

Michiganite

Official Publication of the Michigan Section of the Institute of Transportation Engineers

Letter from the President

By Matthew Smith, P.E., PTOE, Michigan Department of Transportation



Welcome to the “latest” edition of the *MichiganITE*. After several fits and starts over the past couple of years, this issue marks the re-emergence of the Michigan Section’s newsletter. A big thanks to Lia Grillo of Hubbell, Roth and Clark, Inc. who has graciously taken on the duties of newsletter editor.

Members of our Section have been busy over the past year organizing and hosting events, both past and upcoming. In June, Michigan hosted the ITE Great Lakes District (Formerly District 3) annual meeting in Dearborn, Michigan. Kevin McCarthy, Joe Marson and Dan Carrier planned and organized an excellent venue and technical session at the Hyatt Dearborn. Through the help and sponsorship of both ITS Michigan and Carrier & Gable, Inc., the District Meeting in Dearborn included about a dozen vendor displays, which were open throughout the meeting and during a “social hour” after the first day’s technical sessions. We were also pleased to host the two candidates for ITE International Vice President during this meeting, who both spent the two days of this event meeting and talking with Section and District members.

The location of the District annual meeting rotates every year amongst the three sections of the district (in addition to the Michigan Section, the Great Lakes District includes the Ohio Section and the Indiana Section). Michigan would normally next host the district meeting in 2012. An opportunity has presented itself, to partner with a neighboring district, the Southern District (yes, the Southern District DOES border the Great Lakes District, believe it or not!!) in 2012. With agreement from the ITE Michigan Section Board of Directors, the Great Lakes District agreed to hold a joint annual meeting with the Southern District in

2012. A similar joint meeting was held in Kentucky in 2004 and was considered a success by all who attended. We hope that this joint meeting will provide an increased opportunity for Section members to learn more about advancements and happenings in other parts of the country. Closer to the present timeframe, the Great Lakes District 2010 annual meeting will be held in Indiana on April 23rd and 24th. The location details are still being finalized, but the planned meeting location will be near the Michigan border with the hope that attendance at the meeting will be more appealing to those Section members that may have out-of-state travel restrictions.

There are several organizations in Michigan that offer professional development and networking opportunities for transportation practitioners. Over the past several years, ITE Michigan has developed solid partnerships with some of these organizations and through these partnerships has been able to provide additional technical and networking opportunities to our members. For the second year in a row, the ITE Michigan partnered with ASCE (American Society of Civil Engineers) Michigan and WTS (Women’s Transportation Seminar) in

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October Technical Session Synopsis by Kelly Ferencz, P.E, Bergmann Associates

The October technical session was held on Thursday, October 8, 2009 at Grand Valley State University campus in downtown Grand Rapids. The meeting was hosted by Christopher Zull from the City of Grand Rapids and ran by Aimée Giacherio from Wade Trim. The meeting had a stellar 60 registered attendees and included professionals from all across the State of Michigan. A fiesta inspired lunch was included where the attendees could network with one another. Below is a brief synopsis of the presentations of the day.

West Michigan Traffic Management Center (TMC)

Lou Davenport, URS and Paul Arends, MDOT

Mr. Davenport gave an encore presentation to his Great Lakes District Meeting presentation. He provided a detailed explanation about what a TMC is, the different types of TMCs and the data that can be used in the TMC. He presented the goals of the TMC which include notifying the motorist of current traffic volumes, improving traffic incident response time and reducing freeway congestion, as well as how these goals are met on a daily basis.

Mr. Arends briefly discussed the newly created MDOT position, Region Operations Engineer, and described the region's goals for developing incident management plans on all state routes in the Grand Region.

Overview of the New Highway Safety Manual (HSM)

Dale Lighthizer, MDOT

Mr. Lighthizer provided an overview of the New HSM which is a compilation of the best factual information tools to help engineers in design and planning to qualitatively evaluate the safety impacts of design modifications. The HSM has been vetted by both technical professionals as well as the lawyers to minimize exposure for the engineers applying the methodologies presented in the manual. The HSM considers human factors, roadway safety, predictive methods and accident modification factors. More information about the manual is provided in the article on Pages 6-7.

Greening Transportation

Chris Wall, Fishbeck, Thompson, Carr & Huber, Inc.

Mr. Wall gave a presentation on green aspects that can be

incorporated into transportation design. He explained the difference between structural and non-structural applications. Structural applications consist of storm water wetlands, detention basins, etc. Non-structural applications consist of rain gardens, etc. The application of green transportation techniques is to reduce, treat and detain storm water.

The Grand Vision – Northwest Michigan's Regional Planning Effort

Matt Skeels, TC-TALUS and Rise Rasch, MDOT

Mr. Skeels presented the general overview of the planning effort that encompasses six counties in Northwest Michigan. The process involved extensive community presentations/workshops, validation of survey results and massive involvement with local service organizations. The consultants hired used innovative techniques to develop a plan for the future of the area.

