



**Washington D.C. Section  
Institute of Transportation Engineers**

# WDCSITE

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## DECEMBER 2003 NEWSLETTER

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### WELCOME

As the year 2003 winds to a close, I look back on a very successful and active year for the Washington D.C. Section of ITE under the excellent leadership of Roxane Mukai, who besides generating a renewed interest in section technical and social activities, has also created and maintained the monthly newsletter for the entire year. On behalf of the newly elected officers for 2004, I would like to thank Roxane and the rest of the 2003 Board members for an excellent year and hope to continue their work in the coming year. I am honored to serve as the President of the section for 2004 and I will look for your help and support in making the section activities exciting and rewarding for everyone.

I would also like to take this opportunity to thank Matt Storck for heading up the Technical Programs Committee for the past two years during which he organized some very interesting technical programs for the section. Matt Allen will be taking over as the Technical Programs Chair for 2004 and if anyone would like to see certain topics discussed at technical meetings or would like to present, please contact him ([M\\_Allen@WallaceMontgomery.com](mailto:M_Allen@WallaceMontgomery.com)) or any one of the Board members. WDCSITE will also be hosting the District 2 meeting in May (13, 14). Pat Timbrook is the Chair for this event – if you would like to participate or volunteer to help with one of the committees, please contact Pat ([patt@streetsmarts.us](mailto:patt@streetsmarts.us)).

Happy New Year

Thank you,  
Bala

### WDCSITE 2004 BOARD

On December 3, 2003 the WDCSITE Teller Committee (Roxane Mukai, Bala Akundi and Tim Ryan) met to tally the votes for the 2004 WDCSITE Board. The following have the honor to serve as the 2004 WDCSITE Board:

President:	Bala Akundi	<a href="mailto:Bakundi@baltometro.org">Bakundi@baltometro.org</a>
Vice President:	Stephanie A. Yanovitz	<a href="mailto:SYanovitz@gpinet.com">SYanovitz@gpinet.com</a>
Secretary – Treasurer:	Timothy Ryan	<a href="mailto:Timothy_Ryan@URSCorp.com">Timothy_Ryan@URSCorp.com</a>

Directors		
Baltimore Area:	Ziad Sabra	<a href="mailto:zsabra@sabra-wang.com">zsabra@sabra-wang.com</a>
Washington Area:	Patricia Timbrook	<a href="mailto:patt@streetsmarts.us">patt@streetsmarts.us</a>

District 2 Representative:	Roxane Y. Mukai	<a href="mailto:rmukai@mdtransportationauthority.com">rmukai@mdtransportationauthority.com</a>
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**December 4, 2003 Technical Presentation**

During the Business Luncheon at the Market Inn on December 4, 2003, Mr. Ernest Huckaby (MUTCD Team Leader, FHWA Office of Transportation Operations) and Mr. Scott Wainwright (MUTCD Team member, FHWA Office of Transportation Operations) presented an update on the changes included in the 2003 MUTCD. The entire presentation can be found on WDCSITE's website at <http://www.wdcsite.net>. Included here is a listing of significant changes (asterisked items are those that FHWA considers "most" significant).

**List of Significant Changes in the 2003 MUTCD**

(Provided by FHWA's MUTCD Team)

**Part 1—General**

1. \*New color fluorescent pink\*
2. \*Interim approval process\*

**Part 2—Signs**

1. New 180 and 270 degree tipping truck and curve warning symbol signs
2. In-Street Pedestrian signs
3. Speed reduction symbol and word message warning signs
4. Advance street Name Sign
5. Metric Speed Limit Sign
6. Safety messages allowed
7. \*"Your Speed is..." changeable message signs\*(real-time information)
8. \*enhanced reference location signs\* (incident management)
9. \*8 inch letters on street name signs for multi-lane roads w/speed > 40 mph\*(older Drivers)
10. \*12 inch letters on overhead street name signs\*(older drivers)

**Part 3—Markings**

1. Allow use of blue raised pavement markers (rpm's) to mark hydrant locations
2. Allow use of wide edge lines for greater emphasis on curves, etc.
3. Allow longer spacing between rpm's for some freeway applications
4. \*Allow use of yield lines for un-signalized mid-block pedestrian crosswalks\*
5. Allow use of STOP legend pavement marking without stop sign at ends of aisles in parking lots
6. \*Prohibit marking of bicycle lanes within the circular roadway of a roundabout intersection\*
7. \*Define colored pavement between crosswalk lines as not a traffic control device as long as colors used do not degrade contrast with crosswalk lines or confuse road users\*

