



**Delaware
T²/LTAP**

INFO-CHANGE

Volume XXVII, Issue I

Winter 2017

Inside this issue:

RMC Returns	1
Flagger Certification Training Progress	2
2018 Build A Better Mousetrap Contest	3
Equipment Blind Spot Training	4
Heroin Leftover Hazards	5
Alternative Pavement Markings	5
Children at Play	6
2018 Quality Assurance Workshop	7
2017 Build A Better Mousetrap	7
Miss Utility	8
Recent Student Activity	9
Regional Student Chapter Conference	10
Center Questionnaire	11
Center Request Form	11

Message from the Director - Earl "Rusty" Lee, Ph.D.

The most important piece of news there is to share (and it's the front page story) is that the Roadway Management Conference is back. It is planned for October, 2018 in Gettysburg, PA. This is the conference you asked for and the agenda is based on the survey responses

we received of what you wanted to hear about. The agenda will be a mix of topics including new technologies which you may have heard about but not had the opportunity to see, fundamental maintenance practices, safety items and a large area of vendors and demonstra-

tions.

Locally, your T² Center is always working to bring you the training you need on the topics you have asked for. Training requests come from a variety of sources including emails, phone calls, and conversations. We also ask you to submit topics for our training sessions and newsletters. We have revised the old, mail-in form to a new, online electronic form (see page 11). So if you have an idea for something you need or see an article that might be of interest to others, send it along to us.



Roadway Management Conference - Save the Date

For many years, the Mid-Atlantic Transportation Technology Transfer (T²) Centers and Local Technical Assistance Programs (LTAP) hosted the Roadway Management Conference, which moved around between Delaware, Maryland, Pennsylvania, Virginia, and West Virginia. It was last held in 2008 in West Virginia and proved to be very popular. However, the credit crisis put an end to out-of-state travel for many of us for several years and the RMC had to be suspended. Well, many of you have beat the drum for its return and the Mid-Atlantic Region is bringing it back.

The Roadway Management Conference will return October

15-17, 2018 in Gettysburg, Pennsylvania. Mark your calendars!

The RMC is intended for all practitioners who construct and maintain state, county, and municipal roads and streets. This group includes elected and appointed officials, city managers and clerks, public works managers, engineers, technicians, equipment operators, tradesmen, laborers, supervisors, and contractors.

A survey was circulated last winter; many of you responded to both encourage us to revive the RMC and to inform us of topics of interest. Based on feedback from the survey, we are



planning sessions that include bridge preservation, maintenance, and inspection, in addition to high-friction surface treatments, box culvert and pipe best practices, microsurface and slurry seals, chip seal, brines for winter maintenance, MUTCD updates, sign installation and maintenance, stormwater MS4 issues, trenching safety, smart

(Continued on page 2)

RMC is Returning Fall 2018



(Continued from page 1)
work zones, personnel and personal skills, and others. We also plan to have multiple outside displays and demonstrations such as chainsaws and wood chipper safety, concrete finishing and testing, equipment displays, and more.

Our planning for the RMC began in earnest at our October Regional Meeting in Lewes, Delaware. We made

great progress and our plan is to provide you with more details later this winter.

We know that our local transportation agencies struggle with many challenges and sometimes just getting out to talk to colleagues from other areas, share their experiences, hear new ideas, and examine equipment up-close can bring us closer to solutions. So our goal will be to put together an RMC that

you'll want to attend and that you'll be glad you did.

Stay tuned for more details.



Collaboration for Flagger Certification Training

Collaboration enabled the certification or recertification of nearly 100 Delaware municipal personnel in the past two years.

The DeLea Founders Insurance Trust (DFIT) is comprised of nearly half the municipalities in Delaware and designed to reduce occupational injuries and their costs through risk management strategies, development of best practices, and training. Our Municipal Circuit Rider, Matt Carter, often attends their safety and stewardship meetings and sometimes provides safety training.

DFIT's Terri Desanto and Scott Stohrer asked Matt about flagger certifications, as there were some 60 municipal personnel who needed training and certification or whose certification was about to expire.