Ms. Rasch described how MDOT is utilizing the results of the Grand Vision Plan when performing maintenance on state trunklines and evaluation of capacity and safety needs on the roadway network.



The Traffic Management Center (TMC) for the City of Battle Creek Pat Johnson, Wade Trim

Mr. Johnson gave a presentation on the Battle Creek TMC that is currently under construction. He described the current 'small' system that is in place with cooperation from MDOT and the County. He showed where expansion is to be constructed in the near future and potential expansion opportunities. The project includes the installation of CCTVs, interconnection of traffic signals utilizing the Marc Master and MarcNX software and construction of a control room. Mr. Johnson coined this TMC as the 'poor man's TMC' due to the low cost of just under \$500,000.

October Technical Session Synopsis

Kent County Signalization Innovations **Lonnie Burkland and Eric Tripi, Iteris**

The presentation focused on innovative techniques that are being used in the City of Grand Rapids and throughout Kent County for the signal optimization program which is currently beginning its fourth phase. The Iteris team considered safety and operation analysis at each intersection in addition to the 'typical' signal optimization techniques used throughout the state. Further,

Letter from the President

February for a "Lunch & Learn" session, which has featured a lunch and one or two speakers on a given topic. These sessions have been well attended by members of all organizations. Building upon this success, we will again be partnering with ASCE Michigan and WTS this coming February for our third "Lunch & Learn". These partnerships have been very successful in the past, and we hope our members will be able to take advantage of this opportunity. Details of this event should be following soon.

New in May 2010, ITE Michigan will be partnering with ITS Michigan in the upcoming annual ITS Michigan vendor show and technical session in Dearborn. Many ITE Michigan members are also members of ITS Michigan so this joint session will provide an opportunity to have a wider selection of technical topics and presentations for meeting attendees, increase networking opportunities and provide additional social event opportunities. We are truly excited about this planned event and look forward to presenting additional information, as it becomes available.

ITE Michigan has had a long-standing, successful partnership with IMSA (International Municipal Signal Association) of Michigan. The secretary of IMSA Michigan, Tim DeWitt of Carrier & Gable, Inc., has been the long-serving Affiliate Director on the ITE Michigan Section Board of Directors. We hope to continue to strengthen this partnership with IMSA Michigan by continuing to share resources and training opportunities between both organizations.

The Michigan Section of ITE has also been making strides in the past couple of years to more fully move into the

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they created a matrix to reduce data collection costs, a program to convert Synchro timings to ACTRA files to reduce man hours associated with inputting new signal timings and developed an internet based data management portal that includes traffic count data, Synchro files, intersection approach pictures.

Kelly Ferencz can be reached at (517) 272-9835 or kferencz@bergmannpc.com.

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21st Century. This year represents the third year we have implemented the electronic voting for the Board of Directors. This has been very successful and has greatly reduced the time and effort in holding and administering the annual elections. Most importantly, with the implementation of electronic voting, we have seen all-time high numbers of members partaking in the voting process and have drastically reduced invalidated ballots due to improperly sealed and signed return envelopes! We have transitioned to using e-mail as the primary means of distributing Section information and communication, which has also drastically improved the efficiency of Section communications and reduced postage costs. We are also working on a Section website, which promises to host Board of Director meeting minutes, Section by-laws, classified ads including job postings, news updates, and electronic/on-line paying of annual dues. Technology advancements are wonderful!

All of the successes and progress that has been made in the Section is due to the significant contributions and efforts put forth by many members. Without everyone's contributions, I truly believe that we would not be as successful as we have been. By volunteering for a variety of Section efforts, attending technical sessions, participating in the annual Education Fund golf outing and voting in the annual Board of Directors elections, it is the participation of all Section members that makes this a success.

Thank you and have a great holiday season and a fantastic new year!

Matthew Smith can be reached at (248) 483-5120 or SmithMatt@michigan.gov

Metro Detroit Traffic Incident Management Update by Richard Beaubien, P.E., PTOE, Hubbell, Roth & Clark, Inc.

The traffic incident management program for Metro Detroit grew from a media event at the Engineering Society of Detroit in late 1991. The media event featured speakers from the Michigan State Police, AAA Michigan, the Federal Highway Administration, and also included the Deputy Mayor of Detroit and the Director of the Michigan Department of Transportation. The attendees from this event eventually formed a committee to consider different traffic incident management issues such as detection, response, removal, informing motorists, and legislation.

By the mid-1990s this ad hoc group had developed a Blueprint for Action, which included a listing of activities with a time frame and a responsible party for each activity. The group ultimately found a home as a consulting committee of the Intelligent Transportation Society of Michigan (ITS Michigan). The Board of Directors at ITS Michigan ultimately recognized that the interested parties in traffic incident management were the users of intelligent transportation systems technology. This situation created the perfect scenario where the program provided a test bed for new technologies while offering real time feedback from users. Traffic incident management stakeholders provided applications in search of technology solutions, which was in direct contrast to early intelligent transportation systems that provided technologies in search of an application.