**Part 4—Signals**

1. \*Require calculation of pedestrian clearance time to far side of traveled way rather than only to center of farthest lane\*
2. Allow the option of using the left-turn volume on the major street as the minor street volume and the corresponding single direction of opposing traffic as the major street volume when analyzing signal warrants
3. Add 56% column to table of volumes used for warrant #1 and warrant #7
4. \*Add guidance that signalized midblock crosswalks should be at least 30 m (100 ft) away from adjacent stop or yield controlled driveways or streets\*

5. \*Disallow signal sequences with “yellow trap” except in special circumstances and then only when special warning signs are used\*
6. Allow use of “Dallas” type phasing and signal display for “permissive only” mode left turn movements,, as a way of eliminating “yellow trap” in some signal sequences
7. Increase the maximum allowable distance for 12-inch far side signal heads (without a supplemental near-side signal head) from the stop line from 150 feet to 180 feet based on local engineering judgment
8. \*Eliminate guidance that signal head housings should be highway yellow in color (i.e., allow any color)\*
9. \*Require all new symbolized messages for pedestrian signal heads to be solid symbols and disallow use of “outline style” symbols\*
10. \*Allow “animated eyes” with pedestrian signals, and allow pedestrian countdown signal displays but only during the flashing “don’t walk” interval, and require steady “don’t walk” display during vehicular yellow change interval when pedestrian countdown signals are used\*

### **Part 6—Temporary Traffic Control**

1. \*High visibility clothing for workers and flaggers (6D.02 and 6E.02)\*(worker safety)
2. \*Flagger stations shall be illuminated at night except in emergencies\*
3. \*Emphasis throughout Part 6 on accommodations for bicyclists and pedestrians including pedestrians with disabilities to reflect the ADA (Sections 6D.01, 6D.02, and 6F.68)\*
4. Inclusion of a table for sign sizes (Table 6F-1)
5. \*New chapter on Incident Management (6I)\*
6. New section on Longitudinal Channelizing Barricades (6F.66) and other Channelizing Devices (6F.67)
7. \*New section on work affecting pedestrian and bicycle facilities (6G.05)\*
8. New section on temporary traffic control during nighttime hours (6G.20)

### **Part 7—School Zones**

1. \*Removed the text that prohibited the use of portable school signs\*
2. \*Added an option for use of In-Street Pedestrian signs at unsignalized crossings
3. Included a table for signs sizes (Table 7B-1)\*
4. Crosswalk markings should not be used indiscriminately. Engineering study should be performed. Crosswalk marking spacing is 12-60 inches apart instead of 12 to 24 inches
5. \*New School Reduced Speed Ahead Sign (S4-5 and S4-5a). Replaces the S2-5a sign\*
6. New Figure 7B-2 to show example of signing for school crosswalk warning assembly
7. \*Section 7E.04 modified to describe ANSI classification for high visibility clothing\*
8. Option added to modify STOP paddle with white flashing light

### **Part 8—Highway-Rail Grade Crossings**

1. New Table 8B-1 for sign sizes
2. \*New sign for Skewed Crossings (W10-12) and new section to describe the sign\*
3. Added language in 8B.20 indicating that no-passing pavement markings on 2-lane highways are needed only in locations where centerline markings are used
4. \*NO GATES OR LIGHTS (W10-13) sign may be used as an alternate to the NO SIGNAL (W10-10) sign.\*
5. \*Revised the Standard statements in Section 8B.04 to clarify the proper use of the W10-1, W10-2, W10-3, and W10-4 signs.\*
6. Added a new section titled, “Section 8B.10 STOP HERE WHEN FLASHING Sign (R8-10)”
7. \*New Option that flashing lights may be used without automatic gate assemblies\*

8. New Option that a pre-signal may be used at locations where a highway-rail grade crossing is located more than 50 ft from an intersection controlled by a traffic control signal (or more than 75 ft for a highway regularly used by multi-unit vehicles)

### **Part 9—Bicycles**

1. New figure 9C-6 added to show both the bike with rider (with helmet) and the bike without a rider. Option to use either.
2. New BIKE LANE (R3-17) sign replaces the R3-17a sign. Sign is used in conjunction with the AHEAD and END supplemental plaques.
3. \*New language added to Section 9B.05 that recommends not to use the R4-4 sign when bicyclist need to move left because of a right-turn lane drop situation\*
4. Standardized the design and placement of the Bicycle WRONG WAY sign
5. \*New sign R10-22 to inform bicyclists where to position themselves for actuated traffic signals and pavement marking bicycle detectors\*
6. Figure 9C-2 changed to show 1 ft rather than 2 ft for distance between obstruction and the normal solid yellow line
7. Remove distance requirement for placing bicycle lane symbols
8. \*New text added to the Standard statement in Section 9C.04 prohibiting placement of bicycle lanes to right of right turn only lane\*
9. \*New text added to the Standard statement in Section 9C.04 prohibiting placement of bicycle lanes in circular roadway of roundabout\*
10. Revised 9D.02 to require signal timing and actuation be reviewed and adjusted to consider needs of bicyclists