In Delaware, only the American Traffic Safety Services Association (ATSSA) and the Laborer's International

Union of North America (LIUNA) Work Zone Safety Program are recognized for flagger certification and training opportunities in Delaware are sporadic at times. The cost of the training kits from ATSSA is high and drives up the cost of participation as well.

Becoming an ATSSA Flagger Instructor requires appropriate experience, a total of five days of training, not all of which is necessarily locally offered, and course fees totaling as much as \$1,000 or more. Hence, there aren't an abundance of qualified instructors.

Luckily, two to three employees of the Delaware Department of Transportation (DelDOT) are usually ATSSA Flagger Instructors and DelDOT allows them to assist the Delaware T²/LTAP Center from time to time. Over the past five years or so, the Center has arranged sessions and charged enough to cover the cost of the ATSSA kits.

Conveniently, the Delaware T²/LTAP Center pre-purchased a number of kits two years ago when ATSSA put

them on sale. So when DFIT asked about sessions to train 60 people across the state (and additional sessions since), the Center had kits available and could contain the cost. Wayne Hamilton and Mike Rivera, both from DelDOT and both ATSSA Flagger Instructors, were able to present sessions across the state.

The four hour course includes a written exam and a practical demonstration of proper techniques by each student before they can be issued their certification.

The Delaware T²/LTAP Center, DelDOT, and DFIT all share the common interest of reducing the risk of construction injuries and training personnel to be active participants in a safety culture. The collaboration between the three stakeholders enabled us to efficiently train some 100 local personnel and we thank our partners for their role in making this happen.

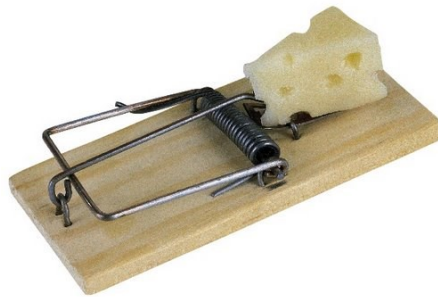
More information about ATSSA's on-line options for flagger certification can be found [here](#).



Build a Better Mousetrap Contest 2018

Have you or one of your co-workers recently built an innovative gadget or developed an improved way to do a job? Well, now is the time to show off a project your agency is proud of in the Delaware Build a Better Mousetrap Competition!

The Delaware T²/LTAP Center is looking for transportation-related projects that you, your employees, or crew designed and built; it can be



entries from across the nation; not just the winners.

Submit entries to us at the Delaware T²/LTAP Center, where we will pick a state winner. First prize will receive two Delaware MUTCD-compliant Stop/Slow paddles for flaggers.

The winning entry from Delaware will be automatically submitted into a national competition where both you and we here at the Center will compete for prizes, and more importantly, bragging rights! Winners will be announced at the annual LTAP/TTAP National Conference in New Orleans (July 2018). All entries will be posted on the LTAP/TTAP program website and compiled into an electronic booklet that will be distributed nationwide.

To enter please complete the entry form on our website and return it to us by April 4, 2018. You can email the form to [Sandra.Wolfe](mailto:Sandra.Wolfe@delaware.edu), fax it at 302.831.0674, or mail it in at:

Sandra Wolfe
Delaware T² Center
360 DuPont Hall
University of Delaware
Newark, Delaware 19716

Don't be shy – we know there have been some great innovations in Delaware and we look forward to reviewing all of your fantastic entries!

Not sure what you would submit? Look at the link shown to the right and see some ex-

amples – we bet you'll find you have similar gadgets, processes, materials, or other small innovations that have made your job easier, safer, more efficient, more effective or more versatile. Questions? Give us a call or email us.



The annual Build a Better Mousetrap booklets are a great use of time on rainy days. Invite staff to gather around a computer and view the dozens of ideas to see which of those can be adapted by your team...or just outright stolen!

Look [here](#) for ideas.

Cecil County (Maryland) Roads Division won 3rd Place in the National Competition in 2016 with this slice of PVC pipe designed to mitigate wind damage to street name blades - we can't let them beat us this year, can we?