Early victories for the Metro Detroit Traffic Incident Management process were the establishment of the Freeway Courtesy Patrol, the combining of the Michigan State Police regional dispatch operation with the Michigan Intelligent Transportation Systems Center, and the

deployment of a more extensive system of dynamic message signs and closed circuit television cameras on 150 miles of Metro Detroit freeways.

Although these accomplishments were substantial, the most consequential accomplishment was relationships developed among the partners in the process. The partners included local government public safety officials, county road agencies, the Michigan State Police, Southeast Michigan Council of Governments, AAA Michigan, Wayne County Airport Authority, and the broadcast media.

In 2005, the stakeholders took advantage of the relationships developed in the traffic incident management process to capture a Federal Highway Administration grant to develop a Regional Concept of Transportation Operations for Metro Detroit. Three of these grants were awarded nationwide, with the other two recipients being the Tucson, Arizona area and the Portland, Oregon area. Metro Detroit was the most complex with over 4 million people and more than 250 local government units. The Tucson area had a population of 2 million people with nine local government units, and the Portland area had a population of only 1 million people. The Metro Detroit view was that the process of developing the Regional Concept of Transportation Operations would improve the traffic incident management program, a view which was ultimately successful. Interviews with 22 stakeholder groups provided a strong basis for developing a program of actions to improve operations that ultimately had widespread support. This project won a transportation planning excellence award from the Federal Highway Administration in 2008.



Early Freeway Courtesy Patrol Van

Two of the four objectives resulting from the Regional Concept of Transportation Operations program were assigned to the Metro Detroit Traffic Incident Management Coordinating Committee for follow up. The two objectives included the safe, quick clearance of traffic incidents and the improved dispersion of information to motorists. The information to motorists has been improved by adding the closed circuit television camera images to bring the total amount to nearly 200 cameras available on the web.

Metro Detroit Traffic Incident Management Update

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These images can be helpful to dispatchers of police and fire services, who know before anyone arrives on the scene whether fire, ambulance, or towing services may be needed. Through distributing more real time information to motorists, the potential to reduce secondary crashes becomes much higher as services can be dispatched to hazardous scenes more expeditiously and more accurately.



Traffic Cameras Available on Public Website
www.michigan.gov/Drive

The Metro Detroit Traffic Incident Management Coordinating Committee is currently considering whether they may be the logical custodian of the more broad regional transportation operations scope of activity. Because the regional transportation operations agenda developed from the traffic incident management program, and be-

cause many of the stakeholders for traffic incident management are the same personnel, the two programs may merge into one operation. The Partnering Workshop to be held at AAA Michigan headquarters on March 2, 2010 may set the stage for a future Metro Detroit Regional Operations Committee which encompasses both the traffic incident management and regional transportation operations.

Richard Beaubien can be reached at (248) 454-6381 or dbeaubien@hrc-engr.com.



Hold the Date

5th Annual Partnering Workshop:
 Metro Detroit Incident Management

March 2, 2010 from 9:00 am—2 pm

AAA Headquarters

One Auto Club Drive, Dearborn, MI

Attendance is limited, free Continental Breakfast and Box Lunch will be provided.

Are you looking for a way to get involved with the ITE Michigan Section?? The Board of Directors is looking for someone to maintain the ITE Michigan website: www.itemichigan.org If interested, contact Colleen Hill at (248) 454-6571 or chill@hrc-engr.com.

Overview of the New Highway Safety Manual by Dale R. Lighthizer, Ph.D., P.E., MDOT

The new Highway Safety Manual (HSM) is almost here! After 10 years of effort by researchers and practitioners, it is in the final stages of development. It represents thousands of volunteer hours from many individuals like you that made the first edition possible.

What is the HSM?

The HSM is a document assembled to provide information and tools in a useful form for practitioners to explicitly consider safety consequences in road planning, design, maintenance and operational decisions. The HSM will focus on objective and quantitative measures of safety with a primary emphasis on crash frequency and severity. It contains:

- A synthesis of validated highway research;
- Procedures that will be adapted and integrated into practice; and
- Analytical tools for predicting impact on road safety.

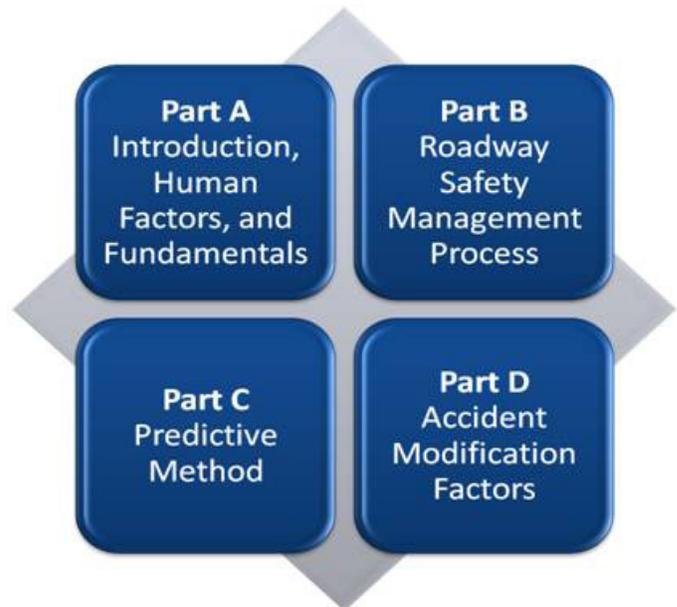
The Highway Capacity Manual (HCM) is the recognized source of information and methodologies for the quantitative evaluation of traffic operations on roadways. Until now, no such document existed in the area of highway safety. The new HSM will have the look and feel of the HCM. Users will be able to refer to it with confidence that it reflects practices and knowledge that has been vetted by highway safety professionals.