### **Part 10—Light Rail Transit**

1. \*Guidance added that where the distance between tracks exceeds 100 ft, additional signs or other appropriate TCD should be used\*
2. \*The crossbuck sign is mandatory for semi-exclusive light rail transit alignments and optional for mixed-use alignments\*
3. \*Changed the R3-1a and R3-2a signs from symbols to word messages\*
4. Added language for use of the EXEMPT (R15-2) sign
5. Added Skewed Crossing sign (W10-12)
6. Use of the LOOK (R15-8) sign is Guidance instead of Option

### **2004 TECHNICAL MEETINGS**

Thursday, February 26<sup>th</sup>, 2004 – College Park Holiday Inn

Early April (Date and location to be determined)

Early September (Date and location to be determined)

Early December (Date and location to be determined)

### **NEWSBRIEFS**

Final Agenda Available For Traffic Incident Management Workshop At TRB - January 11

Link to TRB: [http://www.trafficincident.org/meetings/2004\\_TRB\\_Workshop\\_Agenda.doc](http://www.trafficincident.org/meetings/2004_TRB_Workshop_Agenda.doc)

Draft Annotated Outline For The TMC Business Planning And Plans Handbook

Link to FHWA:

[http://tmcdfs.ops.fhwa.dot.gov/cfprojects/uploaded\\_files/Draft\\_Annotated\\_Outline\\_12-09-03.doc](http://tmcdfs.ops.fhwa.dot.gov/cfprojects/uploaded_files/Draft_Annotated_Outline_12-09-03.doc)

New Online Resources For The "TMC Concept Of Operations and Requirements" Project

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Link to FHWA: [http://tmcpfs.ops.fhwa.dot.gov/cfprojects/new\\_detail.cfm?id=38&new=0](http://tmcpfs.ops.fhwa.dot.gov/cfprojects/new_detail.cfm?id=38&new=0)

FCC OKs New Frequency For Highway Systems

Link to AP story: [http://www.newsday.com/news/politics/wire/sns-ap-fcc-smart-highways\\_0\\_2729975.story?coll=sns-ap-politics-headlines](http://www.newsday.com/news/politics/wire/sns-ap-fcc-smart-highways_0_2729975.story?coll=sns-ap-politics-headlines)

Link to FCC: [http://hraunfoss.fcc.gov/edocs\\_public/attachmatch/DOC-242309A1.pdf](http://hraunfoss.fcc.gov/edocs_public/attachmatch/DOC-242309A1.pdf)

Link to USDOT: <http://www.its.dot.gov/press/dsrlicensingfinal.htm>

US Federal Railroad Administration Issues Interim Final Rule On Use Of Train Horns At Crossings

Link to AP story: <http://www.ledger-enquirer.com/mld/ledgerenquirer/news/7514946.htm>

Link to FRA: <http://www.fra.dot.gov/Content3.asp?P=1318>

Link to USDOT: <http://www.dot.gov/affairs/dot14003.htm>

Now available on the ITE website – [www.ite.org](http://www.ite.org)

ITE completed a major update and expansion of its transportation system management and operations website. Check it out under "Technical Information". The website features information on the National Transportation Operations Coalition (NTOC) - the next generation of the National Dialog. The NTOC web site includes self assessment tools for your use within your own organization. There's lots more information and links to other transportation operations related information.

Also, ITE launched a traffic signal timing e-library. Find it under "Technical Information" and "e-libraries". The e-library includes articles and papers on all aspects of signal timing and operations.

### What Would You Like to Gain from WDCSITE in 2004?

Is there a transportation-related project, issue, or topic that you'd like to see discussed at an upcoming WDCSITE meeting? Are there particular events or activities you'd like to see as part of a WDCSITE outing? Would you like to get involved in other WDCSITE activities such as producing newsletters, developing a WDCSITE directory, performing trip generation analyses, or planning events? Any other ideas for increasing the value of your WDCSITE membership? We are currently working on future programs for 2004 and would like to hear your ideas. Please contact Matt Allen, WDCSITE Technical Programs Coordinator ([M.Allen@WallaceMontgomery.com](mailto:M.Allen@WallaceMontgomery.com)) with any questions or comments.

Support your local ITE Section and bring a business associate/younger member.

### WDCSITE 2004 BOARD

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