the next fall or spring MOVITE meeting

Questions regarding the Young Member Grant program should be directed to:

Angelo Lombardo

Angelo.Lombardo@NormanOK.gov

Tel: 405-366-5327

Oklahoma Traffic Engineering Association
YOUNG MEMBER GRANT PROGRAM
APPLICATION FORM

Deadline for Entries: 5:00 PM (Central Time) May 1st

Name: _____

Preferred Mailing Address: _____

E-Mail: _____

Phone: _____

Employer/Company Name: _____

Address: _____

Date of Birth (MM/DD/YYYY): _____

Do you wish to attend a Fall _____ or Spring _____ MOVITE Meeting?

Please attach the following:

- ☐ One-page essay on ***Why I Should be Selected for this Grant***
- ☐ Current Resume

All application material is due no later than May 1st, 5:00 PM (Central Time) to:

Angelo Lombardo
Angelo.Lombardo@NormanOK.gov

GOVERNOR MARY FALLIN AND OKLAHOMA TURNPIKE AUTHORITY LAUNCH EXPANSION AND IMPROVEMENT PROJECT

Continues from Page No. 9

Turner Turnpike

- **Project Length:** 22 miles
- **Cost:** \$300 million
- **Type:** Reconstruction for more lanes and safety features including lights and other future safety enhancements
- **Overview:** The Turner Turnpike is a vital turnpike corridor that connects Oklahoma's two metro areas. Improving safety and convenience on this road is a priority for the OTA. This reconstruction/safety project will occur between Bristow and the Creek Turnpike West (State Highway 364) section of the Turner Turnpike. In the last five years there have been 15 fatalities and 514 wrecks on this section of road. This project will create an "urban turnpike corridor" with lighting, wider lanes and the addition of lanes. It will allow for the future creation of truck-specific lanes for quick and safe access.

HE Bailey Turnpike

- **Project Length:** 7.5 miles
- **Cost:** \$32 million
- **Type:** Turnpike reconstruction for lanes and safety features and toll plaza modernization for better access for PikePass customers.
- **Overview:** This project will provide wider lanes and enhanced safety features for travel as well as improved technology for toll plaza locations for customer convenience between Bridge Creek and North Meridian Avenue near Newcastle.

Southwest OKC Kilpatrick Extension

- **Project Length:** 7 miles
- **Cost:** \$190 million
- **Type:** New construction
- **Overview:** This project will be an extension of the Kilpatrick Turnpike that will connect SW OKC and the metro area at-large with the urban core. It will increase access and offer another route for Will Rogers World Airport. It will occur between I-40 and State Highway 152/Airport Road.

Northeast OK County Loop

- **Project Length:** 21 miles
- **Cost:** \$300 million
- **Type:** New construction

- **Overview:** This project will allow for a connection from Eastern Oklahoma County to vital intersections for travel. This will produce a drive-time reduction to access Tulsa from the OKC Metro and a needed new loop to alleviate current congested traffic in the Oklahoma City area. Construction will link I-40 and I-44 (Turner Turnpike) in Eastern Oklahoma County.

For more information about this initiative and the Oklahoma Turnpike Authority, please visit the project specific website www.DriveForwardOK.com



"The 'Driving Forward' plan is about ensuring safe travel, relieving congestion to shorten commutes and sustaining economic development for years to come. As Oklahoma's population grows, it will require a greater commitment to modernizing and improving our transportation infrastructure. Making these investments today will prevent our state from having to respond to a crisis in the future."

Oklahoma Governor Mary Fallin



Going Beyond the Gas Tax: How to Pay for the Highway Trust Fund?

By: Madeline Fox

The fund covers repairs for roads, bridges and mass transit. But it's running out of money -- and there's no long-term plan in sight.



Nearly a third of all U.S. roads are in poor or mediocre condition, according to the American Society of Civil Engineers.

When it comes to paying for roads and bridges, mass transit and rail improvements and transportation safety, the federal government is going broke. It has been for years.

