

TTAP Welcomes New Commissioner

TTAP welcomes Gerald F. Nicely as the next commissioner of the Tennessee Department of Transportation.

Nicely, an Oak Ridge native,



joins TDOT with more than 30 years of local government experience and a track record forging successful public-private partnerships that helped transform Nashville.

Nicely began his career with Metro government in 1968 working on staff at the Metropolitan Planning Commission. Eleven years later in 1979, he was named executive director of Nashville's Metropolitan Development and Housing Agency (MDHA), the municipal agency

charged with coordinating federal, state and local housing and community-development programs in Nashville. Under Nicely's leadership, MDHA spearheaded a wide range of community-development and housing initiatives and was viewed as one of the best-run local agencies in the country.

Except for a 15-month leave of absence from 1993 to 1994 to serve as then-Mayor Bredesen's chief of staff, Nicely remained at MDHA until retiring from the agency last March.

"I'm honored to join TDOT during such a critical time in the department's history," Nicely said. "With Governor-elect Bredesen's support, we're going to change TDOT's culture. We're going to work to resolve construction delays and communicate with communities to find road and highway solutions that we can agree on."

Nicely was the third executive director in the 64-year history of MDHA. During his tenure, the municipal agency tackled a variety of projects that improved the quality of life in Nashville-especially in the areas of downtown redevelopment and housing.

Under Nicely's leadership, MDHA helped revitalize downtown

Nashville through a series of public-private partnerships that led to development of projects including the Nashville Convention Center, Riverfront Park, BellSouth tower, the Coliseum, Gaylord Entertainment Center, Country Music Hall of Fame and Museum, Frist Center for the Visual Arts and the city's new main library.

Also under Nicely, MDHA modernized Nashville's public-housing complexes and built hundreds of new housing units across the city. Working with the U.S. Department of Housing and Urban Development, MDHA launched new housing developments that included job-training programs for residents. The local agency played a key role in neighborhood revitalization and affordable housing initiatives. MDHA won numerous awards and commendations from HUD and other organizations during Nicely's tenure.

Nicely, 61, is a U.S. Army veteran. He is a past president of the Public Housing Authority Directors Association, Washington, D.C. He holds a bachelor's degree and a master's degree in economics from the University of Tennessee.

ROADTALK

is a publication of the Tennessee Transportation Assistance Program (TTAP). TTAP is part of a nationwide Local Technical Assistance Program (LTAP) financed jointly by the Federal Highway Administration (FHWA) and Tennessee Department of Transportation (TDOT). Its purpose is to translate into understandable terms the latest state-of-the-art technologies in the areas of roads, bridges, and public transportation to local highway and transportation personnel.

The views, opinions, and recommendations contained within this newsletter are those of the authors and do not necessarily reflect the views of FHWA and TDOT.

Frank Brewer, Assistant Director, Training
Matt Cate, Technical Assistance Coordinator
Linda Capps, Sign Grant Technician
Jenny Jones, RoadTalk Editor
Mollie Mitchell, Administrative Assistant
Jean Spangler, Course Registration
Julie Robinson, Course Materials

FIELD REPRESENTATIVES

Vacant, Region 1
Vacant, Region 2
Vacant, Region 3
Tommy Stutts, Region 4
Darcy Sullivan, Technical Assistance

E-mail: TTAP@utk.edu
Web: <http://ctr.utk.edu/ttap/default.html>



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From the Team

TTAP has much to bring to you this issue. First up is to introduce Gerald Nicely, Tennessee's new Commissioner of Transportation. Commissioner Nicely is an East Tennessee native and a graduate of the University of Tennessee. We all welcome him and look forward to working with him.

On page three we discuss a new FHWA initiative to improve mobility and safety in highway work zones. The "Making Work Zones Work Better" program seeks to bring together professionals from transportation agencies, construction and utility companies, and law enforcement agencies to share the latest in products and techniques in the areas of worker safety, work zone traffic control, and travel information. TDOT is very interested in this program. Watch for future announcements regarding the "Making Work Zones Work Better" program in ROADTALK.

