

Michigan **ite**

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

Letter from the President By William Zipp, P.E., PB Michigan



Ending an old year . . . Beginning a new year . . . We stop . . . We start. Over and over again, we constantly move forward. But looking back is how we make sure moving forward is in the right direction. So, I look back over 2012 from my perspective on the Board. First, I want to thank everyone

who helped me keep things moving, current and past Board members. It isn't always possible to be where you want to be and I really appreciate all your support in keeping our mission in mind. Now, on to reflections, with two major points: Students and the Future.

Our most important goal as a professional society is to support those that will eventually take our place. From the financial support aspect, the Spring Golf Outing continues to provide amazing results, again showing the overwhelming support from the Michigan Section's membership. Because of the continued generosity, the Educational Fund is building and ready to take some leaps forward and do more good. The Board will look into possibilities for expanding scholarship opportunities.

From a mentoring perspective, we continue to push the Traffic Bowl out there and see Michigan's Student Chapters getting more involved. This event has been growing in popularity over the past several years, and with the assistance of the Section, hopefully more teams will become regular attendees. The Broncos from Western Michigan University have been our strongest team and I am convinced that teams from Wayne State University and Michigan Technological University (MTU) will come to the event.

The 2012 Executive Board put a focus on personal attention this past year and will emphasize this in the future as well. With support from the Board, I made a trip to Houghton to visit with the students at MTU on a one-on-one basis. My objectives were three-fold: to meet with the student advisor and see what the Board could do to help engage students; to visit with the student chapter; and to engage with as many students as possible. I gained some perspective from the student advisor and have passed on valuable suggestions to the Board. I met with members of the student chapter board and two of Dr. Sproule's traffic engineering classes. Judging from the questions that were asked and the after-class discussions, my visit was a success.

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Letter From the President

Now for looking forward - The District Annual Meeting is coming to Michigan in 2013. As you know, the ITE Great Lakes District is comprised of Sections from Michigan, Indiana and Ohio. On a rotational basis each State hosts this event. Organizing is underway for 2013's version to be held in Grand Rapids at the Amway Grand. We are hoping for a large turnout from the Michigan Section membership to show the District how committed we are to the ideals of ITE. Please join me and the rest of the organizing committee in making 2013 the year Michigan comes alive to the ITE community. The save the date announcement has been distributed and the call for abstracts is out there (see page 4 for more details). Please encourage all your colleagues to attend and/or make a presentation. A couple of national events supplement the local stage

Cont'd from Page 1

in 2013. In March, the ITE Technical Conference and Exhibit will be held in San Diego, California. The ITE International Annual Meeting will be held in historic Boston, Massachusetts in August. These are wonderful events that bring together all parts of our transportation engineering community in one place to celebrate accomplishments and goals for the coming year. I hope that our Michigan Section membership will be well represented in all three of the prominent ITE events next year, in addition to supporting our local technical events. Watch the calendar and please join in!

William Zipp can be reached at (313) 963-4114 or Zipp@pbworld.com.

October Technical Session Synopsis By Christopher Zull, P.E., City of Grand Rapids

October in Grand Rapids is a wonderful time of the year. Construction season is winding down, football is in the air, new brews are here for the fall, and the summer special events season culminates with the largest art contest in the world, ArtPrize. The social art experiment where government intersects with passion and creativity for the abstract offered a new perspective on how art is pedestrian. But before we get to that I would like to extend a thank you to those who planned, orchestrated, and arranged this year's event. As many as 48 engineers, technicians, guests, and students gathered at the Grand Valley State University Eberhard Center for this year's Technical session.

Sarah Binkowski and Hui Chen from Parsons Brinckerhoff led off the event with a progressive approach on modeling maintenance of traffic plans under several different loading scenarios to help determine the best fit operation. Evaluating plans through modeling is a much gentler way than learning through in-field experience!

Through the strong encouragement of Dr. Oh of Western Michigan University, a strong turnout of WMU students was a nice addition to the event. Having a WMU graduate student, Farhad Abasahl, make a presentation on safety audits for modern roundabouts was the icing on the cake. You can check out the Farhad's abstract on this

same topic for which he was awarded won of the two ITE Student Paper Awards for 2012 on page 5.