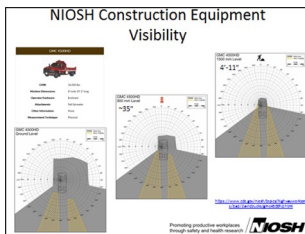


anything from the development of tools, jigs, rigs, equipment modifications, and/or processes that increase safety, reduce cost, improve efficiency, and improve the quality of transportation. Need some examples? Go [here](#) for the links to the 2009 through 2015 national competition results; you'll see descriptions and photos of

It doesn't have anything to do with mice...or traps...necessarily.



New Blind Spot Exercise to Avoid Runover and Backover Incidents



The Delaware T²/LTAP Center is always looking for innovative ways to deliver training and present concepts related to infrastructure and safety. Just such an opportunity presented itself earlier this year in connection with the Delaware Department of Transportation's spring safety training.

Nationally, fatal work-related injuries at road construction sites averaged nearly 120 per year between 2003



and 2014. In 48% of worker fatalities, runover or backover was the primary cause, most commonly by a dump truck.

Inspired by Emmett Russell (American Road and Transportation Builders Association, ARTBA), the Delaware T²/LTAP Center developed a field exercise to demonstrate the dangers of equipment blind spots and we have lead a number of these events with DelDOT and local agency per-

sonnel to elevate their awareness of how large these limited visibility areas can be for typical equipment they use and how easily they can lead to injuries and fatalities.

loaders to pavers to motor graders and more. The exercise has proven to be more impactful than classroom-only instruction. Operators take turn in the cabin guiding the location of drums to denote the limits where they can see while the other crew members are guided around the equipment and talk about ground activities that might place them in these blind spots. At the end of the exercise, the crew is challenged to squeeze into the rear blind spot (reminiscent of the 1960s telephone booth stuffing rage) so they can visualize how large an area the operator cannot see.

The entire exercise can be completed in 25-35 minutes and fits well as part of a larger training session or as a standalone exercise. It could even take the place of a tailgate safety meeting, albeit requiring a bit of a time extension. Take a look at our [four minute video](#) that gives you a better idea of how the exercise is carried out.

The Delaware T²/LTAP Center is happy to come to your location and present the exercise. Contact our Municipal Engineering Circuit Rider, [Matt Carter](#) or (302) 831-7236 and we'll set something up.



sonnel to elevate their awareness of how large these limited visibility areas can be for typical equipment they use and how easily they can lead to injuries and fatalities.

NIOSH provides [blind spot diagrams](#) for 43 different types of construction equipment, from dump trucks to

Heroin Leftovers – A New Hazard for Roads Maintenance and Parks Personnel

Drugs are no longer just a risk to the addict and the people they steal from to finance their addiction. The new chemical cocktails they are using, and the discarded bags and other paraphernalia can kill us on contact. So, much like we learned the dangers of syringes in the '70s and '80s and crystal methamphetamine labs in the 90s, we need to be aware of these new heroin concoctions and how what is left behind can kill us.

Unfortunately, the new heroin cocktails require that any of us who engage in roadside or park maintenance, repair, or cleanup learn about these quickly escalating dangers. Morphine is powerful stuff; many of us have experienced it from a medical professional after a traumatic incident or surgery. Heroin is generally two to four times as powerful

as morphine. Fentanyl is fifty times more powerful than morphine and now it is routinely a component of street heroin. U-47700 (often called "Pink" on the streets) is yet another opioid that is 7-8 times the potency of morphine. Carfentanyl is 10,000 times more powerful than morphine and is intended as a tranquilizer for large animals (think elephants); yet, that too is often part of the heroin cocktail found on the streets today.

"Gray Death" is a generic term used by first responders across the country for a troubling new cocktail of these components, and although there is no specific recipe, it is generally heroin mixed with fentanyl, U-47700, and carfentanyl. First responders (law enforcement and paramedics) have overdosed and even died

just by getting the material on their clothes.