TTAP is constantly receiving information on the latest in the world of transportation. On page 4 we introduce a link to the latest highway construction specifications on the FHWA Construction and Maintenance website (<http://www.fhwa.dot.gov/construction>). We also have several new additions to the TTAP publications library. Featured among these is the revised "TDOT Work Zone Safety" flipbook. This revised flipbook reflects the changes in the *Millennium Edition of the Manual on Uniform Traffic Control Devices*. To ensure that every agency has a chance to receive copies of the flipbook, we will initially need to limit the number of copies available to a single agency. You may contact TTAP at 1-800-252-ROAD or TTAP@utk.edu for copies of this publication.

Finally, we have recently had all of our road tube traffic counters refurbished. After more than five years of hard use, these counters were in great need of a little TLC. Now all twenty-five TTAP counters are ready for more action in our technical assistance program. If your city or county needs to collect traffic count data, TTAP will be glad to arrange for a short-term loan of our traffic counting equipment.

What's Out There ...

FHWA has initiated a new service designed to assist public agencies in effectively applying traffic control devices and the MUTCD. The "Peer-to-Peer for Traffic Control Devices" (P2P TCD) is designed as a no-cost program to:

- ▶ Provide short-term assistance in matters related to traffic control devices;
- ▶ Address specific technical issues in the MUTCD;
- ▶ Spark dialogue and foster an "esprit de corps" among professionals in the transportation community; and
- ▶ Contribute to a better transportation system - optimized traffic performance and improved safety.

The P2P TCD program is designed to provide an easy-to-use way for practitioners to receive assistance from other practitioners.

How does it work?

Local, county, regional, or state transportation agencies request assistance by email (P2P@fhwa.dot.gov) or calling a toll-free number (1-888-700-PEER). The program coordinator matches transportation professionals who are experienced and knowledgeable in the relevant technical area. The peer, in turn, will contact the agency to work out the details of the assistance to be provided within the program framework. The peer's assistance is short-term and will address specific, technical issues.

The P2P TCD program is easy to use; send an email to P2P@fhwa.dot.gov or call toll-free at 1-888-700-PEER (7337). For the opportunity to participate in the program on a less formal basis, visit the Discussion Area on the MUTCD Web site at: <http://mutcd.fhwa.dot.gov>.

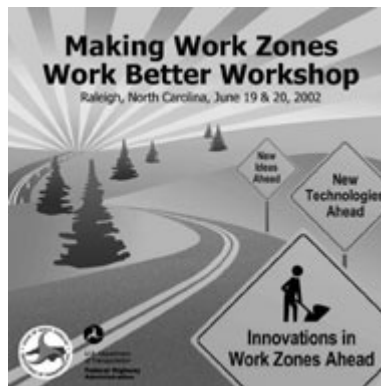
Making Work Zones Work for You

Reprinted from *Focus*, August 2002

The North Carolina Department of Transportation (DOT) and the Federal Highway Administration (FHWA) teamed up recently with the goal of “Making Work Zones Work Better.” At a pilot work zone mobility and safety workshop held in Raleigh, North Carolina in June 2002, 115 participants heard presentations on such topics as worker safety, work zone strategies, traffic management, contracting, and travel information. The event served as the pilot for a series of work zone workshops that will be held around the country over the next 18 months.

“The first one out of the gate is always the most difficult, but we thought it went really well,” says Jimmy Travis of North Carolina DOT and a member of the Federal/State team guiding the workshop series. “We had a good cross-section of participants - about 75 percent from North Carolina DOT, 15 percent from utilities and construction, and the rest coming from the North Carolina State Highway Patrol and Department of Motor Vehicles. Everyone was really receptive and open to the new ideas.”

The workshop series is part of a nationwide effort on the part of FHWA to promote new technologies, practices, and products that will enhance mobility and safety in highway work zones. In addition to providing lectures by experts in the field, the workshops will feature open forums and other activities where State highway officials can share ideas that



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have worked for them. State police representatives are also encouraged to participate, as law enforcement is key to making work zones operate effectively.