The HSM will be an AASHTO publication that will be continually updated. This is the First Edition of the HSM. Work will begin almost immediately on the Second Edition to fill in the gaps from the First Edition of the document.

The outline of the HSM shows the basic structure at a high level. The HSM will introduce new terms, for some, such as Safety Performance Functions (SPF's) and Accident Modification Factors (AMF's) as well as the methods to use them. Stay tuned – you will be hearing more on these!

Part B of the HSM covers the Roadway Safety Management Process. This part offers tools to address:

- Network screening



Highway Safety Manual Outline

- Diagnosis
- Countermeasure selection
- Prioritization of improvement projects
- Economic appraisal
- Safety effectiveness evaluation

Part C of the HSM covers the Predictive Methods and addresses the following facility types:

- Two-lane rural roads
- Urban/suburban arterial highways
- Rural multilane highways

In the First Edition, modeling of SPF's will be rudimentary, and there will be gaps in the AMF's. As research continues and knowledge is gained, improvements will be made in SPF's and AMF's and sections on freeways and other facilities will be added in future editions.

Two sets of computer software tools to aid in the application and implementation of methodologies described in the HSM have been developed. The first set of computer software tools is known as SafetyAnalyst. SafetyAnalyst facilitates the roadway safety management process described in Part B and will soon become an AASHTOware product. MDOT is a licensee of the SafetyAnalyst software and is currently working to prepare the data required to run the software on the state trunkline road

Overview of the New Highway Safety Manual

Cont'd from Page 6

network. When all of the required traffic safety data is available in the future, the software might be available for all roads statewide.

The second set of computer software tools is known as the Interactive Highway Safety Design Model (IHSDM). IHSDM uses the predictive methods in Part C to evaluate the safety and operational impacts of geometric design decision on highways. IHSDM is currently being evaluated for use at MDOT.



What the HSM is NOT.

The HSM does NOT set requirements or mandates!
 The HSM is NOT a “best practices” document for design and operations.
 The HSM does NOT contain warrants or standards.
 The HSM does NOT supersede any publications that contain warrants or standards.
 The HSM does NOT establish a legal standard of care.
 The HSM does NOT create a duty to the public.
 The HSM does NOT tell you what to do or not do.
 The HSM does NOT prescribe or mandate any “safety level of service” or “minimum safety performance” for any road.

Users of the HSM will be provided information on the quantitative safety effects of actions they may be contemplating, but in no instance does the HSM dictate or

direct a particular course of action based on the results of an analysis. Decisions about how to use the results of an HSM analysis are left to sound engineering judgment.

Who should use it?

All of those who are engaged in the planning, design, operation and maintenance of roadways should use this document to consider impacts of their activities on highway safety.

When will the HSM be available?

The First Edition of the HSM is being balloted by AASHTO at this time. The projected release date for the First Edition is during the first quarter of 2010.

Where can you find more information?

The public HSM website is a good place to start: <http://www.highwaysafetymanual.org>. In the future, the website will be hosted by AASHTO, will be routinely updated and will contain a number of related resources.

Currently a training course is being developed. It is expected that training materials, including “train the trainer” will be made available upon release of the HSM.

Dale R. Lighthizer, Ph.D., P.E. can be reached at (517) 373-2334 or lighthizerd@michigan.gov.

Are you looking for a qualified candidate to fill a position at your organization??
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THE HAWK PEDESTRIAN BEACON

The Road Commission for Oakland County (RCOC) is studying a new form of pedestrian crossing device known as the HAWK, or **H**igh-intensity **A**ctivated cross-**W**alk. This beacon has been installed at the Maple/Drake roundabout in West Bloomfield Township, where it is being tested to determine if it will enhance pedestrian access.

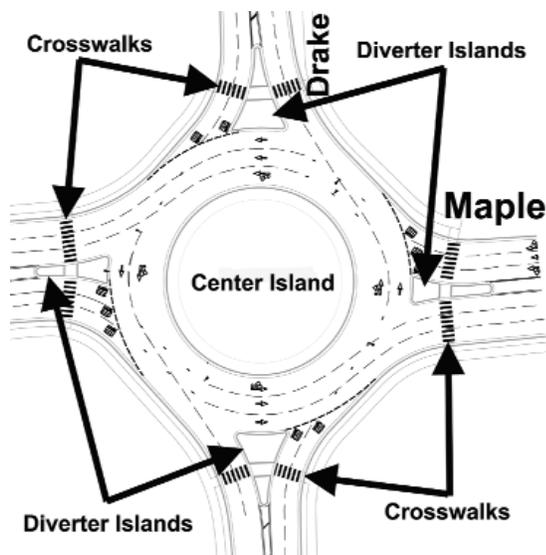
WHAT IS THE HAWK?

