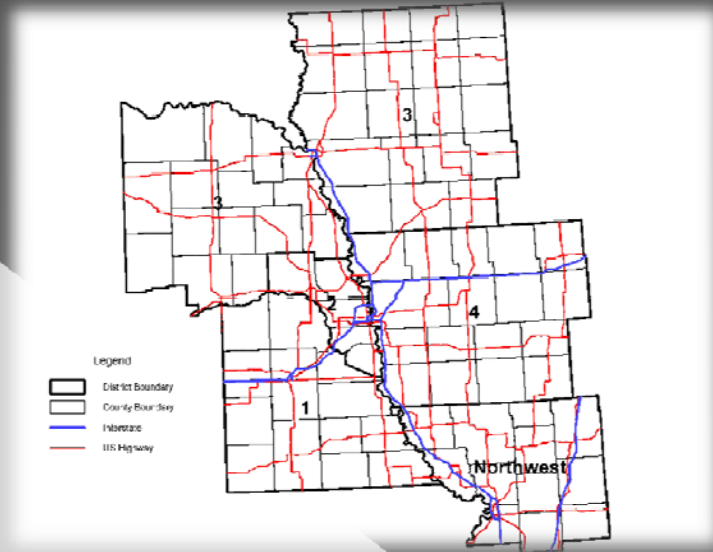


# Interstate-80 Coalition

Jim McGee MPA  
NDOR

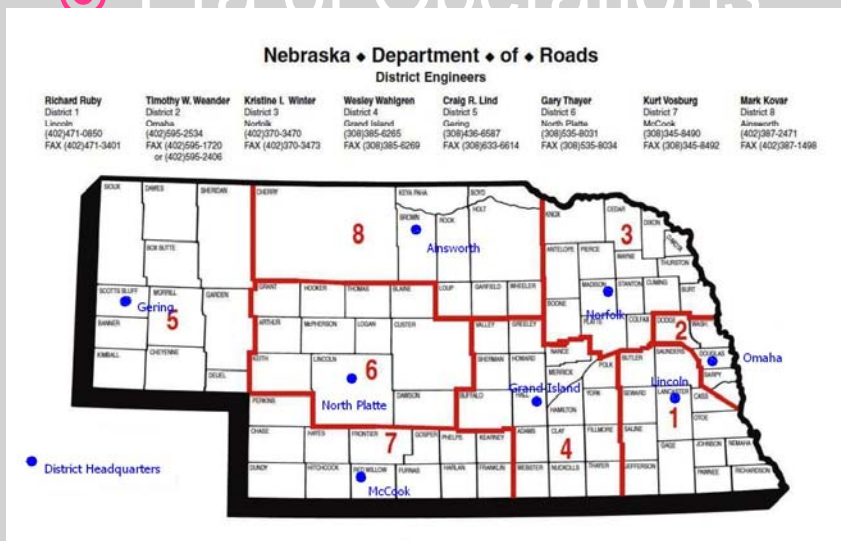
September, 2011  
Reno, Nevada

# NDOR District 2 Operations Center



- Who we are
- Where we are
- Fra of Operations

- 8 NDOR Districts
- 4 NDOR Districts include Interstate-80 Corridor
- 77,000 square miles
- 10,000-mile state highway system
- 450-mile I-80 Corridor
- Iowa, South Dakota, Wyoming, Colorado, Kansas are neighboring states



# Rural Characteristics

- Of the 8.4 million lane-miles of roads in the U.S. , over 6 million miles are rural
- 80% of rural roads are owned by local entities
- Rural crashes are more likely to be at higher speeds
- Victims in rural crashes are more likely to be unbelted
- Response time is greater
- 23% of the population lives in rural areas
- Rural crashes account for 55% of all fatalities