As cars become more fuel-efficient and people drive less, there's even more to worry about: The gas tax that pays for those infrastructure improvements won't generate the kind of money it used to.

Lawmakers have until May 31 to pass a bill that will pay for the Highway Trust Fund, the gas-tax supported account used to pay for state and federal infrastructure projects.

Until 2008, the Highway Trust Fund was paid for exclusively by user fees. That year, Congress authorized an infusion of money to sustain the struggling fund—then did so again in 2009, 2010, 2013 and 2014.

Unless they can agree on a long-term funding plan before the spring deadline, Congress will have to pass another short-term fix. If lawmakers take the short-term route, it will be their 22nd such bill in the past 17 years.

In the meantime, one out of every nine bridges in the country are structurally deficient, nearly one-third of

Continues on Page No. 23

Happy Birthday to the MUTCD!

by Gregory Nadeau

Continues from Page No. 5

The MUTCD's first edition, published by the American Association of State Highway Officials --known today as the American Association of State Highway and Transportation Officials or AASHTO-- classified signs as regulatory, warning; or guide. It also introduced America to the importance of pavement markings and adopted rules for the three-color traffic signal, one of the most underrated safety advances in roadway history. And, it offered a degree of local flexibility; although the manual is the law governing all traffic control devices, it does include three levels of mandate --"shall," "should," and "may"-- which affords local transportation authorities a high degree of leeway to accommodate differing roadway environments.

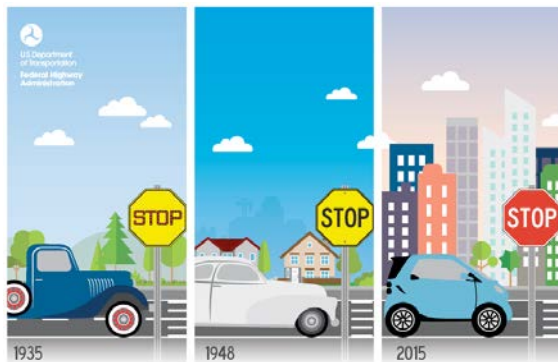
Over time, the Manual has showed cities and towns the way to go when it came to traffic control devices used during various conditions, such as blackout conditions in wartime in 1942. In 1954, the MUTCD ushered in the modern "STOP" sign as we now know it: white letters on a red octagonal background, which replaced a similar version with a yellow background. The manual set the bar for a variety of

construction and maintenance operations in 1961; placed a new emphasis on signs near schools in 1971; and updated traffic control devices for highway-rail grade crossings and bicycle facilities in 1978.

Of course, any uniform compendium of devices designed to address, alert, and inform travelers across a vast nation in an era of rapidly evolving technologies is bound to require revision. This is why we at the Federal Highway Administration continue to work with our stakeholders to always stay one step, one street, one sign, and one signal ahead of potential pitfalls and mobility concerns. In the years ahead, this will mean developing and refining messages uniformly for those who need to navigate newer roadway features such as managed lanes, separated bike lanes, and other environments. As songwriter Bob Dylan famously sang, "The times, they are a-changing," and our road signs and other traffic devices will change with the times. As will the MUTCD.

Since before there were baby boomers, the MUTCD has been a mobility boomer, keeping Americans safe and keeping America moving forward. So, happy birthday, MUTCD, and many thanks to all of the transportation engineers who have made the MUTCD's first 80 years so successful.

Gregory Nadeau is Administrator of the Federal Highway Administration.



Nation's Mileage Continues Historic Climb into 18th Month, New Federal Data Show

Continues from Page No. 13

The report examines the trends and choices facing America's transportation infrastructure over the next three decades, including a rapidly growing population, increasing freight volume, demographic shifts in rural and urban areas, and a transportation system that is facing more frequent extreme weather events. Increased gridlock nationwide can be expected unless changes are made in the near-term.

To review the VMT data in FHWA's "Traffic Volume Trends" reports, which are based on information collected from more than 5,000 continuous count stations nationwide, visit http://www.fhwa.dot.gov/policyinformation/travel_monitoring/tvt.cfm.