As operations and maintenance personnel, you don't need to know all of this, but you do need to know what you don't know. And what you don't know is what's in that stamp bag. So leave it alone. Mark it with a cone or caution tape. Stay away from it, and call it in to someone who knows how to handle unknown chemical hazards. You may have a standard operating procedure already and now is a good time to review it. If not, you can always call your local or state police.

Just like needles and meth labs and all the other trappings of illegal drug use, we all must elevate our understanding of the dangers and include these new precautions in our training.

Two paramedics, an emergency medical technician and a firefighter fell seriously ill after treating a possible overdose in Pennsylvania.

A police officer in Ohio overdosed and nearly died as he collected evidence from a car.

These are the lucky ones – other first responders have died.

Alternative Pavement Markings for State Maintained Roadways Require Communication with DelDOT

This summer the Town of Milton accented crosswalks in some of their state maintained streets to recognize and honor their law enforcement personnel and all law enforcement personnel across the country. An August WMDT [story](#) reported Milton's modification of some crosswalks to include a navy stripe. But Milton didn't proceed until they had discussed the proposal with the Delaware Department of Transportation, come to agreement on what would be done (including maintenance responsibilities), and completed an agreement with DelDOT.

In anticipation that other local governments may wish to

do something similar with pavement markings, remember that before you take any action within the state right of way, you must reach out to DelDOT and where required, execute a permit or an agreement, as Milton did. As Milton discovered, DelDOT does not wish to unreasonably prohibit such a request, but they must first ensure that the traveling public, including drivers, pedestrians, and bicyclists, will not be compromised.

Another example of this need would be special events (e.g., parades, fireworks displays, seasonal festivals, block parties, etc.) that impact the transportation system; these



require approval from DelDOT so they can review any temporary traffic control that is nec-

Photo by Maddy Lauria, Cape Gazette, Lewes, DE

(Continued on page 10)

Children at Play Signs: Are They Legal?

By Todd Morrison, P.E.,
Kentucky Technology Transfer
Instructor. ©2016 University of
Kentucky, Technology Transfer
Program (T²). Reprinted with
permission from T², Kentucky
Transportation Center.



Traffic signs are installed on our highways for many reasons. They may inform us of the need to stop, the speed limit, street names or which direction to go. Warning signs alert us to unexpected hazards on our roads. Signs help us obey the laws, find our destination, and keep us from running off the road. They help us to be safe whether we are a motorist, bicyclist or pedestrian.

Many agencies receive requests for “Slow Children”, “Children at Play”, or “Slow Children at Play” signs. At first glance it seems logical to install these signs. After all, children play in or near the road and shouldn’t there be some warning given to drivers? But do they really help? Are these signs ok to use?

The first place to look for advice is the Manual on Uniform Traffic Control Devices (MUTCD). This is a federal document that provides guidance on how to use traffic signs and which signs are appropriate. Kentucky law requires the use of this manual for traffic control.

Part 2 of the MUTCD discusses the function and purpose of acceptable signs on all

types of roads. Communities are to only use standard signs that are found in the manual. “Children at Play” signs are not listed and therefore are non-standard and inappropriate to install.

There are several reasons why “Children at Play” signs are nonstandard and not to be used on roadways. Here are a few of them:

- The Traffic Control Devices Handbook from the Institute of Transportation Engineers (ITE) states, “Caution-Children at Play or Slow Children signs should not be used since they may encourage children to play in the street and may encourage parents to be less vigilant.” “Children at Play” signs give parents a false sense of security in letting their children play in the streets.
- Motorists should expect children to be at play in all residential areas, and the lack of signing on some streets may indicate otherwise.
- These signs have no legal basis for determining what a motorist should do. They are unenforceable and act as another roadside obstacle to pedestrians and errant motorists.
- Use of these nonstandard signs may imply that the involved jurisdiction approves of streets as playgrounds, which may result

Better Options

There are better alternatives than Children at Play and similar attempts discredited in the research.

The Delaware Manual on Uniform Traffic Control Devices (**MUTCD**) offers the Playground sign (“The Playground (W15-1) sign (see Figure 2C-11) may be used to give advance warning of a designated children’s playground that is located adjacent to the road.”)