# Nebraska is Home to the **World's Busiest RR** Corridor



# Commercial Vehicle Operations



# What States Have the Most Freight?

Population Rank	Rank of Overall Activity (Activity/Mile)	Activity/Mile Compared to Average	Population Rank	Rank of Overall Activity (Activity/Mile)	Activity/Mile Compared to Average
98		3%			
34		6%			
73		6%			
35		6%			
38		5%			
9		5%			
3		3%			
32		2%			
96		1%			
61		5%			
79		5%			
76		4%			
41		4%			
18		3%			
62		2%			
66		2%			
14		1%			
92		3%			
34		3%			
93		4%			
57		4%			
33		4%			
63		3%			
4		1%			
90		1%			
72		0%			
89		9%			
42		5%			
100		5%			
68		4%			
56		3%			
95		0%			
22		0%			
54		7%			
85		7%			
47	Birmingham-Hoover AL	27 36 108%			
59	Omaha-Council Bluffs NE-IA	40 37 107%			
69	Columbia SC	45 38 106%			
28	San Antonio TX	17 39 106%			
78	Stockton CA	59 40 105%			
43	Richmond VA	22 41 102%			
29	Kansas City MO-KS	10 42 101%			
48	Salt Lake City UT	34 43 97%			
52	Tucson AZ	76 44 95%			
5	Philadelphia-Camden-Wilmington PA-NJ-DE-MD	12 45 94%			
88	Madison WI	50 46 93%			
94	Jackson MS	58 47 93%			
40	Jacksonville FL	44 48 91%			
8	Washington-Arlington-Alexandria DC-VA-MD-WV	15 49 90%			
45	Hartford-West Hartford-East Hartford CT	54 50 89%			
15	Seattle-Tacoma-Bellevue WA	57 86 46%			
19	Tampa-St. Petersburg-Clearwater FL	78 87 44%			
64	Wichita KS	77 88 42%			
36	Virginia Beach-Norfolk-Newport News VA-NC	88 89 37%			
75	Bradenton-Sarasota-Venice FL	96 90 36%			
27	Orlando-Kissimmee FL	69 91 36%			
7	Miami-Fort Lauderdale-Pompano Beach FL	64 92 32%			
65	Oxnard-Thousand Oaks-Ventura CA	97 93 30%			
70	McAllen-Edinburg-Mission TX	98 94 28%			
37	Providence-New Bedford-Fall River RI-MA	90 95 28%			
13	San Francisco-Oakland-Fremont CA	79 96 24%			
17	San Diego-Carlsbad-San Marcos CA	86 97 22%			
31	San Jose-Sunnyvale-Santa Clara CA	93 98 22%			
86	Cape Coral-Fort Myers FL	99 99 20%			
55	Honolulu HI (No Long Haul freight)	NA NA NA			



Population Rank	State	Rank of Overall Activity	Rank (Activity/Mile)	Activity/Mile Compared to Average
17	Tennessee	7	1	222%
38	Nebraska	22	2	218%

8	Michigan	26	38	59%
15	Massachusetts	40	39	53%
40	Maine	42	40	53%
13	Washington	35	41	51%
21	Minnesota	39	42	41%
43	Rhode Island	47	43	33%
41	New Hampshire	45	44	26%
44	Montana	41	45	25%
46	South Dakota	43	46	22%
48	North Dakota	44	47	20%
50	District of Columbia	49	48	9%
49	Vermont	48	49	6%
42	Hawaii (No Long Haul Freight)	NA	NA	NA
47	Alaska (No Long Haul Freight)	NA	NA	NA

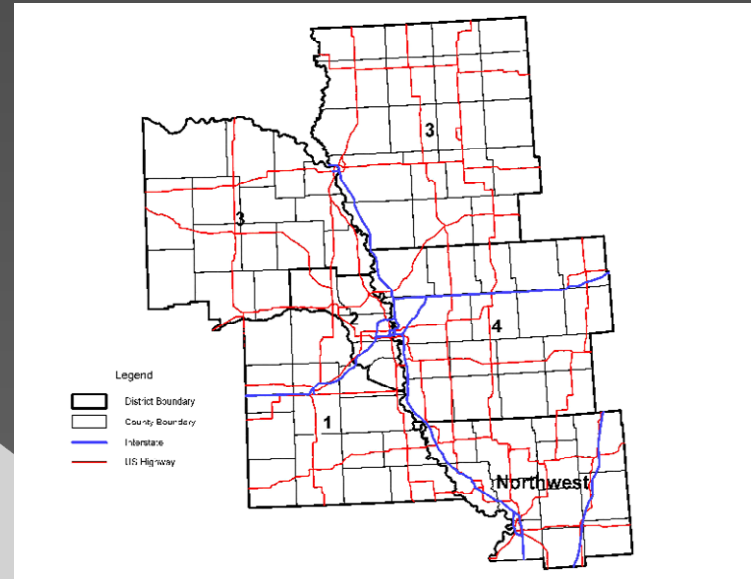
# Western Interstate-80 States

- California: 199 miles
- Nevada: 410 miles
- Utah: 196 miles
- Wyoming: 402 miles
- Nebraska: 455 miles
- Iowa: 306 miles