Source: U.S. DOT

50th Anniversary 1966 ~ 2016



The Oklahoma Traffic Engineering Association

2016 Spring Meeting

Fostering better traffic and transportation in the State of Oklahoma since 1966
May 4 - 6, 2015

Hard Rock Hotel and Casino



Going Beyond the Gas Tax: How to Pay for the Highway Trust Fund?

By: Madeline Fox

Continues from Page No. 20

roads are in poor or mediocre condition and more than 43 percent of urban and suburban highways are congested, according to the American Society of Civil Engineers, a nonpartisan lobbying organization which assesses and advocates for U.S. infrastructure.

In its 2013 report card evaluating the state of U.S. infrastructure, the ASCE gave America a D overall.

The politics of increasing the gas tax, which has not been raised since 1993, makes any changes on that front an unpopular choice.

"It's a bit of a problem trying to pay for 2015 infrastructure with 1993 dollars," said Rep. Earl Blumenauer, D-Ore.

Blumenauer introduced legislation to nearly double the gas tax, saying that while he doesn't like the gas tax as a way to fund infrastructure, it has been proven to work, and an increase is long overdue.

The Oregon Democrat's proposal would bring in enough revenue to allow Congress to pass a comprehensive six-year bill for the first time in 17 years. The bill has 24 co-sponsors, none of them Republican, which doesn't faze Blumenauer.

"There are Republicans who support raising the gas tax, they're talking about it," Blumenauer said. "People are afraid to do things that are controversial because they're afraid it will be used against them. We're demonstrating that there's broad Democratic support so they know they won't get bushwhacked."

While Blumenauer's bill might not have clear bipartisan support, AAA, the American Trucking Association and the U.S. Chamber of Commerce wrote an open letter supporting a gas-tax hike.

Michael Green, a spokesperson for AAA, said the group will back any legislation that can support transportation in a "long-term and sustainable manner." The group

endorses Blumenauer's plan because it believes the bill meets those criteria, Green said.

Another bill, Gas Tax Replacement Act, introduced by Rep. Jared Huffman, D-Calif., looks to replace the gas tax with one based on lifecycle carbon emissions. It would require the EPA to determine well-to-wheel emissions for fuel sources, however, and has no cosponsors.

Other lawmakers, have ruled out the idea of replacing or raising the gas tax at all. Chairman of the House Ways and Means Committee Rep. Paul Ryan, R-Wis., has said he will not support a raise. Even Senate Finance Committee Chairman Orrin Hatch, R-Utah, who previously stated he was not opposed to raising the gas tax, dismissed the idea as too politically volatile.

"We can't pass that," Hatch said. "The House isn't going to take it, so it's not an option."

Another funding option that's found support, particularly within the Obama administration, is repatriation, or taxes on corporate profits held abroad.

In President Barack Obama's 2016 Budget, he proposed a six-year, \$478 billion infrastructure funding plan. Under it, U.S. companies would pay a one-time, 14-percent tax on profits held overseas, estimated at up to \$2 trillion. The



Continues on Page No. 25

2015 OTEA Spring Meeting in Pictures



Going Beyond the Gas Tax: How to Pay for the Highway Trust Fund?

By: Madeline Fox

Continues from Page No. 23

White House predicted the tax would bring in approximately \$238 billion over five years.

The bill -- called "Grow America 2.0" after its four-year, \$302 billion predecessor that died in the House last year -- has yet to be introduced, though Secretary of Transportation Anthony Foxx has been making the rounds of House and Senate committees to drum up support for the president's plan.

The administration's plan is the more ambitious cousin of Democratic Rep. John Delaney's Infrastructure 2.0 bill, also named after an effort that did not pass the last Congress. The Maryland congressman's bill would tax profits accumulated overseas at 8.75 percent, which Delaney said would meet the funding gap between the trust fund and necessary infrastructure improvements for the next six years. The bill has five co-sponsors from both sides of the aisle.