Other non-vehicular warning signs “may be used to alert road users in advance of locations where unexpected entries into the roadway might occur or where shared use of the roadway by pedestrians, animals, or equestrians might occur. (MUTCD 2C.50)”

Two additional offerings are specific to Delaware’s MUTCD. The W21-11-DE sign and W21-11P-DE plaque are both considered Watch Children signs. When the W21-11P-DE (Watch Children) plaque is used, it “should be mounted below another warning sign. (MUTCD 2C.50)”

Placed appropriately, any of these three solutions are superior to Children at Play and other attempts that are not recognized in the MUTCD and have been shown in the research to be ineffective or even counterproductive.

Sources: Manual on Uniform Traffic Control Devices, and Transportation Synthesis Report from Wisconsin Department of Transportation

Similarly, in Delaware, the **Delaware MUTCD** is a statewide document applying to all roadways open to the public



in the jurisdiction being vulnerable to tort liability.

- These signs do not provide guidance to motorists as to a safe speed.

(Continued on page 9)

2018 Mid-Atlantic Quality Assurance Workshop

The Mid-Atlantic Quality Assurance Workshop (QAW) is an annual event held each year since 1967. The workshop includes five breakout sessions devoted to the latest information on highway materials in the areas of asphalt, concrete, metals, maintenance, soils and aggregates.

The states of Delaware, Maryland, New Jersey, Pennsylvania, Virginia, West Virginia and the District of Columbia make up the Mid-Atlantic QAW and hosting opportunities rotate among the states. Delaware will host the 2018 meeting, the 51st annual, February 13-15, 2018 at the Dover Downs Hotel and Conference Center in Dover, Delaware.

Details, including registration and the tentative agenda, can be viewed at this [link](#).

This year's theme is "Quality First in the First State," and major topics will include the Maryland Route 404 dualization project, Delaware's US 301 construction, Delaware's plans for rehabilitation of I-95 from I-495 to north of the Brandywine River Bridge, data management, the Pennsylvania / New Jersey Turnpike bridge closure project, the state of Intelligent Compaction, current FHWA research, and student presentations.

Last year's QAW included 415 registered attendees and 31 vendors, believed to be one of the largest workshops in their 50-year history. The three-day session included over 50 technical presentations presented from regional and international experts.

**Quality
First
in the
First
State**



This Year's Better Mousetrap

We have a winner for this year's competition. The 2017 Delaware Build a Better Mousetrap winner is the Delaware River and Bay Authority (DRBA) for their Truck Mounted Attenuator Camera.

The DRBA team see close-up that individuals (including themselves) who perform work around motoring vehicles are subject to many dangers, which include high speed traffic, roadway debris, and inclement weather. Crash absorbing cushions mounted to highly visible, heavy trucks are often used to help minimize these risks. Unfortunately, these worksites can also be in areas that are remote and not visible to those who are responsible for their safety and the flow of traffic.

Mounting a self-contained solar powered camera to a high reaching, telescopic mast on an existing truck mounted attenuator (TMA) provided a live feed for first responders, traffic engi-



neers, and safety, allowing many eyes on the scene. This feed can be used to deploy first responders to an accident scene, monitor the flow of traffic, and ensure optimal roadway conditions. This [video](#) illustrates their innovation further.

Using an existing TMA with a variable message sign (VMS) alerts traffic to speed restrictions, roadway conditions, and construction while protecting individuals in a work zone with the attached impact absorbing crash cushion. This unit can be quickly deployed to any site or location in all conditions.

Rusty, Sandi, and Matt were finally able to visit with DRBA to give them their prestigious trophy (Rusty congratulates David Carden above) and a pair of Delaware MUTCD-compliant Stop and Slow Flagger Paddles (donated this year by Enterprise Flasher). See more photos of the TMA Camera and other members of the crew on Page 11.



The national Build a Better Mousetrap competition yields dozens of innovative ideas and evolutions each year...and inspires yet more adaptation at public works yards across the country.

Annual booklets showing all the entries can be viewed [here](#).

Miss Utility - Call Before You Dig!