# 50% of Delay is Weather Related



# Emergency Transportation Operations

## ○ Vision

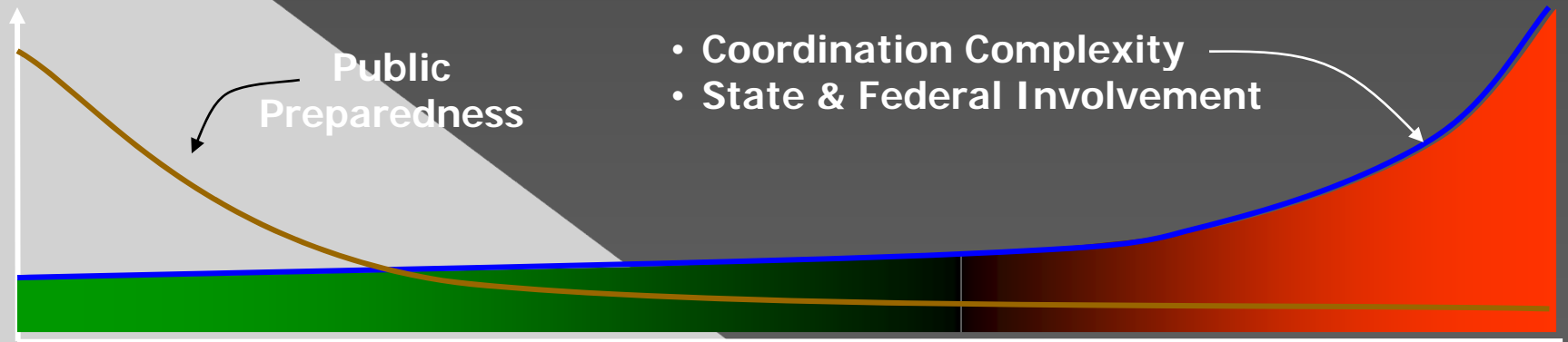
- > Faster and better prepared responses to major incidents, shorter incident duration, reduced impact, and more rapid restoration of normal travel conditions.

## ○ Approach

- > **Build partnership between transportation, public safety, and security communities.**
- > **Develop tools, guidance, and standards.**
  - Focus on three subtopics:
    1. Heavy towing/recovery and hazmat response.
    2. Improved evacuation methods and major incident traveler info.
    3. Standards facilitating incident response and integration.



# Incident Scale/Public Preparedness



Classification	LOCAL	REGIONAL	STATE	NATIONAL	
EXAMPLES	<ul style="list-style-type: none"> <li>• Minor Traffic Incidents</li> <li>• Minor Load Spills</li> <li>• Vehicle Fires</li> <li>• Minor Train/Bus Accidents</li> <li>• Accidents w/ Injuries but No Fatalities</li> </ul>	<ul style="list-style-type: none"> <li>• Train Derailment</li> <li>• Major Bus/Rail Transit Accidents</li> <li>• Major Truck Accidents</li> <li>• Multi-vehicle Crashes</li> <li>• Hazmat Spills</li> <li>• Injuries &amp; Fatalities</li> </ul>	<ul style="list-style-type: none"> <li>• Train Crashes</li> <li>• Airplane Crashes</li> <li>• Hazmat Incidents</li> <li>• Multi-vehicle Accidents</li> <li>• Tunnel Fires</li> <li>• Multiple Injuries &amp; Fatalities</li> </ul>	<ul style="list-style-type: none"> <li>• Port/Airport Incidents</li> <li>• Large Building Fire or Explosion</li> <li>• Industrial Incidents</li> <li>• Major Tunnel/Bridge Closure</li> </ul>	<ul style="list-style-type: none"> <li>• Terrorist Attack/WMD</li> <li>• Floods, Blizzards, Tornadoes</li> <li>• Transportation Infrastructure Collapse</li> <li>• Extended Power/Water Outage</li> <li>• Riots</li> <li>• Mass Casualties</li> </ul>
EXPECTED EVENT DURATION	<ul style="list-style-type: none"> <li>• 0 - 2 HOURS</li> </ul>	<ul style="list-style-type: none"> <li>• 2 - 24 HOURS</li> </ul>	<ul style="list-style-type: none"> <li>• DAYS</li> </ul>	<ul style="list-style-type: none"> <li>• WEEKS</li> </ul>	

**System Must Expand with the Event**

# Road Closures

- ◉ A road state l or rou
- ◉ **The M** to det Depart maint
- ◉ At tim and w design respo Jointly When the De
- ◉ **Refer**



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Mormon Bridge  
I-680 EB  
June 15, 2011