“Making Work Zones Work Better” is not just a slogan, but a vital necessity. One-thousand and twenty-six persons were killed in work zones in the United States in 2000, with drivers and passengers accounting for roughly 84 percent of that total.

“Traffic is growing, congestion is growing, and there are more work zones set up during the repair of our aging highways. More work zones plus more congestion equals more

delay and more driver frustration. We need to maximize availability and minimize user impacts. It’s more important than ever that our approach to work zones be studied and improved upon,” says FHWA’s Marianna Rizzo. “There’s a common misconception that it’s the workers who are most often injured or killed in work zones, but the National Highway Traffic Safety Administration’s Fatality Analysis Reporting System statistics show it’s really the driving public.”

Mobility and safety are not the only important work zone issues covered in the workshop: lower user costs, better planning and management of corridors, and better traffic management are among the benefits States can receive through improving work zones.

The North Carolina workshop featured such topics as “Making Work Zones More Enforcement Friendly” and “Innovative Traffic Control Devices for Improving Safety at Rural Work Zones.” A presentation on the “Dynamic Late Merge Concept” described how this new concept integrates conventional lane closure merge control with the late merge approach, which is designed to encourage drivers to remain in their lanes until the merge point at the lane closure taper. This integration is based on real-time measurements of traffic conditions in advance of the lane closure. Also featured was a case study of the \$26 million rehabilitation of the McClugage Bridge in

Continued on page 7

Latest Highway Construction Specs on the Web

Reprinted from *Research & Technology Transporter*, April/May 2002

Latest Highway Construction Specs on the Web

Specifications for highway construction and design are constantly in flux, which presents problems for engineers needing the latest information to build safe and cost-effective transportation systems. With 50 State Departments of Transportation (DOTs) and other national transportation agencies constantly changing, updating and issuing new specifications on an as-needed basis, tracking specifications for new ideas, concepts, and processes becomes an implementation challenge.

The Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO), is launching a National Highway Specification website, providing state-of-the-art methods to electronically access and search specifications from National Transportation Agencies (NTAs), all State DOTs, AASHTO, the District of Columbia, the Territory of Puerto Rico, and many highway-related organizations. It will feature the most current and approved standard specifications and supplements; performance-related specifications (PRS); the latest quality assurance (QA) specifications; accessibility to other specification-related websites; and convenient links to the National Highway Institute's (NHI) training materials. The group envisions the website as a clearinghouse and electronic library for searching, reviewing, cross-referencing, and downloading the most up-to-

date specification information.

FHWA and AASHTO plan three phases for website development.

Phase I includes preliminary fact-finding research for designing the website, which will be used to develop a pilot website for testing. Special attention is being paid to creating a usable design, and an in-depth e-mail survey of 49 NTAs was conducted in 2000 with over 80 percent response rate. Go to www.fhwa.dot.gov/construction to visit the construction website.

In **Phase 2**, the team will incorporate approved materials from agencies across the country into the website. The project team will enhance the structure created in the pilot website development; will populate the site with content; and will add features as necessary. The team will complete the final website development from FHWA/AASHTO Technical Panel comments and a group of beta testers by

late 2002. **Phase 3** of the project incorporates the preparation of courses and NHI training programs.

For more information, please contact:

Ken Jacoby
202-366-6503
ken.jacoby@fhwa.dot.gov



National Highway Specification website will provide engineers and transportation professionals with state-of-the-art methods for electronically accessing and searching specifications from National Transportation Agencies (NTAs), all State DOTs, AASHTO, the District of Columbia, the Territory of Puerto Rico, and others.