While Delaney was supportive of the president's plan, he's concerned that Obama's higher tax rate would not find the support necessary to pass.

"I think infrastructure should be our top domestic economic priority, and I like the way he pays for it, with international tax reform," Delaney said. "I think when you look at the facts, though, and you think about what kind of level would get bipartisan support, it will be much closer to [our proposed rates]."

On the Senate side, Barbara Boxer, D-Calif., and Rand Paul, R-Ky., have jointly proposed a "tax holiday" that would allow companies to pay a tax of just 6.5 percent on money they bring home, with five years to complete the transfer. That money would all be funneled into the Highway Trust Fund, though Boxer and Paul did not provide an estimate of how much revenue the plan would bring in.

While repatriation has many supporters in Congress, Republicans disagree over whether plugging the Highway Trust Fund is the best way to use it. If repatriation did pass, it could potentially end efforts to reform business

taxes, an ongoing project of both Congress and the White House, and since tax reform only happens every 25 years, some lawmakers are reluctant to close the door on that possibility.

Neither Hatch nor Senate Finance Committee ranking member Ron Wyden, D-Ore., both of whom are responsible for putting together the funding for surface transportation, support the idea.

Repatriation may even lose money over time. The nonpartisan Joint Committee on Taxation has said that tax holidays generate about \$20 billion right away, but would cost the government about \$96 billion as corporations are incentivized to keep their profits abroad until the next tax holiday.

While repatriation and the gas tax have been hogging the spotlight, members of Congress have toyed with other sources of funding.

One idea is to use revenue from more drilling on federal lands, as Ryan suggested. Hatch has not ruled out the idea in the Senate, but some lawmakers are concerned that drilling revenue doesn't pass the litmus test of being dedicated, sufficient and sustainable.

Wyden has come out in favor of bonds, like the Build America Bonds program created in the 2009 stimulus package. In addition to his Infrastructure 2.0 bill, Rep. Delaney introduced the Partnership to Build America Act, which would use \$50 billion in bond sales to create the American Infrastructure Fund, a bank to finance state and local infrastructure projects.

Blumenauer also introduced a mileage-based user-fee system based on pilot programs in his home state. The program would have drivers track their total miles traveled and pay a fee per mile, circumventing the issue of losing gas tax revenue with more fuel-efficient cars.

Another contentious idea is to not re-fund the Highway Trust Fund at all, but instead to leave it to the states in a process called devolution.

Continues on Page No. 26

Going Beyond the Gas Tax: How to Pay for the Highway Trust Fund?

By: Madeline Fox

Continues from Page No. 25

The Heritage Foundation, a conservative think tank, is a strong proponent of leaving infrastructure funding to the states. Emily Goff, a transportation policy analyst with the foundation, said that with the trust fund running so low, states are already dealing with de facto devolution.

Goff said it is up to Congress and the states to decide on the appropriate role for the federal government, but suggests that Congress reduce the federal gas tax, using the trust fund only for interstate highways and bridges, while giving the states autonomy to plan, fund and build all other infrastructure projects.

"The benefit for the states is that they will be able to set their own priorities," Goff said. "The federal government, then, will be able to narrow and refocus its priorities in transportation."

Republican Sen. Mike Lee of Utah intends to reintroduce devolution legislation in the next few months. In the last Congress, his Transportation Empowerment Act had 55 Republican cosponsors.