# Nebraska has 495 FDs

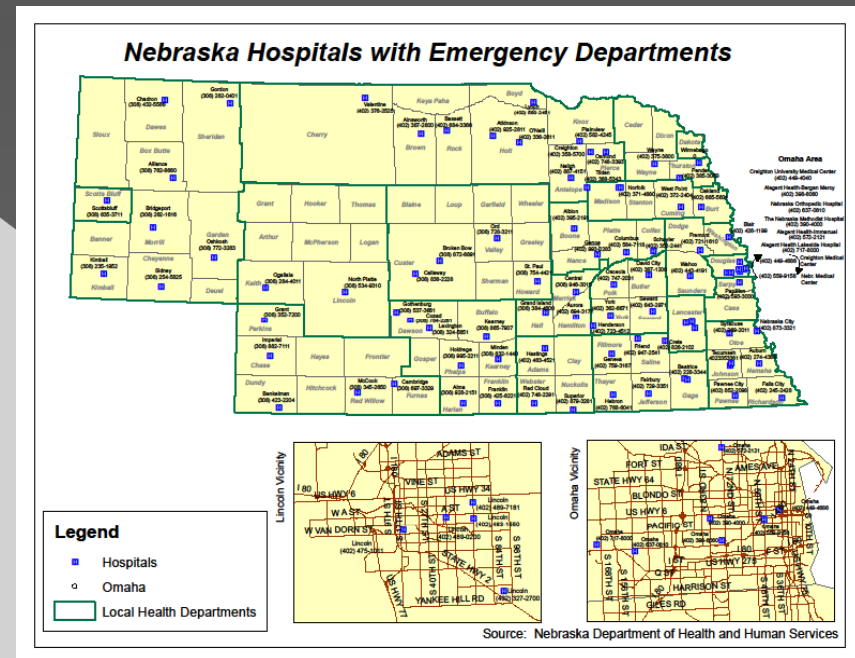


U.S. Fire A  
Traff  
Man  
April 2008



# Engineering, Education, Enforcement and EMS

- Highway safety professionals have long utilized **engineering, education and enforcement** approaches.
- The 4th “E” –**EMS**- is less familiar.
- Overall risk of death was 25% lower when provided at Level 1 Trauma Center
- Counties with coordinated systems for trauma care have rates as much as 50% lower than counties without trauma systems.



# NDOR Trans Portal: 2011 Flood Information

Nebraska Department of Roads Home Page - Windows Internet Explorer  
http://www.dor.state.ne.us/

Official Nebraska Government Website

## Trans Portal

Text Only Site Map | NDOR Twitter | Mobile Traveler | NDOR Instant

Subscribe

Click HERE to find out more about receiving alerts from NDOR

**NEW 2011 Spring Flood Information NEW**  
511 Travel Info by Phone - Call 511 or 800-906-9069  
511 Road Conditions & Weather | Weather  
Road Conditions in Any State

Federal Funds Purchase Program

Search

Highway Cams (a layer of 511-ATS Web) | City Cams  
Detour & Construction Report in PDF  
Interstate Related Weather Info

Basic Travel Info | Map Library  
Accident Records | NCHS-NE Office of Highway Safety

Ask a Question or Report a Highway Concern  
Employment Opportunities

News Releases | Meetings & Hearings | Highway Projects  
Communication Videos | Directory of Services  
Historical Info | Language Translation Info

Local Federal Aid Projects | ARRA  
Environmental Info | NDOR Performance Measures  
Transportation Resource Library

2011 Traffic Forum

Web Policies & Disclaimers | Accessibility Options | State of NE Site

9:48 AM 6/16/2011

Nebraska Department of Roads - Windows Internet Explorer  
http://www.roads.ne.gov/flood/

Official Nebraska Government Website

## Spring 2011 Flooding Information

Including Existing Detours, Links, & Resources

Subscribe Now! | Find Out More First

Subscribe Above to Receive an Email When This Page is Updated

511 Travel Info by Phone - Call 511 or 800-906-9069

Will Open in New Browser Window	Click or Scroll Down this Page for These Items
<a href="#">Nebraska Flood Detour Info &amp; Maps</a> (updated as new info is available) <a href="#">Iowa Flood Detour Maps</a>	<a href="#">NEMA Emergency Hotline Phone #</a> Current Water Levels, Rivers & Streams Current Nebraska NWS Warnings & Advisories
<a href="#">NEMA - Nebraska Daily Flood Update</a> This Daily Update has a lot of info on city & county streets. too (once on the NEMA page, scroll down to the newsroom area)	<a href="#">Driving? Read These Flood Facts</a> <a href="#">Español Información</a>
<a href="#">NDOR News Releases</a> (once on this page, you may SUBSCRIBE to Nebraska's News Releases)	
<a href="#">IOWA DOT News Releases</a> (once on this page, you may SUBSCRIBE to Iowa's News Releases)	
<a href="#">MISSOURI DOT News Releases</a> (once on this page, SCROLL to e-updates. You may then SUBSCRIBE to Missouri's News Releases)	
<a href="#">NDOR 511 Web Page</a> Current Weather & Radar <a href="#">Links to Other States</a>	

If you have questions about closures on County Roads or City Streets due to Flooding, you should contact the appropriate City or County

9:48 AM 6/16/2011





Message Board  
I-80 MP 441 EB  
June 16, 2011

# Downtown Omaha Sandbagging Operation 18<sup>th</sup>&Chicago Streets June 15, 2011



# MO Valley (Iowa)



# National Weather Service Webinars

GoToWebinar Viewer

OAX Weather Story Display - Windows Internet Explorer

http://www.cfr.noaa.gov/wstory.php?site=oax

File Edit View Favorites Tools Help

McAfee

Multi Media Web Graphics D... NCDC Storm Events-Select... Lookup... NewBamp;Cool... Free Hotmail... Internet... National Weather Service... RealPlayer... SPC Hourly Mesoscale Analysis

Main pa... Multi M... http://a... http://a... http://r... http://... http://... http://... http://... OA... X New Tab

Log In

## Monday's Severe Weather Forecast

**Moderate Risk Today**

- Main risk is very large hail
- Isolated tornadoes possible
- Damaging winds

**SEVERE** 6-9 pm

**SEVERE** 8-11 pm

**SEVERE** 4-8 pm

**SEVERE** 4-8 pm

**SEVERE** 6-9 pm

**SEVERE** 8-11 pm

**SEVERE** 4-8 pm

**NOTE**

Flooding will continue along the Missouri River.

