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**INSIDE THIS ISSUE**

1. Update on Proposed Change to the Organization of the *Manual on Uniform Traffic Control Devices*
2. Safety Peer Exchange Seeks to Identify, Expand Safety Resources for Local Agencies across the Southeast
3. News: Anthony Foxx confirmed as new U.S. Secretary of Transportation
4. News: Awards for County Engineers
5. Calendar of Events & Upcoming Seminars
6. In Memory of Jim Hunnicutt

**Alabama Transportation  
Newsletter**

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**Update on Proposed Change to the Organization of  
the *Manual on Uniform Traffic Control Devices***

In January 2013, the Federal Highway Administration published a Request for Comments pertaining to splitting the content of the *MUTCD* into two separate documents with the expressed intent of making the *MUTCD* a more efficient document to update; one document focused on Standards would have been subjected to federal rulemaking, while the other "Applications" document would not. On June 17, FHWA issued a Response to the Request for Comments. 92% of the comments received by FHWA were opposed to dividing the current *MUTCD* into two documents; many of these recommended waiting until the findings of an NCHRP study entitled "Developing a Long-Range Strategic Plan for the *MUTCD*", due in 2014, are published.

The conclusion of the new federal notice summarized the FHWA position, stating "Given the lack of support from the *MUTCD* user community, the FHWA will not proceed with splitting the *MUTCD* into two documents at this time. Instead, the FHWA will focus on options that would make the *MUTCD* easier to use. The FHWA believes that focusing on these types of options while continuing to explore ways to enhance and streamline the current *MUTCD* updating process will best serve the user community. The FHWA will use the valuable information offered in the responses to guide its approach to updating the *MUTCD*." It now appears that the FHWA will not restructure or split the *MUTCD* at least until the NCHRP study is completed next year or until the next edition of the *MUTCD* is developed.

## Safety Peer Exchange Seeks to Identify, Expand Safety Resources for Local Agencies across the Southeast

The Federal Highway Administration Office of Safety hosted a regional Local Road Safety Peer Exchange in Atlanta on March 6 and 7. The peer exchange brought together representatives from state departments of transportation, local and regional transportation agencies, and Local Technical Assistance Program (LTAP) centers to discuss topics including: enhancing collaboration and cooperation with federal, state, and local partners; local involvement in the Highway Safety Improvement Program (HSIP) and Strategic Highway Safety Plan (SHSP); moving safety projects on local roads forward; and improving local road safety data collection and analysis.

The meeting included representatives from Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, Puerto Rico, South Carolina, and Tennessee. Throughout the peer exchange, a number of common issues emerged among the participating states. Included in these issues were limited availability and/or access to local crash data, difficulty in identifying high crash locations or "hotspots" on the local roadway network, and maintaining safety as a key focus for local agency officials who must balance numerous (and often conflicting) priorities set by elected officials and the community as a whole. The lack of local road crash data is especially important as most federal safety improvement programs now require documentation to show that funded projects target locations that have higher-than-average crash rates relative to similar sites within the state. Each state delegation presented the group with an update on its efforts to include local government in their state's HSIP and SHSP efforts. In addition, several states shared local road safety success stories. Martha Horseman, Kentucky LTAP Director, shared several success stories from their Safety Circuit Rider, Horizontal Curve Alignment training, and equipment loan programs. Dennis Filloon (The Filloon Group) and Michael Frederick (City of St. Petersburg) shared Florida DOT's district-based approach to local safety project development and funding and highlighted the annual District 7 (Tampa Bay area) Safety Summit. Richie Beyer (Elmore County) discussed local agency involvement in Alabama DOT's High Risk Rural Roads program. As a result of the Local Road Safety Peer Exchange, the participants agreed to continue efforts to provide the state's local agencies with improved and easily-accessible crash data, expanded training and technical resources, and funding opportunities to address documented safety issues on local roadways.