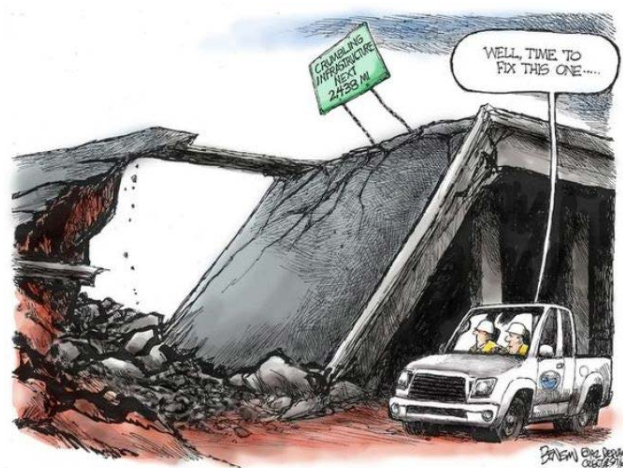
With no one funding idea garnering broad consensus, lawmakers have already begun discussing another

extension, including members of the Senate Environment and Public Works Committee.

Foxx is adamant that a short-term fix can be, and must be, avoided.

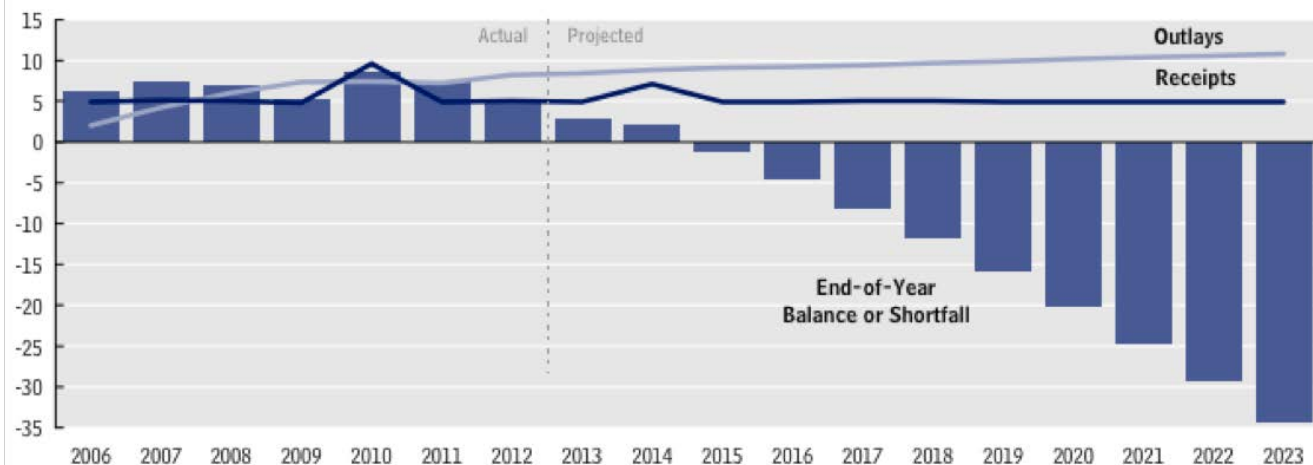
"I don't think [a short-term extension] is inevitable," Foxx said. "Frankly, if we don't do something bold here, and long-term, our children are going to hate us because they're going to be stuck with a much bigger bill."

Source: US News and World Report, March 9, 2015



Receipts, Outlays, and Balances of the Transit Account

(Billions of dollars)



Thanks to our OTEA Annual Meeting Sponsors

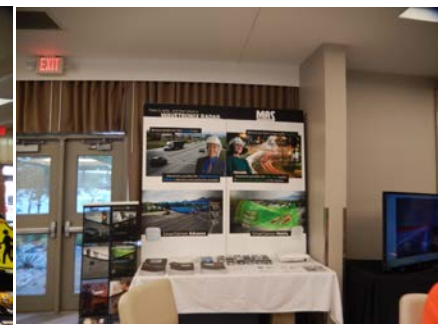
The following companies donated funds and purchased booth space during our annual meeting. Their contributions and continued support help offset the cost of our meeting. It is through this support that we are able to maintain a relatively low annual membership fee and meeting registration cost. Please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

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2015 Spring Meeting

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2015 Spring Meeting in Pictures



The Winning Team!
(Wayne Russell, Brian Schamburger, John Gense and B. J. Hawkins)



2015 Spring Meeting in Pictures



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2015 Spring Meeting in Pictures



2015 Spring Meeting in Pictures



Oklahoma Contractors say Road Construction Plan may be in Jeopardy

by: Darla Shelden

In 2016, the Association of Oklahoma General Contractors (AOGC) and the Oklahoma Department of Transportation are preparing to continue the Eight-Year Construction Work Plan designed to improve state and U.S. highways, interstates, roads, and bridges amid state funding uncertainty.

