

Womble, Pebbles

From: Mills, Nicole
Sent: Wednesday, November 30, 2011 5:28 PM
To: Blair, Brian; Burkhardt, Doug; Henry, Robert F; Howard, Richard; Ingle, Kevin; Long, David; Phillips, Tim; Pipkin, Gwen G; Porter, Jray; Sherrard, Antone N; Willis, Cynthia; Wood, Chuck; Wooten, James; smccall@hntb.com
Cc: Sands, Jon; Muse, Terry; Masing, Bernie A
Subject: FW: Special Emphasis Crosswalk Marking

Importance: High

Please remove the high emphasis crosswalks from ALL projects – those in design and those in construction. Some projects in construction have already incorporated this into the plans via plan revision. In a discussion with Jon Sands, we will not have to process another plan revision. Jon indicated that construction could do the high emphasis marking removal via as-built drawings.

By copy to Terry Muse, please have the Ops centers inform the CEI's that Project Management will not be issuing plan revisions for this removal.

Thank you,

Nicole E. Mills, P.E.
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From: OHagan, David
Sent: Friday, November 18, 2011 2:56 PM
To: FDOT-DDEALL; FDOT-DTOE
Cc: Koos, MaryAnne; Scott, Dennis; Gentry, Paul; Wilson, Mark; Blanchard, Brian; Brautigam, Duane; Mauthner, John; Hatton, Rebecca; Borchik, George; Chupka, Frank; Creed, Richard; Glass, Miranda; Majboor, Belqis; McBee, Kirby T; Perez, Adam; Shannon, Michael; Solaun, Heidi; Sullivan, Frank
Subject: Special Emphasis Crosswalk Marking
Importance: High

Ladies & Gentlemen:

For several weeks the State Roadway Design Office had been working on a new section for the Plans Preparation Manual, 7.2.9 Special Emphasis Markings. Included in this section was to be a requirement that Special Emphasis Markings be at all signalized intersection crosswalks. Based on the discussions at the Executive Board Meeting on 11/16/11, all work on this section has stopped and this section will not be included in the 2012 PPM. At this time and in the near future, the only crosswalks where Special Emphasis Markings shall be specified are at mid-block (see Design Standard 17346) as well as in school zones and uncontrolled approach locations (to be revisions to the 2012 Design Standards).

If there is a documented pedestrian crash history at controlled approaches, special emphasis markings should be considered as one alternative to mitigating future crashes. The State Roadway Design & Traffic Operations Offices will begin an investigation of where other states are using special emphasis markings, either the ladder or continental pattern, in their crosswalks as well as what other means are being successfully used (hopefully as demonstrated by an in-service performance evaluation) to reduce pedestrian crashes. Any policy changes on crosswalk pavement marking will be issued as a joint Design and Traffic Operations Bulletin.

David C. O'Hagan, PE

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