Additional rises are possible through the rest of June.

Last Updated: 12:09 PM CDT

Monday, June 20, 2011

Grand Island Lincoln Saint Joseph

Local intranet 150%

90% 125%

12:37 PM 6/20/2011

# Major Stages in Incident Management

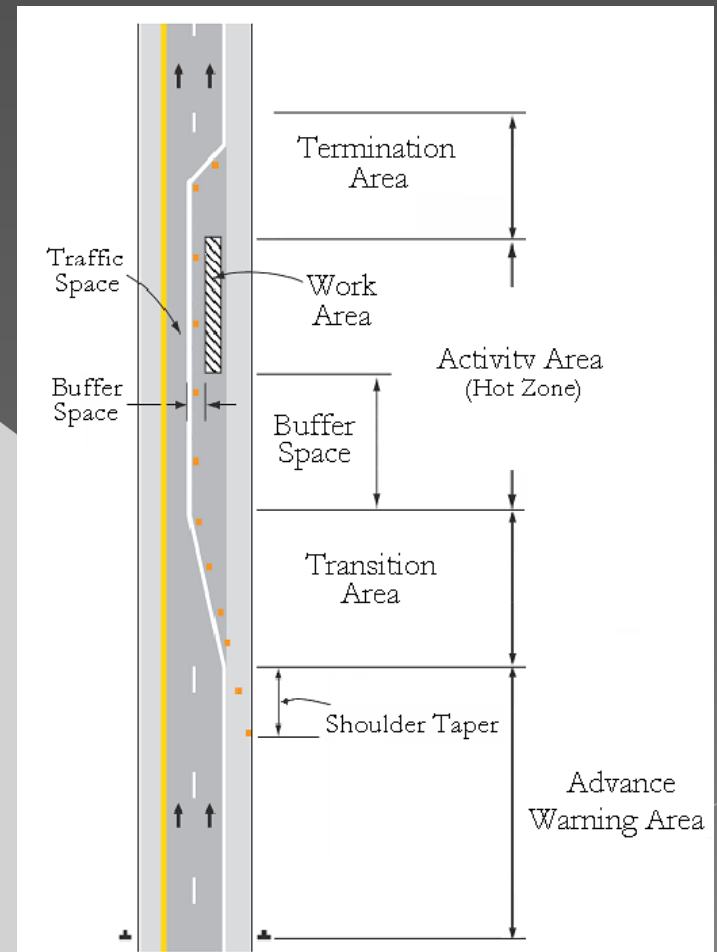
1. **Detection**
  2. **Verification**
  3. **Response**
  4. **Clearance**
  5. **Recovery**
  6. **Site management**
  7. **Traffic management**
  8. **Motorist information**
- ⦿ Stages are not sequential!!
  - ⦿ Response, clearance and site management can begin at once with proper agency coordination.



# Temporary Traffic Control Zones

Divided into four areas:

1. **Advance Warning Area**
2. **Transition Area**
3. **Activity Area**
4. **Termination Area**



# High Visibility

Background Material  
 Minimum 450 in<sup>2</sup>  
 Retroreflective/Combined  
 -Performance Material  
 Minimum Width 1.97 in  
 Minimum Area 201 in<sup>2</sup>

The Vest shall have  
 contiguous areas of retro-  
 reflective or combined-  
 performance material  
 encircling the torso – placed  
 in a manner to provide 360°  
 visibility



**6782 Federal Register / Vol. 71, No. 225 / Friday, November 24, 2006 / Rules and Regulations**

Date: November 16, 2006.  
 Christopher A. Padilla,  
 Assistant Secretary for Export  
 Administration.  
 (FX Doc. No. 2006-21961 Filed 11-23-06; 4:43 a.m.)  
 66,000,000,000,000

**DEPARTMENT OF TRANSPORTATION  
 Federal Highway Administration**  
 23 CFR Part 634  
 (FHWA Order No. FHWA-2005-3220)

**RIN 2125-4011  
 Worker Visibility**

**AGENCY:** Federal Highway Administration (FHWA), DOT.  
**ACTION:** Final rule.

**SUMMARY:** Pursuant to Section 1402 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), this final rule establishes a policy for the use of high-visibility safety apparel. The FHWA establishes a new Part in title 23, Code of Federal Regulations (CFR) that requires the use of high-visibility safety apparel and provides guidance on its application. This rulemaking applies only to workers who are working within the right-of-way of Federal-aid highways. The FHWA is taking this action to decrease the likelihood of fatalities or injuries to workers on foot who are engaged either to traffic purposes of travel or to construction activities on equipment while working within the right-of-way of Federal-aid highways.