The HAWK is a new form of pedestrian crosswalk beacon. It is referred to as a "beacon" rather than a "signal" because it is only lit when it is activated by a pedestrian pushing the crosswalk button.

It has a different configuration than traditional signals, with two red lights next to each other above one yellow light. There is no green light.

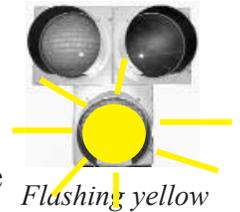
THE MAPLE/DRAKE HAWK

HAWK pedestrian crosswalk beacons may be used where traffic signals or stop signs are not appropriate.



HOW DOES THE HAWK WORK?

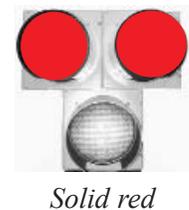
When the pedestrian presses the button, approaching drivers will see a **flashing yellow** light for a few seconds, indicating they should reduce speed and be prepared to stop for a pedestrian in the crosswalk.



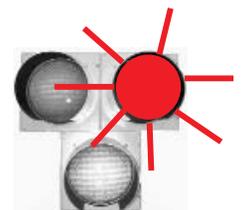
The light will then change to a **solid yellow**.



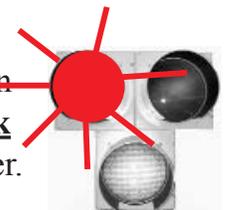
After the solid-yellow phase, the top two lights will turn **solid red** light, indicating **drivers must stop**.



When the beacon turns to **solid red**, the signal facing the pedestrian illuminates the **walk** symbol and emits a tone indicating to sight-impaired pedestrians that it is safe to cross.



The signal then changes to **flashing red** and the pedestrian is shown a flashing **don't walk** symbol with a countdown timer.



Drivers are allowed to proceed during the flashing red **after coming to a full stop** and making sure there is no danger to pedestrians.

HOW TO USE THE HAWK CROSSWALK BEACON

To cross the road approaching a roundabout using a HAWK beacon, follow these steps:

- 1.** Use the appropriate pedestrian crossings and stay out of the circular island at the center of the roundabout.
- 2.** Press the push button to activate the HAWK crosswalk beacon (the push button emits a locator tone to aid the sight impaired).
- 3.** Once the HAWK is activated and traffic has stopped, follow the crosswalk to the "diverter" island that divides the entrance/exit lanes (see roundabout diagram).
- 4.** Once at the diverter island, press the push button to activate the HAWK to cross the second half of the road.
- 5.** Once the HAWK is activated and traffic has stopped, follow the crosswalk from the diverter island to the other side of the road.



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Created 07/09

ITE Michigan Student Paper Winners

Congratulations to the Michigan Section Student Paper Winners! The first place winner, with a cash prize of \$500, was awarded to Sabyasachee Mishra from Wayne State University for his paper entitled "Traffic Flow Characteristics Comparison between Modern Roundabouts and Intersections". The second place was a tie between Griffin Enyat from Western Michigan University for his paper entitled "Effects of HOV Lanes on Michigan Freeways" and Rebecca Mulholland also from Western Michigan University for her paper entitled "The Use of High Occupancy Toll (HOT) Lanes for Traffic Congestion Mitigation". Both second place students received a cash prize of \$150. The abstracts for the winning papers are shown below.

Traffic Flow Characteristics Comparison between Modern Roundabouts and Intersections

By Sabyasachee Mishra
Wayne State University



There has been a strong interest expressed in modern roundabouts in the United States, Europe, and Australia in recent years. While their space requirements are higher, modern roundabouts if properly designed, are expected to provide better operating conditions compared to conventional intersections for certain traffic flow conditions. A number of cities in the US, including those in the Detroit metro area, have converted traditional intersections to roundabouts. Because of increased interest in roundabouts, there is continuing research effort at the U.S. Department of Transportation (USDOT) and many state Departments of Transportation (DOT) on exploring appropriate physical locations, design parameters and their performance relative to alternative

control schemes. In this paper, traffic flow operations at roundabouts are assessed by considering a set of intersections in the Detroit metro region for possible conversion to roundabouts. Intersection types vary from one-lane to three-lane approaches (with four and five legs). The performances of existing intersections are analyzed and compared to those of the roundabout counterparts. Control delay, Volume to capacity (V/C) ratio and 95 percentile queue length are considered as the Measures of Effectiveness (MOE) for comparison. The Kruskal-Wallis nonparametric hypothesis test is conducted to investigate the performance of candidate intersections and roundabouts for different MOEs. The results show that for light and moderate traffic conditions, roundabouts show better performance, while for heavy traffic conditions, signalized intersections are the preferred alternatives. The non-parametric test also provides the rank of locations as a means of comparison between the performance of intersections and corresponding roundabouts.