Both homeowners and professional excavators engage in activities that can damage public and private utilities, and Miss Utility of Delmarva wants you to:

- Call Before You Dig
- Wait for Responses
- Respect the Markings, and
- Dig Safely.



Did You Know?

Miss Utility, for "Miss the Utilities" is the name commonly used to refer to Utilities Service Protection Center of Delmarva, Inc (USPCD). Delaware code (Title 26, Chapter 8) establishes USPCD as the approved notification center for Delaware. USPCD is also certified by the Maryland Public Service Commission to be the "One-call system" for the portion of Maryland on the Delmarva Peninsula, commonly referred as the Eastern Shore of Maryland.

Striking a utility can be an expensive mistake and can even result in injuries or death. Yet, even professional contractors sometimes fail to obtain a "ticket" for every excavation project. Calling Miss Utility for a utility mark-out is free (with a few exceptions, such as some municipalities or the Maryland Department of Transportation, which they will tell you about in advance), so what are we saving by not calling?

Some project owners worry about schedule delays but Miss Utility is usually quick. Excavation can proceed after all Facility Owners (utilities) have cleared your ticket in Ticket Check®. Beginning work earlier can result in forfeiture of the excavator's rights and protection under Delaware and Maryland Statutes. Miss Utility of Delmarva Facility Owner Members will normally respond within two full working days in Delaware (48 hours from 7 a.m. of the next working day) or 48 hours in Maryland after you contact the Notification Center (see contact options in the text box above right).

A Miss Utility ticket remains valid if the described work begins within ten working days after the call date, the work is continuous, and the locate marks are still intact. A ticket becomes invalid if the work did not begin within ten work days of the call date and time, the work scope changes, or the locate marks are missing or disturbed in such a way as to cause doubt. It is the project owner's responsibility to protect the marks.

Whether you are actually digging or simply driving pins, rods, or fence posts into the ground, regardless of depth, you stand the potential to damage underground utilities and calling Miss Utility should be a normal part of your process.

Sometimes you will encounter fiberglass poles or other posts warning of buried underground utilities. These are not utility markings and cannot be relied upon. Think of them as instructive devices intended to serve as a remind-

Contact Miss Utility of Delmarva before
ANY digging - it's the law

<http://www.missutilitydelmarva.com/>

Call 811 or
800-282-8555 (DE)
800-441-8355 (MD)



er to call Miss Utility for an updated utility mark-out.

See the Miss Utility Website for more information and if in doubt, call them.

Digging soon? Call before you dig!

APWA UNIFORM COLOR CODE

WHITE : Proposed Excavation

PINK : Temporary Survey Markings

RED : Electric Power Lines, Cables, Conduit and Lighting Cables

YELLOW : Gas, Oil, Steam, Petroleum or Gaseous Materials

ORANGE : Communication, Alarm or Signal Lines, Cables or Conduit

BLUE: Potable Water

PURPLE : Reclaimed Water, Irrigation and Slurry Lines

GREEN: Sewer and Drain Lines

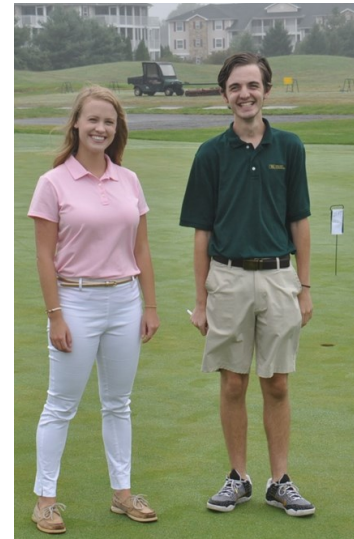
KNOW THE COLOR CODE!

Recent Student Activity

ASHE@UD students tour the US 301 Mainline Construction



University of Delaware students assist with the American Society of Highway Engineers' 23rd Annual Fred Mueller Scholarship Golf Outing



Children at Play Signs: Are They Legal? (cont'd)

(Continued from page 6)

- "Children at Play" signs may be designed to look like warning signs, diamond shaped and yellow with a black legend. However, in many instances, this sign has a nonstandard shape and color. Warning signs provide information on the specific location of the hazard (pedestrian crossing, curve, etc.). "Children at Play" signs do not give a specific location. They merely tell the driver that kids may be in the road somewhere.
- Studies have shown that "Children at Play" signs do not reduce traffic speeds or make drivers more observant.