Amidst state government budget challenges, the top executive at AOGC says the long-term stability of the methodical plan to improve and maintain transportation infrastructure could be at risk.

The goal for these organizations and contractors “is to bring elected officials and state leaders together to keep repairing and strengthening Oklahoma’s infrastructure.”

“The improvement of Oklahoma roads and bridges is a top priority for our organization, and we are excited that these repairs will be made,” said AOGC Executive Director Bobby Stem.

“However, with a state budget shortfall looming, the planned \$6.5 billion dollar budget may be in jeopardy. These repairs seem to be very costly, but in all honesty, the eight-year plan and ODOT funding is a mere 4.7% of the state’s total budget. To cut funding now would amount to highway robbery for Oklahoma’s future.”

Beginning in 2016, the plan has been to initiate projects in all 77 Oklahoma counties. The Eight-Year Construction Plan includes designed improvements to fund 1,812 projects statewide; many local projects are included.

In Oklahoma County, extensive work is planned to improve roads along I-40 Crosstown, I-240 over Trib. of Crooked Creek, I-35/I-240 Interchange, SH-66 from 14.13 mi. E. of I-35 E. 2.37 mi., Lincoln Boulevard over Deep Fork Creek,



I-235/I-44 Interchange, I-40 WB & EB over Crutcho Creek & SE 15th St., and I-40/Choctaw Road Interchange.

Total costs are projected to be approximately \$131,818,294 in 2016, with additional projects taking place in following years. Stem and his members maintain that Oklahoma County is certain to see multiple benefits as a result of these improvements. A press release from AOGC contends, “These improvements are needed to ensure future job growth, economic development and improve road safety throughout the community.”

Stem reflected, “These construction efforts will advance the prosperity of Oklahoma and make our state a better place for both residents and visitors on the roads.”

ODOT officials have shared AOGC’s determination to develop infrastructure and, Stem’s group says, “look forward to the improvements planned for deficient roads and bridges across the state.” In past budget cycles, Governor Mary Fallin has pressed to maintain the funding stream as part of a long-term bipartisan accord (crafted during her predecessor’s term) to make the improvements.

However, as AOGC points out, funding for completion of current and future projects is in the hands of Oklahoma state legislators.

Source: *The City Sentinel*, November 21, 2015



Member News

Bruce Jeffcoat Retires

Bruce Jeffcoat, ODOT Division 3 Traffic Engineer, retired earlier in the year. Good luck to Bruce on his retirement.

Russell Engineering merges with EST, Inc.

Don Russell, former President of Russell Engineering, announced the merger of his company with EST, Inc.

Richard McCubbin elected to the MOVITE Board of Direction

Congratulations to Richard McCubbin on his recent election as Oklahoma State Director to serve on the MOVITE Board. He will be serving a two-year term as our state's liaison to the MOVITE Section.

Good luck and thank you for agreeing to serve our state and profession in the regional section.



Erica Myers Joins Lee Engineering

Erica Myers joined Lee Engineering as Project Engineer in their Oklahoma City office.

Erica is originally from California, where she graduated from California Polytechnic State University, San Luis Obispo with a B.S. in Civil Engineering. She is a registered Traffic Engineer (T.E.) in California, and a Civil Engineer (P.E.) in Oklahoma.

Erica joined OTEA in 2012 and has remained active in the organization since then.

Congratulations to Lauren Ludwig on the birth of her first child

Last month, Lauren Ludwig gave birth to a healthy boy. Both mom and child are doing great.

Congratulations to Lauren.



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OTEFfield - Fall 2015 Edition



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