Materials Available from TTAP

TTAP constantly receives new materials and publications from a variety of sources, including the Federal Highway Administration, state departments of transportation, other Local Technical Assistance Program centers, and private industry associations. As part of TTAP's mission to provide information on the latest materials and techniques being used in transportation field, we make these materials available to you, the city and county transportation officials of Tennessee. We have multiple copies of some materials, while others can only be loaned for short-term use. If you have an interest in any of the materials listed below, please contact Denczil Rolle at 1-800-252-ROAD or (865) 974-5255

Title	Agency	Date
CD		
Red Light, Green Light	Institute of Transportation Engineers	2002
Culvert Management System	FHWA	2001
A Guide For Hot Mix Asphalt Pavement	National Asphalt Pavement Association	2002
Maintenance of Signs and Sign Supports for Local Roads and Streets: Presentation & Instructors Manual	Pennsylvania Local Technical Assistance Program/FHWA	2002
Winter Maintenance Training Materials	Salt Institute	2002
FLIPBOOK		
TDOT Work Zone Safety: Guidelines for Construction, Maintenance, Utility, and Incident Management Operations	TDOT/TTAP	2003
PUBLICATIONS		
Speed Zone Guidelines	Institute of Transportation Engineers	1993
Guidelines for Design and Application of Speed Humps	Institute of Transportation Engineers	1997
Traffic Calming Primer	Pat Noyes and Associates	1998
Fiber Reinforced Polymer Composite Bridges of West Virginia	FHWA	2001
Design, Construction, and Maintenance of Open-Graded Asphalt Friction Courses	NAPA	2002
Pavement Management Catalog: Pavement Management Software and Data Collection Equipment	FHWA	2002
Neighborhood Traffic Control	North Central Section of the Institute of Transportation Engineers	1999
Guidelines on the Use of Thermistor and Time Domain Reflectometry Instrumentation for Spring Thaw Management on Low-Volume Asphalt Roads	FHWA	2001
Innovative Approaches to Transportation - A Guidebook	US Forest Service/FHWA	2001
Safety Effectiveness of Intersection Left and Right Turn Lanes	FHWA	2001
Best Practices of Rural and Statewide ITS Strategic Planning	FHWA	2002
Metropolitan ITS Integration - A Cross Cutting Study	FHWA	2002
Results from a Safety Survey: Workforce Development for Transportation Professionals	FHWA	2002
Using Metropolitan ITS Deployment Tracking for Regional ITS Planning	FHWA	2002
VIDEO		
Effective Pavement Preservation by Identifying Distress Conditions, Causes and Cures	Ohio Local Technical Assistance Program/FHWA	2002



Education and training opportunities are available through The University of Tennessee Center for Transportation Research (CTR), Southeast Transportation Center (STC), and Tennessee Transportation Assistance Program (TTAP). This listing of courses currently available includes both TTAP and TATE courses that are offered in conjunction with The University of Tennessee Department of Civil and Environmental Engineering and the Tennessee Section of the Institute of Transportation Engineers. Local roadway departments can benefit from all of the workshops. Because of this, we ask that you please share this listing with others who might be interested in our workshops. The Center for Transportation Research is always eager to meet your research and training needs. If you have a special course in mind or would like a course held on site especially for your employees, please contact Jean Spangler at 1-800-252-ROAD.

*CEU and PDH credit hours available.

COURSE TITLE	MIH	DAY	LOCATION	INSTRUCTOR
Work Zone Traffic Control/Flagging	January	21	Jackson	Kervin
Work Zone Traffic Control/Flagging	January	22	Nashville	Kervin
Advanced Roadway Surveying	February	5-6	Jackson	Kervin
Advanced Roadway Surveying	February	11-12	Nashville	Kervin
Geotechnical Engineering Concepts 2	February	19	Nashville	Drumm
Fundamentals of Soil Erosion Prevention & Sediment Control	February	27	Knoxville	Tschantz
Work Zone Traffic Control/Flagging	March	4	Jackson	Kervin
Work Zone Traffic Control/Flagging	March	5	Nashville	Kervin
Asphalt Pavement Maintenance	March	10	Knoxville	Hearn
Asphalt Pavement Maintenance	March	11	Chattanooga	Hearn
Asphalt Pavement Maintenance	March	12	Nashville	Hearn
Asphalt Pavement Maintenance	March	13	Jackson	Hearn
Traffic Engineering 2	March	17-19	Nashville	Chatterjee/Han/Wegmann
Work Zone Traffic Control/Flagging	March	20	Chattanooga	Kervin
Work Zone Traffic Control/Flagging	March	21	Knoxville	Kervin
Site Impact Analysis	March	25-26	Nashville	Ismart
Plans Interpretation	April	8	Nashville	Beckwith
Advanced Roadway Surveying	April	23-24	Chattanooga	Kervin
Storm Water Drainage	May	7	Jackson	Kervin
Storm Water Drainage	May	8	Nashville	Kervin
Advanced Roadway Surveying	May	20-21	Knoxville	Kervin