Just before a great lunch and some break time overlooking the Grand River and downtown Grand Rapids, the audience was engaged in a very thoughtful presentation on ArtPrize by the Marketing Director Todd Herring. As a result I believe most attendees would now recognize that ArtPrize has become a tool to encourage healthy activities in the Grand Rapids area. The influence of the three weeks of ArtPrize and its three square mile activity area resulted in thousands of miles walked and/or biked. Art as a physical activity to promote health, who knew?

Bikes were the hot topic of the afternoon with a recap by Sean Moeller and Jon Oeverman from the City of Grand Rapids and its efforts to develop, operate, and sustain a bike friendly culture. The logistics of asset management in times of fiscal constraint is essential to establishing priorities. It will be interesting to see how the balance will be established between the demand for enhanced pavement markings and signage for new bike facilities and the existing traditional pavement markings and signs.

Next up was Utility 2. This project is a unique collaboration
(Continued on Page 3)

October Technical Session Synopsis

between the Michigan Department of Transportation (MDOT) and the Grand Rapids Fire Department to repurpose an old dump truck into an emergency response vehicle for freeway incidents as explained by Paul Arends from MDOT. Learning how to properly place the truck with its attenuation trailer took some planning but it has become a very effective tool. Seeing a dump truck painted red with lights and sirens blaring is a unique experience!

Matt Larobardiere from the City of Grand Rapids ex-

plained how they have been implementing the current Michigan Manual on Uniform Traffic Control Devices standards on pedestrian clearance intervals. Matt Wiersma from URS finished off the day by presenting the lessons he has learned from being an adjunct engineering Professor wrapping up another great ITE event. Thank you to all that attended and those that made this event a Grand success!

Christopher Zull can be reached at (616) 456-3066 or czull@ci.grand-rapids.mi.us.

Second Annual Michigan Transportation Engineering Conference (MiTEC) By Anita Katkar P.E., Orchard, Hiltz and McCliment, Inc.

The second annual Michigan Transportation Engineering Conference (MiTEC) was held on November 1st, 2012 at Crystal Gardens Banquet Center in Howell, Michigan. The event was a day-long conference with informative presentations covering the latest development in the transportation industry. It was designed to provide attendees with the opportunity to network with colleagues and other transportation practitioners from across Michigan.

We were honored to have Rock Miller, ITE International President, as the opening session present his Bike Tour in the Netherlands. The breakout sessions and roundtables included such topics as Connected Vehicles, Integrated Corridor Management, Innovative Traffic Management and Operational Techniques, Road Safety, Pedestrians, Bicycles, and Roundabouts. Exciting case studies were

presented during the breakout sessions on the above-mentioned topics. The conference was concluded with the final session on Global Asset Management Best Practices.

The conference was attended by 125 industry professionals from both public and private sectors. A special thanks to the Institute of Transportation Engineers' Michigan chapter for providing financial contributions and the MiTEC Planning Committee (Barbara Arens, Jeffrey Bagdade, Vicki Briggs, Samantha Cook, Tammi Czewski, Nivas Dammalapati, Lou Davenport, Anita Katkar, Carissa McQuiston, Matt Smith, Colleen Hill-Stramsak, Lauren Warren, Bill Zipp, & Heather Zull)!

Anita Katkar can be reached at (734) 466-4532 or anita.katkar@ohm-advisors.com.

For Your Entertainment . . . Adapted From OddlySpecific.com



2012 ITE District and Section Newsletter Award Recipient: *MichiganITE*



The *MichiganITE* was awarded the 2012 District and Section Newsletter Award for a circulation less than 250. Congratulations to the Editor, Lia Michaels from Hubbell, Roth & Clark, Inc., for all her hardwork and thanks to everyone that helps makes the newsletter a success!

The award was presented during the ITE Annual Meeting and Exhibit that took place in August in Atlanta, Georgia. William Zipp, Michigan Section of ITE President, was present to accept the award as shown in the photograph to the left. Presenting the award to William Zipp was the Robert Wunderlich ITE International Past President.