## News: Anthony Foxx confirmed as new U.S. Secretary of Transportation

Anthony Foxx, mayor of Charlotte, North Carolina, was sworn in as the 17<sup>th</sup> U.S. Secretary of Transportation on July 2. Foxx was the mayor of Charlotte from 2009 to 2013; he previously served two terms as a member of the City Council. During this time, he made improvements to the regional transportation system a high priority. As mayor, he made investments in transportation the centerpiece of Charlotte's job creation and economic recovery efforts. He took an interest in multimodal transportation, promoting improvements to the city's light rail system, streetcar project, and bicycle and pedestrian facilities. He is an attorney who has spent most of his career in private practice; he received a law degree from the New York University School of Law.

## News: Awards for County Engineers

Dennis McCall, Butler County Engineer, was recently named County Engineer of the Year by the Association of County Engineers of Alabama (ACEA). Dennis was recognized for his involvement in local, state, and national organizations, and served as president of the ACEA in the past. He has served as the Butler County Engineer since 1997.

Randy Cole, Shelby County Engineer, was named 2012 Urban County Engineer of the Year by the National Association of County Engineers (NACE). This award is given to a county engineer who is recognized by a group of peers as an exemplary county engineer among predominantly urban counties. Randy has served as the Shelby County Engineer since 1993 and manages a department with approximately 100 employees. He has been active in state and national organizations, including serving as President of NACE in 2005-2006 and previously as president of the state level organization.

## Calendar of Events

### Meetings and Conferences:

**September 15-18, 2013: Annual Meeting of the Gulf Region Intelligent Transportation Society, New Orleans, LA**

**October 17, 2013: Fall Meeting of the Alabama Section of the Institute of Transportation Engineers, Huntsville**

## Upcoming T<sup>2</sup> Seminars

### Retracing and Proofing Original GLO Section Corners:

August 8, 2013 .....Mobile  
August 9, 2013 .....Montgomery  
August 15, 2013 .....Huntsville  
August 16, 2013 .....Pelham

### Temporary Traffic Control:

August 20, 2013 .....Montgomery  
August 21, 2013 .....Pelham

### Complete Streets:

September 4, 2013 .....Huntsville  
September 5, 2013 .....Pelham  
September 18, 2013 .....Mobile  
September 19, 2013.....Montgomery

### Sustainable Pavements:

October 1, 2013 .....Mobile  
October 2, 2013 .....Montgomery  
October 8, 2013 .....Huntsville  
October 9, 2013 .....Pelham

### Standards of Practice:

October 24, 2013 .....Mobile  
October 25, 2013 .....Montgomery  
October 31, 2013 .....Huntsville  
November 1, 2013 .....Pelham

### Evolution of Municipal Separate Storm Sewer System (MS4) Permit and Program Requirements:

November 6, 2013 .....Mobile  
November 7, 2013 .....Montgomery  
November 13, 2013 .....Huntsville  
November 14, 2013 .....Pelham

### Geospatial Coordinates with Applications:

December 10, 2013 .....Huntsville  
December 11, 2013 .....Pelham  
December 12, 2013 ..... Montgomery  
December 13, 2013..... Mobile

## In Memory of Jim Hunnicutt, Pioneer in Traffic Engineering and Parking Facilities



James Madison Hunnicutt was laid to rest recently in Arlington National Cemetery, in Arlington, VA. He was born on September 30, 1927 in Roanoke, VA, and was raised in Birmingham. Jim was a World War II Veteran who served in the US Navy aboard USS Oglala in the Pacific theater. He returned to attend Auburn University, earning a Civil Engineering degree in 1950. His career had a profound impact on the traffic engineering profession and Jim was also a very visible person locally, nationally and internationally.

His career began with doing accident analysis for Georgia Highway Department. Later Jim went to Chicago, IL, and was involved in the installation of 30,000 parking meters. His next position was as Parking Board General Manager in Nashville, TN, while they were building downtown parking facilities. In these positions, he became interested in the principles of parking and helped to develop parking lot study and design techniques that have shaped the modern world. While living in Nashville, Jim also became a Shriner.