Sabyasachee Mishra can be reached at (313) 577-3803 or hisabya@wayne.edu.

Effects of HOV Lanes on Michigan Freeways

By Griffin Enyat
Western Michigan University



Congestion is a major problem in transportation. There are many ways to find a solution to this problem. High Occupancy Vehicle (HOV) lanes are one way to encourage people to get around the congestion by carpooling

ITE Michigan Student Paper Winners

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or riding on a mass transit system. If multiple people ride together, it increases the amount of people moving through the freeway and allows single occupant vehicles to move with less congestion. Although, these lanes cannot just be placed anywhere. The roads need to meet certain guidelines to be considered for HOV treatment. In Michigan, HOV lanes had not been installed until recently in 2008. When determining whether Michigan would be able to construct any HOV lanes on the freeways and benefit from them, the guidelines will need to be analyzed. Certain challenges will arise, but if the benefits outweigh the costs then Michigan may be able to develop a large HOV network that will hopefully improve the quality of the roads.

Griffin Enyart can be reached at griffin.a.enyart@wmich.edu.

The Use of High Occupancy Toll (HOT) Lanes for Traffic Congestion Mitigation By Rebecca Mulholland, Western Michigan University



Transportation systems are used by the majority of the population of the United States on an everyday basis, either directly or indirectly. People drive their vehicles on roads and freeways to get to work, attend functions and shop for goods or services. These same roadways are used by trucks to transport goods to their destinations. In addition, public transit systems utilize the roads for bus routes. As population increases, the volume of vehicles on the roadways also increases, resulting in traffic congestion, delays, lost time, increasing maintenance costs and even increases in environmental pollution.

Federal, State and Local jurisdictions are continuously looking to provide efficient transportation systems that are cost effective, acceptable to the general public and will last for years to come. Historically, there have been limited ways transportation officials could increase the efficiency of their highway systems to mitigate congestion. Building new highways or adding lanes to existing highways is an extremely expensive way to increase capacity in an area where congestion is a problem.

There is an underutilized mitigation technique that has been in use in several areas for the past few decades. High Occupancy Toll (HOT) lanes are used to increase the volume of traffic on underutilized HOV lanes, thus reducing the amount of vehicles on the regular, congested lanes of a highway. These lanes are separated (by permanent or flexible barriers) limited-access highway lanes that allow single occupancy vehicles (SOV) to use the HOV lane by paying a toll. However, HOT lanes should not be confused with toll roads. Toll roads require all vehicles to pay a set amount of toll, regardless of which lane they travel in. HOT lanes are separate lanes on a highway that charge a variable toll, depending on occupancy of the vehicle, time of day and amount of traffic on the highway.

Michigan has encountered a steady increase in both population and traffic congestion over the years. It has been estimated that if no capacity is added to Michigan's highways, by 2030 the traffic congestion will closely resemble that currently encountered in Washington, D.C.

The Michigan Legislature has authorized the creation of HOV lanes on the highways. Research suggests that many HOV lanes are underutilized, while traffic remains congested on the regular lanes. It is therefore recommended that the state takes this a step further and plan to make these high occupancy lanes toll lanes. It would be a benefit to the State, as well as urban jurisdictions, to consider the implementation of High Occupancy Toll lanes. These lanes can be incorporated into existing highways, eliminating the necessity of building new lanes.

Rebecca Mulholland can be reached at (269) 278-8494 or mulholland_rebec@hotmail.com.



INSTITUTE OF
TRANSPORTATION ENGINEERS **ite**
MICHIGAN SECTION

Technical Session – Thursday, December 3, 2009
Farmington Hills, Michigan

Location: William Costick Activities Center
11 Mile Road, East of Middlebelt Road
Farmington Hills, Michigan

Host: Kevin McCarthy
Phone: 248.871.2570
Email: kmccarthy@fhgov.com

If using the email or phone: please identify yourself and state your terms of payment.