**DATE:** Effective Date: This final rule is effective November 24, 2006. The incorporation by reference of the publication listed in this regulation is approved by the Director of the Office of the Federal Register as of November 24, 2006.

**FOR FURTHER INFORMATION CONTACT:** Mr. Hank Kuhn, Office of Transportation Operations, (202) 366-0313, or Mr. Raymond W. Caputo, Office of the Chief Counsel, (202) 366-0791, U.S. Department of Transportation, Federal Highway Administration, 400 Newpark Center, SW, Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:**

**Electronic Access**  
 This document, the notice of proposed rulemaking (NPRM), and all comments received may be viewed online through the Document Management System (DMS) at <http://dms.dot.gov>. The DMS is available 24 hours each day, 365 days each year. Electronic submissions and related help and guidance are available under the help section of the DMS site.

An electronic copy of this document may also be downloaded from the Office of the Federal Register's Internet page at <http://www.archives.gov> and the Government Printing Office's Web page at <http://www.gpo.gov>.

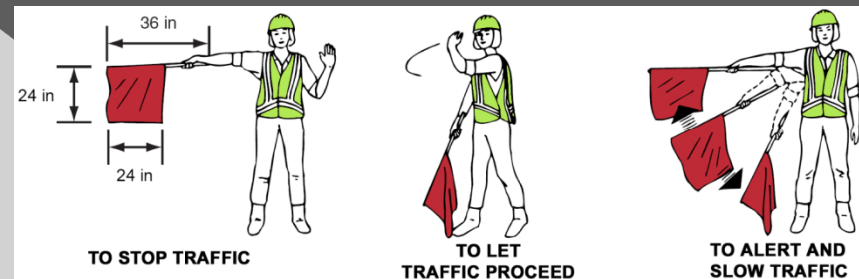
**Background**  
 On April 24, 2006, at 71 FR 20651, the FHWA published a NPRM proposing to establish a policy for the use of high-visibility safety apparel for workers who are working within the Federal-aid highway right-of-way. This NPRM proposed regulations implementing the requirements of Section 1402 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59, August 10, 2006), which directed the Secretary of Transportation to, within one year, issue regulations to decrease the likelihood of worker injury and fatalities on Federal-aid highways. The Secretary of Transportation, within one year, issue regulations to decrease the likelihood of worker injury and fatalities on Federal-aid highways. The Secretary of Transportation, within one year, issue regulations to decrease the likelihood of worker injury and fatalities on Federal-aid highways. The Secretary of Transportation, within one year, issue regulations to decrease the likelihood of worker injury and fatalities on Federal-aid highways.



Nebraska Department of Roads

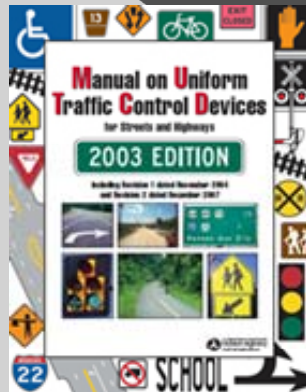
# Incident Traffic Control (ITC)

- ◉ *ITC is controlling traffic temporarily close or around an incident or emergency scene.*
- ◉ *Proper ITC procedures can improve safety, reduce delays, minimize secondary crashes.*
- ◉ *ITC is the responsibility of the responders to protect themselves, the injured, and other personnel at the incident site while providing reasonably safe traffic flow.*
- ◉ *Attention should be paid to the end of the traffic queue.*





# Temporary Traffic Control (TTC)



2009 Edition

Page 547

## PART 6 TEMPORARY TRAFFIC CONTROL

### CHAPTER 6A. GENERAL

#### Section 6A.01 General

##### Support:

01 Whenever the acronym "TTC" is used in Part 6, it refers to "temporary traffic control."

##### Standard:

02 The needs and control of all road users (motorists, bicyclists, and pedestrians within the highway, or on private roads open to public travel (see definition in Section 1A.13), including persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA), Title II, Paragraph 35.130) through a TTC zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents.

##### Support:

03 When the normal function of the roadway, or a private road open to public travel, is suspended, TTC planning provides for continuity of the movement of motor vehicle, bicycle, and pedestrian traffic (including accessible passage); transit operations; and access (and accessibility) to property and utilities.

04 The primary function of TTC is to provide for the reasonably safe and effective movement of road users through or around TTC zones while reasonably protecting road users, workers, responders to traffic incidents, and equipment.