2013 ITE Great Lakes District Annual Meeting *Featuring the ITS Michigan Vendor Showcase*

Meeting Details

The City of Grand Rapids, Michigan will host the 2013 Great Lakes District meeting of the Institute of Transportation Engineers. This non-profit organization is the technical backbone of the transportation industry providing training, standards, research, and accreditation to transportation professionals in the United States and throughout the world. The conference will be held in conjunction with the ITS Michigan Technology Showcase, a vendor exhibit showcasing the latest in traffic and ITS technologies.

The Annual Meeting is a two-day conference incorporating technical tours and social networking into a seminar format, with objectives of providing educational and networking opportunities for its members and the greater transportation community. Topics at the conference will focus on promoting improved sustainability, mobility and safety for all modes of transportation.

This conference will be held April 15-16, 2013 at the Amway Grand Plaza Hotel in the heart of downtown Grand Rapids. Big-city excitement and natural splendor. Cultural sophistication and small-town warmth. Fun for families and cool for couples. Grand Rapids offers the best of all worlds - so you don't have to settle for just one. You can put your own special edge on your trip.

Call for Abstracts

ITE Great Lakes District invites you to submit an abstract to be considered for a presentation or poster display at the 2013 Great Lakes District Annual Meeting (April 15-16). To submit an abstract, go to www.GL-ITE-2013.org. Deadline to submit abstracts is January 11, 2013.

For more information, visit www.GL-ITE-2013.org!



2012 Michigan ITE Student Paper Winners

Congratulations to the 2012 student paper winners:

- 1st Place \$500 Award - Farhad Abasahl from Western Michigan University (WMU)
- 2nd Place \$300 Award - Jason Pittenger from Wayne State University (WSU)

Jason also came in 2nd place in the Great Lakes District competition for an additional \$500 Award. The Scholarships will be awarded at the December meeting.



Modeling Correct Child Safety Seat Use in the State of Michigan By Jason M. Pittenger, WSU

Among children less than eight years of age, motor vehicle crashes continue to be a leading cause of death and injury. The ultimate goal of this study is to identify the statistically significant variables that are directly influencing the correct child seat use in the State of Michigan. This study aims to model the correct use of child safety seats based on: vehicle type, driver characteristics, child's position within a vehicle, and the location of observation. A total of 6,023 observations were collected from 28 counties in the State of Michigan. An, "appropriate" child restraint use was defined as any instance where a 0-to-3 year-old child was seated in a forward-facing or rear-facing child safety seat. For 4-to-7 year-olds, "appropriate" use included high-back and backless boosters, as well as forward-facing child safety seats. A logistic regression model was developed to predict correct seat use for children age 0-to-3 and 4-to-7. In the results, rural communities had a lower probability of correctly installing children age 0-to-3 years of age. African Americans drivers are significantly less likely to properly install children passengers when compared to Caucasian and Asian/Pacific Islander ethnicities. Elderly drivers are significantly less likely to install children age 0-to-3 years old when compared to young and middle age drivers. The urban communities of Wayne County are significantly less likely to correctly install children age 4-to-7 years of age. 0-to-7 year old children placed in the second and third row seating are significantly more likely to be correctly installed when compared to front row seating. All children age 0-to-7 years old are significantly less probable to be correctly installed correctly if

the driver is not belted appropriately. All children age 0-7 years old are significantly more likely to be installed correctly if observed in SUVs or vans/minivans and that have less than three children in the vehicle. Overall these results suggest that vehicle type, driver characteristics, child's position within a vehicle, and the location of observation greatly impact the probability that a child will be installed correctly in a child safety or booster seat. Providing access to child safety seats and education on safety seat benefits in rural and lower income communities needs to be a priority to decrease child injuries.

Jason Pittenger can be reached at (810) 728-0252 or bb9842@wayne.edu.



Key Elements of Safety Audit in Modern Roundabouts By Farhad Abasahl, WMU

Roundabouts have been rapidly spreading all over the U.S. in past two decades. The main reason has been their significant role in decreasing the rate of accidents or increasing the safety features, by neglecting conflicting movements such as left-turn and opposing traffic. A safety audit is an efficient procedure to detect and verify safety problems in an existing traffic facility. The safety performance of modern roundabouts after implementation should be observed carefully and in case of failing to meet the expected safety requirements, a safety audit can detect and address the problems and help traffic engineers to choose appropriate measures for fixing the problems. The objective of this study was to design a check-list for conducting a safety audit of roundabouts. To achieve this goal, some common safety problems in roundabouts that have been reported in previous literature or observed by experts, were reviewed. Then on basis of this information, a check-list for safety audit was developed and applied on an actual case (Two joined roundabouts at a diamond interchange of I-94 and exit 66 in Van Buren County area were audited). Finally, the check-list was modified according to on-field practice and key elements that need special attention were highlighted.