SEASON'S GREETINGS



Work Zone, *continued from page 2*

Illinois, which relied on a combination of moveable barrier and interactive traffic management systems to reduce traffic delays. The barrier was moved twice daily to provide two lanes of travel in the direction of peak hour traffic flow. Meanwhile, the portable traffic management system supplied motorists with real-time delay information and suggested alternate routes when backups occurred.

Presenters also assessed new technologies and contracting techniques, including the Wizard CB Alert System, which uses a CB radio transmitter to alert CB users that they are approaching a work zone with a lane closure; intrusion devices that alert workers that a vehicle has penetrated the work

zone; and outcome-based contracting procedures, including A+B contracting, lane rental, warranties, and design/build.

After each session, participants had the opportunity to provide feedback, reveal the barriers and challenges they've experienced in implementing certain work zone methods, and talk about other approaches that have been effective for them in the past. "We've found that workshop participants prefer shorter presentations and more discussion time, since that's when they really exchange the most valuable information," says Travis. North Carolina DOT plans to use its experience in coordinating the workshop to help guide other States who will host future workshops.

Following the successful pilot in North Carolina, the workshop series will officially kick off with a September 26, 2002, event in College Park, Maryland, hosted by the Maryland State Highway Administration.

For registration details on the next workshop or for more information on the "Making Work Zones Work Better" program, to find out about hosting a workshop in your State, or to obtain a CD-ROM copy of the FHWA work zone research compendium (see May 2002 Focus), contact Marianna Rizzo at FHWA, 202-366-9631 (email: marianna.rizzo@fhwa.dot.gov). For more information on the North Carolina workshop, contact Jimmy Travis at North Carolina DOT, 919-733-2210 (email: jtravis@dot.state.nc.us).

TALK TO TTAP

We are always looking for your comments, ideas and suggestions to help make the TTAP program more useful to you.

1. Please send me more information on the following articles mentioned in this newsletter.

2. Please list any additional training workshops you would be interested in attending.

3. Please list topics for videos you would like TTAP to obtain.

4. Please list any other ideas or suggestions on how TTAP could assist you.

5. Please list your name and organization to verify for TTAP's mailing list.

Name _____

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Title _____

Organization _____

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Are you currently on TTAP's mailing list? ____ yes ____ no

Please fax your form to TTAP at (865) 974-3889 or mail to TTAP; Suite 309 Conference Center Building; Knoxville, TN 37996-4133.

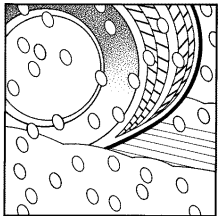
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ROUTING SLIP

Winter Weather Highway Maintenance



The Tennessee Department of Transportation says it is well prepared in the event of snow or

ice conditions today or anytime this winter. Over 180,000 tons of salt is available across the state for use on state highways when snow begins to fall. Officials also say several other measures are in place to provide safe travel and to provide motorists with information about road conditions.

TDOT employees began applying liquid salt brine in certain

areas across the state and they will continue spraying the brine in areas where snow and ice are anticipated. The brine puts a layer between the surface and the falling precipitation to enhance melting. The state has used the liquid salt brine successfully for four years.

For travelers on the interstate system, TDOT has installed kiosks in 31 welcome centers and rest areas across the state to provide motorists with information on Tennessee and Kentucky interstate road conditions. The monitors also provide general weather information.

The state has two highway information hotlines. One toll-free number is provided by the Tennessee Department of Safety at **1-800-342-3258** and another by TDOT at **1-800-858-6349**. TDOT also has a website with road conditions posted periodically at **www.tdot.state.tn.us**