05 Of equal importance to the public traveling through the TTC zone is the safety of workers performing the many varied tasks within the work space. TTC zones present constantly changing conditions that are unexpected by the road user. This creates an even higher degree of vulnerability for the workers and incident management responders on or near the roadway (see Section 6D.03). At the same time, the TTC zone provides for the efficient completion of whatever activity interrupted the normal use of the roadway.

06 Consideration for road user safety, worker and responder safety, and the efficiency of road user flow is an integral element of every TTC zone, from planning through completion. A concurrent objective of the TTC is the efficient construction and maintenance of the highway and the efficient resolution of traffic incidents.

07 No one set of TTC devices can satisfy all conditions for a given project or incident. At the same time, defining details that would be adequate to cover all applications is not practical. Instead, Part 6 displays typical applications that depict common applications of TTC devices. The TTC selected for each situation depends on type of highway, road user conditions, duration of operation, physical constraints, and the nearness of the work space or incident management activity to road users.

08 Improved road user performance might be realized through a well-prepared public relations effort that covers the nature of the work, the time and duration of its execution, the anticipated effects upon road users, and possible alternate routes and modes of travel. Such programs have been found to result in a significant reduction in the number of road users traveling through the TTC zone, which reduces the possible number of conflicts.

09 Operational improvements might be realized by using intelligent transportation systems (ITS) in work zones. The use in work zones of ITS technology, such as portable camera systems, highway advisory radio, variable speed limits, ramp metering, traveler information, merge guidance, and queue detection information, is aimed at increasing safety for both workers and road users and helping to ensure a more efficient traffic flow. The use in work zones of ITS technologies has been found to be effective in providing traffic monitoring and management, data collection, and traveler information.

##### Standard:

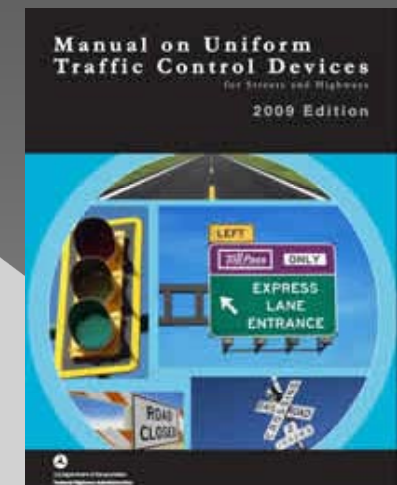
10 TTC plans and devices shall be the responsibility of the authority of a public body or official having jurisdiction for guiding road users. There shall be adequate statutory authority for the implementation and enforcement of needed road user regulations, parking controls, speed zoning, and the management of traffic incidents. Such statutes shall provide sufficient flexibility in the application of TTC to meet the needs of changing conditions in the TTC zone.

##### Support:

11 Temporary facilities, including pedestrian routes around worksites, are also covered by the accessibility requirements of the Americans with Disabilities Act of 1990 (ADA) (Public Law 101-336, 104 Stat. 327, July 26, 1990. 42 U.S.C. 12101-12213 (as amended)).

December 2009

Sect. 6A.01



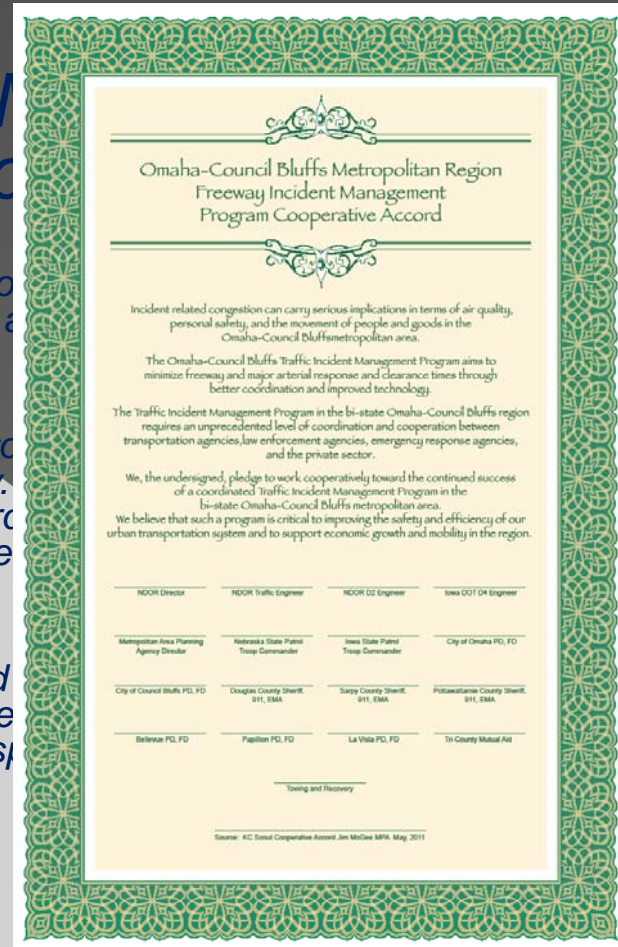
# Agree to Agree Strategic

## Nebraska Regional Incident Management Program Cooperative Accord

Traffic accidents cause approximately 50% of all congestion. Congestion can carry serious implications in terms of the movement of people and goods in the region.