There are some alternatives that can work in many instances. The playground sign is an appropriate sign alongside parks or playgrounds. Also the pedestrian crossing sign should be used to warn motorists in those locations where chil-

dren and others frequently cross the road.

Nearly 30 percent of tort cases filed against roadway agencies pertain to signs. When installing signs that do not follow the guidelines in the MUTCD, agencies are increasing their liability should a child be hit on these roadways.

It can be difficult to say no to residents when this sign is requested. Yet, by following the MUTCD and not installing "Children at Play" you may be improving safety for everyone in your community.



"Caution-Children at Play or Slow Children signs should not be used since they may encourage children to play in the street and may encourage parents to be less vigilant."

The Institute of Transportation Engineers (ITE), Traffic Control Devices Handbook

ASHE@UD Hosts Regional Student Chapter Conference



The student chapter of the American Society of Highway Engineers at the University of Delaware, ASHE@UD, hosted the first of what is hoped may be annual conferences for ASHE student chapters in the region. The half day conference took place in Newark on September 30th and drew fourteen students from chapters at Temple University, Widener University, Rowan University, Morgan State University, University of Pittsburgh, and University of Delaware. In addition, eight professional ASHE members from across the region attended.

Students and professional members of ASHE attended the conference to share experiences, challenges, and solutions relative to establishing and maintaining student involvement, but the bulk of the conference was dedicated to elements of leadership and the transition from student to professional in those critical first few years.

Eric Kramer, President of ASHE@UD, said that the University of Delaware student chapter had looked forward to hosting the regional conference, thinking it would be, "a great opportunity to meet ASHE students from other universities, gain some new insights into the professional world, and showcase UD's strong emphasis on leadership development."

ASHE's National Student Chapter Committee began organizing the regional conference when member John Caperilla (Borton-Lawson and the ASHE Delaware Valley Section) suggested it nearly a year ago. The student officers of ASHE@UD were enthusiastic when Committee Chair Matt Carter (Delaware T²/LTAP Center and ASHE First State Section) asked them if they



would like to host the first conference, they being centrally located among student chapters in the region.

Attendees of the conference were enthusiastic and engaged, resulting in a great deal of idea sharing and suggestions. Even those who traveled the farthest agreed that the conference was well worth the trip and that they had enjoyed themselves. Needless to say, the Committee is emboldened to now plan next year's student chapter conference.



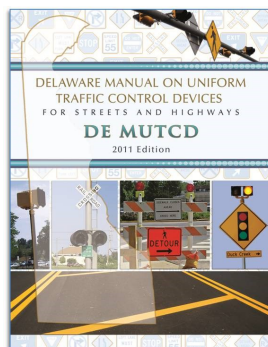
Alternate Pavement Marking Colors

(Continued from page 5)
essay for the event to occur (see [Special Events Planning](#)).

For modifications to the pavement markings in a DelDOT maintained street, contact Mark Luszcz, DelDOT's Chief Traffic Engineer, at (302) 659-4062 or by [email](#). By sharing this information with all staff, municipalities can avoid unnecessary interruptions with plans such as these.

In addition, municipalities are always encouraged to consult with the Municipal Engineering Circuit Rider, Matt Carter, at the Delaware T²/LTAP Center, by [email](#) or (302) 831-7236. Matt is available free of charge to local governments

for technical assistance, technology transfer, or training needs related to transportation issues.



Late Breaking News Alert!

Changes are currently proposed for the [Delaware MUTCD](#) and the deadline for comments is December 1, 2017. You can browse the proposed changes in the [Delaware Register](#), where you will also see instructions for comments and questions.

The Delaware T²/LTAP Center Questionnaire

The Federal Highway Administration requests that we characterize our contacts more precisely and so we need your help.