Meeting Schedule

- 8:45 – 9:30 Coffee and Registration
- 9:30 – 10:15 **Living the P3 Design Dream - Design/Build on Steroids** – John Friel, PE, HNTB, Chief Operating Officer
- 10:15 – 10:45 **Farm Lane Underpass – Michigan State University** – Jeremy Hedden, PE, Project Manager, and Mario Quagliata, PE, Transportation Engineer, Bergmann Associates
- 10:45 – 11:00 Break
- 11:00 – 11:30 **Roundabout Analysis – Are We Using the Right Tools?** – Timothy J. Likens, EIT, Transportation Engineer, Professional Engineering Associates, Inc.
- 11:30 – 12:00 **MDOT Safety and Mobility Guidelines** – Matt Smith, PE, Metro Region Traffic and Safety Engineer, MDOT
- 12:00 – 1:15 Holiday Lunch Buffet
- 1:15 – 1:30 **IMSA Update** – Tim DeWitt, Carrier and Gable
- 1:30 – 2:00 **I-75 at 9 Mile Bridge Design Build Project** – Lori Swanson, PE, Oakland TSC Cost and Scheduling Engineer, MDOT and Scott Shogan, PE, PTOE, Senior Project Manager, PB
- 2:00 – 2:30 **Road Commission for Oakland County – ITS Update** – Eric Tripi, PE, PTOE, Director of Operations, South Carolina, and Ken Yang, Iteris, Inc.
- 2:30 – 2:40 Break
- 2:40 – 3:15 **State of Michigan ARRA Funding Update** – Gregory C. Johnson, PE, MDOT, Chief Operations Officer

COST FOR TECHNICAL SESSION: Member - \$35.00, Non Member- \$40.00, Student \$5.00. **Advanced paid reservation only** for the full amount must be received by **Friday, November 27, 2009**. A continental breakfast served during registration and a noon time meal of a Holiday Buffet with vegetarian selection is included with paid meeting cost.

Please make ___ reservations for the December 3, 2009 ITE Michigan Section Annual Meeting. Enclosed is a check for \$___ made payable to MICHIGAN SECTION – ITE.

Name(s): _____

Address: _____

Mail this reservation with payment to:
Kevin McCarthy
City of Farmington Hills
31555 Eleven Mile Road .
Farmington Hills, Michigan 48336

Golf Outing Summary

by Aimée Giacherio, P.E., Wade Trim

The ITE Educational Fund Golf Outing held its 17th annual benefit golf outing at Mystic Creek Golf Club in Milford, Michigan on Thursday, May 28, 2009. The Michigan Section ITE Golf Committee would like to extend our thanks to all participants and firms that generously supported this year's benefit golf tournament. This year's golf outing was a big success again with wonderful weather and 153 golfers. There were 35 hole sponsors and numerous door prize contributors (see listings below and right).

This year, profits from the event totaled \$11,740, all of which is deposited directly into the Michigan Section ITE Educational Fund. This fund is used to provide a reduced fee for students to attend Michigan Section meetings, to provide monetary awards for annual student research paper competitions, to help defray students' costs for attending national ITE and Transportation Research Board meetings and to provide scholarships to worthy transportation engineering students at Michigan State University, Michigan Technological University and Wayne State University. Congratulations to all who made this event a success!

The ITE Fall Golf Outing held its annual event on September 17, 2009 at Willow Wood Golf Club in Portland, Michigan. This was our second year at Willow Wood. We had a total of 28 golfers this year and the winners were the foursome of Tim Haagsma, Dan Luyk, Paul Stuba, and Ed Potterack. Last place went to the foursome of Dave and Dawn Sonnenberg and Chris and Heather Zull.

Door Prize Contributors:

Ameresco, Inc.
 BBF Engineering Services, PC
 Tapan Datta
 Tim Haagsma
 Victoria Holland
 Samuel Lawson
 Joseph Marson
 Kevin McCarthy
 Gary Piotrowicz
 Strain Electric Co.
 Steve Stramsak
 William Taylor
 Michigan Tech – Bill Sproule

Hole Sponsors:

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 AECOM
 Carmanah Technologies
 Carrier & Gable*
 Dialight Corporation
 Eberle Design Inc.*
 Encom Wireless Data Solutions*
 Hubbell, Roth, & Clark
 Image Sensing Systems Canada
 Iteris, Inc.
 J. Ranck Electric, Inc.
 Mansell Associates, Inc.
 Motor City Electric Technologies*
 National Sign and Signal Co., Inc.
 P.K. Contracting, Inc.*
 Parsons
 Parsons Brinckerhoff
 Pelco Products, Inc.
 Polara Engineering, Inc.
 Quixote Transportation Safety
 Rathco
 Rauhorn Electric, Inc.
 Relume Technologies
 Rowe Professional Services Company
 RS Engineering, LLC*
 Savage Traffic Engineering
 Sensys Networks
 Siemens ITS
 Tetra Tech
 The Corradino Group
 Traffic Control Corporation*
 Traffic Data Collection, Inc.
 Union Metal Corporation
 Valmont Industries/Faron & Associates
 Wade Trim
 Xcessories Squared/Allied Tube
 *Indicates Hole and Lunch Sponsor

Aimée Giacherio can be reached at (616) 363-8181 or AGiacherio@WadeTrim.com.



MDOT Explains Roundabout Safety Regarding Emergency Vehicles

October 9, 2009 -- Drivers are trained to pull over when an emergency vehicle is coming because it's the law. In the case of roundabouts, the Michigan Department of Transportation (MDOT) today announced that motorists must clear a roundabout if they hear (or see) an emergency vehicle coming. Completing the turn and safely pulling off of the roadway once the vehicle exits the roundabout is the correct maneuver in an emergency situation.