The regional Traffic Incident Management Program aims to improve traffic flow through better coordination and improved technology. The program in the region requires an unprecedented level of coordination between transportation agencies, law enforcement agencies, emergency response agencies, and the private sector.

We, the undersigned, pledge to work cooperatively toward the success of the Traffic Incident Management Program in the area. We believe that such a program is critical to improving the safety and efficiency of our urban transportation system and to support economic growth and mobility in the region.





# I-80 Closure in Nebraska

April 14-15, 2011





- One interesting note is that in the middle of all this event the Air Force wanted to run a "Critical Mission" and move through the area we had closed with a convoy. The NSP and I talked. We agreed to let them use hwy 30 if they absolutely had to go. They would have to move and replace the barricades when they encountered them. I do not know if they went or not. Historically their "Critical Missions" have not been very critical.



- At the time of the crash and then the closure the traffic had backed up approximately 5 miles of one lane traffic in the West bound lane.
- Well over 70 percent was Semi's commercial in nature, we began getting those trucks unstuck by placing sand and salt under their tires or by placing chains under the drive wheels, light loads were the problem with no weight on the drive axle.
- About 30 percent of the trucks had this problem, not being able to move in 2 to 3 inches of snow.
- Slush had turned to Ice and when they were parked for the crash they could not move.



- We (NDOR) continued this until about midnight, at that time we concentrated on getting the cars with people who could communicate to us that they could move, most of the trucks drivers went into their sleepers and slept blocking the roadway, after another 2 to 3 hours of banging on doors and not getting as much interest in going anywhere or being unstuck we ceased recovery @ 3:30 with approximately 2 miles of traffic remaining and continued plowing operations throughout the night.



- NOTE: Today's trucks, or the majority of do not have a hitch point on the front to pull them and the best method was to push them to get them moving. I hate Volvos
- About 30 percent of the truck operators could not speak English, and did not have experience with being stuck, nor knew how to get unstuck and would not venture out of the cab to get unstuck.



- The wrecker operators would not pull any trucks out, that's why we (DOR) resorted to getting them out.
- They were to pay before you hook wrecker service and since they could not speak the language they could not agree to payment.
- Others could not provide a method of payment for the wreckers so the wreckers moved onto secondary roads and serving the local people.
- This happened at the beginning after the first crash and the crash was removed off the road by contractor personnel.





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- On Friday morning we began pushing the stuck trucks with a motor grader and loader, and had a blower pulling those who could be pulled. Approximately 45-50 were left to be freed at daylight, probably 10 cars,
- Note: all were out of state, only one Nebraska car was in the line that we pulled out on Thursday night.
- Numerous trucks stranded on Hwy 26 and 25 and on each interchange @ Ogallala, Paxton, Sutherland, Hershey and North Platte...
- All trucks and stuck vehicles were able to move @ 1100 hours. It took the remainder of the time to get the interstate in a condition to handle traffic safely.
- Trucks had been diverted to these other routes but began being stuck on them.

WYDOT  
Call



- WYDOT failed to close and the trucks started to stack up on I-80 west of Kimball.
- Once we became aware that WYDOT had failed to close off east bound traffic (around 10:30 am) I contacted them again and they then closed at Cheyenne.
- The best estimate I have for trucks at Sidney is 1500 and around 600 at Kimball with 400 of those on the interstate shoulder at Kimball.

# 511

- ◉ During the time period of the closure there were almost 40,000 (39,956 to be exact) calls that came into 511.
- ◉ The daily total for Thursday (4/14) was 4387 calls and Friday (4/15) was 40860 calls.



# New Resource!!

## TIM List Serve

- Mailing list
- Key stakeholders
- Up to Date information

## TIM URL Resource Link

- [www.tim.ne.gov](http://www.tim.ne.gov)
- [www.tim.nebraska.gov](http://www.tim.nebraska.gov)
- Manuals, presentations, maps, no contact information
- Also PW protected sit for lists, etc.

# TMCPFS Webinars

- ◉ Effective Use of Dynamic Message Signs
- ◉ Dr. Conrad Dudek
- ◉ FHWA-TMCPFS
- ◉ 100+ attended
- ◉ Expect 3-4 annually from TMCPFS
- ◉ Presentation on DOR TIM site

# Thank you!!

[Jim.McGee@Nebraska.gov](mailto:Jim.McGee@Nebraska.gov)

402-610-0074

September, 2011

Reno, NV