His studies continued as he earned a Master's Degree at Yale University Bureau of Highway Traffic in 1954. He also authored a chapter on parking principles in the Traffic Engineering Handbook of the Institute of Transportation Engineers. This writing was after he helped found the International Parking Institute in 1962. Jim became their president and was selected as their "Parking Man of the Year" in 1976. He also edited their publication Parking 101: A Parking Primer and wrote several chapters. He later authored technical articles for a number of different publications, spoke at numerous parking conventions and technical meetings, and testified before committees of the US Senate and House of Representatives.

Jim was a leader on many fronts. He helped develop concepts of levels of occupancy for parking facilities and procedures for determining the number of hours it takes all vehicles to depart a parking facility after a sporting or entertainment event is completed.

He also was one of the early proponents and designers of the universally standard green and white "Parking" sign for public parking lots. This sign intentionally has the letter P much larger than the other letters. This design was later standardized in the Manual on Uniform Traffic Control Devices so that an unfamiliar driver could recognize this destination sooner than if a custom-made locally designed sign were used.

After Nashville, Jim became Director of Parking for Montgomery County in the Washington, DC, area. His familiarity with the administrative needs of parking facilities was obvious to those in DC politics. President John F Kennedy knew of his interests and appointed him to the US Assay Coin Commission in 1962.

In 1966, Jim formed his own consulting company, which later became Hunnicutt-Davis Associates in 1995. Projects included parking garages for professional football stadiums, large business and retail centers, and airports, both stateside and abroad. One of the local facilities was at Baptist Medical Center in Birmingham, AL. As Jim retired, he sold his company to Tighe & Bond Consulting Engineers.

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(Continued from page 5, "In memory of Jim Hunnicutt")

While at Auburn, Jim also became a member of the newly formed chapter of Tau Kappa Epsilon Fraternity. This is how I first met Jim, as I served as chapter historian in the mid-1970s. At our alumni events, we spoke of civil engineering and traffic engineering in particular. He convinced me to delve deeply into the Transportation Research Board and the MUTCD, so I did. He also told me of parking garages as being one of the things most needed in the future of transportation.

Over the next 20 years, we frequently met at annual meetings of TRB and would leave for dinner afterwards. When I returned to Auburn University, these dinners became an annual event. Dinner was followed by a tour of parking facilities he had helped to design, review, or manage. Jim would tell me of design features, hourly volumes and management problems. Then he would ask me for my thoughts on traffic control devices in the facility. I was amazed that man of his expertise wanted my opinion, but he lived by the MUTCD rule: "Sign for the Stranger."

When I began work at Alabama T2 Center in 1995, our contacts became more frequent. Whenever he came to campus, he expressed the training needs that he saw in the professional world. Jim often spoke at Auburn University and other engineering events around Alabama. He spoke to Civil Engineering classes and the ITE Chapter students on their career choices. He also spoke at the Alabama Transportation Conference on "Building a \$100M Parking Garage."

He created an endowment for a Professorship in Civil Engineering at Auburn University; received the Civil Engineering "Outstanding Alumnus Award" in 2002; donated his personal parking publications to the Civil Engineering Department for use by transportation students; worked with alumni of the Yale Bureau of Highway Traffic and the Federal Highway Administration to establish a Transportation Library in the Civil Engineering Department; and encouraged other ITE pioneers to establish a Transportation Research Trust at Auburn University to provide funds for Civil Engineering student travel, undergraduate scholarships and graduate research in traffic engineering. In 2002 Jim was selected by Alabama Section of ASCE as one of nine "outstanding Alabama Civil Engineers who have effected progressive change and those who have helped to make the engineering profession what it is today."

With all that in mind, I was very glad to be present to see Jim laid to rest in such a place of honor on Flag Day, June 14, 2013. He was a great friend, mentor and fraternity brother. He deserved the honor of this event and its 21-gun salute.

(Submitted by John R McCarthy, PE, Traffic Engineer III, City of Montgomery, AL)