"With more and more roundabouts being installed in Michigan, drivers must know how to safely navigate

them in the event of an emergency," said State Transportation Director Kirk T. Steudle. "Getting out of a roundabout as quickly as possible when an emergency vehicle is approaching is not only the safest thing to do but it is required by law."

Michigan is installing more roundabouts (another form of an intersection) because they are easy to drive through and safer than traditional intersections. For more information, go to the MDOT Web site at: www.michigan.gov/roundabout.

Treasurer Report by Christopher Zull, P.E., City of Grand Rapids

Section Fund Balance		\$ 44,879.41
Section Regular Fund Balance	\$ 30,451.62	
Education Fund Balance	\$ 13,343.35	
Technical Projects Fund Balance	\$ 1,084.44	
ACTIVITIES for January 1 thru October 31, 2009		
Income - Section Regular Fund		\$ 5,327.50
Dues	\$ 2,922.50	
Technical Sessions	\$ 2,405.00	
Expense - Section Regular Fund		\$ 4,682.13
Postage & Supplies	\$ 100.80	
Software for Website	\$ 92.36	
Technical Sessions	\$ 3,586.82	
Liability Insurance	\$ 500.00	
Other	\$ 402.15	
Income - Section Education Fund		\$ 25,928.25
Member Contributions	\$ 624.00	
Golfer Fees	\$ 10,223.00	
Sponsor Fees	\$ 13,642.00	
Challenge Hole Profit	\$ 828.00	
Miscellaneous Golf Income	\$ 611.25	
Expense - Section Education Fund		\$ 15,864.66
Golf Outing Postage	\$ 215.42	
Golfer Fees	\$ 980.00	
Golf Gifts/Prizes	\$ 2,319.24	
Golf Course Fees	\$ 11,240.00	
Student Paper Competition	\$ 1,100.00	
Other	\$ 10.00	

SAVE-the-DATE

Lunch & Learn
Thursday, February 11, 2010

Key Note Speaker:

Kirk Steudle,

Director, Michigan Department of
Transportation

Location:

Skyline Club, Southfield

Host:

Richard Beaubien,
Hubbell Roth & Clark

Space is limited.
More details to follow.



Want to be added to the mailing
list for the ITE Michigan Section??
Contact Kevin McCarthy
at (248) 871-2560 or
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A Note from Your MichiganITE Newsletter Editor

Its been awhile since everyone has received a *MichiganITE* newsletter. I hope you have enjoyed the Winter 2009 issue. As you can see, the *MichiganITE* is being distributed electronically. If you wish to receive a printed copy in the mail, please contact me at (248) 454-6812 or lgrillo@hrc-engr.com.

So far, working on the newsletter has been very enjoyable. I look forward to publishing the MichiganITE quarterly; however, I need your help. This newsletter will only be as good as the materials submitted by the mem-

bers of ITE. If you have any information you would like to see appear in a future newsletter, please contact me. It can be an article, industry news, an opinion piece, update on new regulations or technology or an interesting photograph, to name a few. Also keep me updated on new events that involve our members: promotions, job changes, passing PE, PTOE or EIT exams, etc.

Thank you for giving me the opportunity to serve as your *MichiganITE* Newsletter Editor!

Lia Grillo



Traffic Engineering Associates, Inc.

Heather L. Zull, P.E.
David J. Sonnenberg, P.E.

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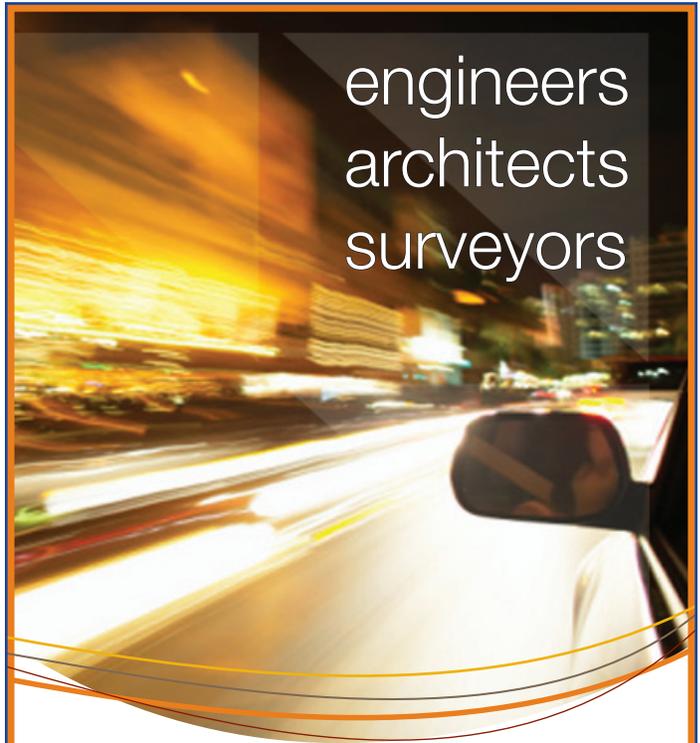
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