To help make sure that we have your contact information correct, and keep you in our database, we sent out a questionnaire earlier in the fall to all those on our current email distribution list.

If you have not already responded and wish to continue to receive newsletters, technical bulletins and information on training workshops, etc. from the Center, please click [here](#) to update your information.

It will only take one minute of your time to complete. Please feel free to share the link with your colleagues who may not be on our distribution list and wish to benefit by our occasional outreach.

If you don't update your contact information with us, you may miss out on future notices for training workshops, technical bulletins, our newsletters, and other cool stuff.

Do you really want to risk that? Do it now before you forget.



*Some more photos of the
DRBA crew with their
Truck Mounted Attenuator
Camera!*



T²/LTAP Center Request Form

Your feedback and interests help us increase the T²/LTAP Center's effectiveness, so use the link below or the QR Code at right—all compliments, criticisms, and ideas are welcome!

Our simple online [Request Form](#) is a great way to reach us to:

- Suggest a newsletter topic/offer to write one
- Suggest a future training topic
- Request a visit from the Municipal Engineering Circuit Rider
- Learn more about other free services from the T²/LTAP Center
- Add your name to our contact database to receive future newsletters and other great stuff
- Just make a comment



DELAWARE T²/LTAP CENTER

Delaware Center for
Transportation
360 DuPont Hall
University of Delaware
Newark, Delaware 19716

Phone: 302-831-6241
Fax: 302-831-0674
E-mail: matheu@udel.edu

[http://sites.udel.edu/
dct/t2-center](http://sites.udel.edu/dct/t2-center)



Helping to Bridge your Transportation Gaps

The Local Technical Assistance Program (LTAP) is a nationwide effort financed jointly by the Federal Highway Administration and individual state departments of transportation. Its purpose is to conduct training and technology transfer in the form of workshops, seminars, and conferences. The Delaware T²/LTAP Center Info-change is published semi-annually. T²/LTAP Center articles also appear semi-annually in the TransSearch - the newsletter of the Delaware Center for Transportation. Any opinions, findings conclusions or recommendations presented in this newsletter are those of the authors and do not necessarily reflect views of the University of Delaware, Delaware Department of Transportation, or the Federal Highway Administration. Any product mentioned in the newsletter is for information purposes only and should not be considered a product endorsement.



The Delaware T²/LTAP Center is a member of the
National Local Technical Assistance Program (LTAP)



**Delaware
T²/LTAP**

T²/LTAP Center Organization Contacts

T²/LTAP Center Staff

Dr. Christopher L. Meehan, P.E., Director,
Delaware Center for Transportation

Dr. Earl "Rusty" Lee, T² Program Coordinator

Matheu J. Carter, P.E., Municipal Engineering
Circuit Rider

Ellen M. Pletz, Business Administrator

Sandi Wolfe, Event Coordinator

Contact us by phone, fax, email, or snail mail

Phone: (302) 831-6241

Fax: (302) 831-0674

355 DuPont Hall, University of Delaware

Newark, Delaware 19716

matheu@udel.edu

DelDOT Liaison

Shanté Hastings and Jim Pappas

Federal Highway Administration Liaison

Patrick A. Kennedy, P.E., Safety/Mobility Program
Leader, DelMar Division (Dover)

AN EQUAL OPPORTUNITY / AFFIRMATIVE ACTION EMPLOYER

The University of Delaware is committed to assuring equal opportunity to all persons and does not discriminate on the basis of race, creed, color, gender, genetic information, age, religion, national origin, veteran or disability status, or sexual orientation in its educational programs, activities, admissions or employment practices as required by Title IX of the Educational Amendments of 1972, Section 504 of the Rehabilitation Act of 1973, Title VII of the Civil Rights Act of 1964, and other applicable statutes. Inquiries concerning Section 504 compliance and information regarding campus accessibility should be referred to the Office of Disability Support Services (DSS), (302) 831-4643, located at 119 Alison Hall. Inquiries concerning Title VII and Title IX should be referred to the Office of the Assistant Vice President for Affirmative Action, (302) 831-8735, located at 124 Hulihan Hall.