Farhad Abasahl can be reached at farhad.abasahl@wmich.edu.

Lifesavers Conference 2012 Highlights By Richard Beaubien, P.E., PTOE, Beaubien Engineering

The Lifesavers National Conference on Highway Safety Priorities was held in Orlando, Florida, June 14-16, 2012. It gets much of its direction from the National Highway Traffic Safety Administration, and the topics for discussion included occupant protection, bicycle/motorcycle/pedestrian safety, roadway safety, criminal justice, distracted driving, impaired driving, older drivers, and traffic incident management. Traffic incident management was a new track this year. This track included presentations by Angie Kremer from the Michigan Department of Transportation, Dayo Akinyemi from the Michigan Department of Transportation, and Richard Beaubien from Beaubien Engineering. Angie Kremer's presentation focused on the use of photogrammetry to assist in quick clearance of traffic incident scenes. Dayo Akinyemi provided information on the Michigan Department of Transportation Southeast Michigan Transportation Operations Center and the use of closed circuit television cameras, dynamic message signs, and other Intelligent Transportation Systems technologies to provide safe, quick clearance of incidents. The Center is co-located with the Michigan State Police dispatch operation, and the service patrol assists 50,000 motorists annually. He also noted the importance of partnerships with other agencies.

Richard Beaubien provided a history of the traffic incident management program in Metro Detroit, and he noted the importance of Responder Safety Workshops, Table Top Exercises, and Partnering Workshops in bringing various disciplines together for the common goals of safe, quick clearance. Some lessons learned included: 1) State DOT and police partners change approximately every two years, 2) Emergency managers are better at running table top exercises than State DOT personnel, 3) First responders have a more significant role in managing the incident scene than transportation officials, 4) Learning how to share transportation operations information means safe response and quick clearance of traffic incidents.

Walter Kraft from Vannase Hangen Brustlin in Newark, New Jersey, summarized a survey of Regional Traffic Incident Management by the Transportation Research Board Committee on Regional Transportation Opera-

tions. The survey found that funding for regional traffic incident management activities comes from State Transportation Funds (56%), Regional Transportation Funds (24%), and Local Funds (18%). Other funding sources included federal funding from CMAQ, STP, and NHS. Challenges noted in the survey were getting participation from stakeholders with differing goals and resources, funding, education, involvement of towing services, and keeping the media involved. Successful practices included a response vehicle for severe incidents dispatched with a trained incident manager, joint training of responders, and co-location of dispatchers. One of the survey conclusions was a need and desire for a more consistent and structured approach to and funding for traffic incident management at the regional level.

Laurie Matkowski from the Delaware Regional Transportation Planning Commission reported on the traffic incident management program in the nine county Philadelphia region. The Delaware Regional Planning Traffic Incident Management Program includes Traffic Incident Management Task Forces, Interactive Detour Route Mapping, and Regional Intermodal Information Sharing. The Incident Management Task Forces are organized in eight different portions of the region, generally by corridor. The Task Forces improve coordinated response, foster interaction among stakeholders, identify and address critical needs, and give other organizational perspectives. Typical Task Force activities include quarterly meetings, elected chairpersons, rotating venue, a contact list, and an action plan. The Interactive Detour Route Mapping is an internet application that provides access to official New Jersey DOT and Pennsylvania Detour Routes. It provides information for five Pennsylvania counties and eight New Jersey counties. The Regional Intermodal Information Sharing provides timely and clear incident notifications and information on the transportation situation. It broadcasts situational information to a wide array of agencies and improves knowledge of the "big picture". It reduces the time and cost of obtaining information during emergencies.

Walter Dunn from Dunn Engineering gave a presentation on Assuring Traffic Safety at Planned Special Events. He defined a Planned Special Event as a public activity

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Lifesavers Conference 2012 Highlights

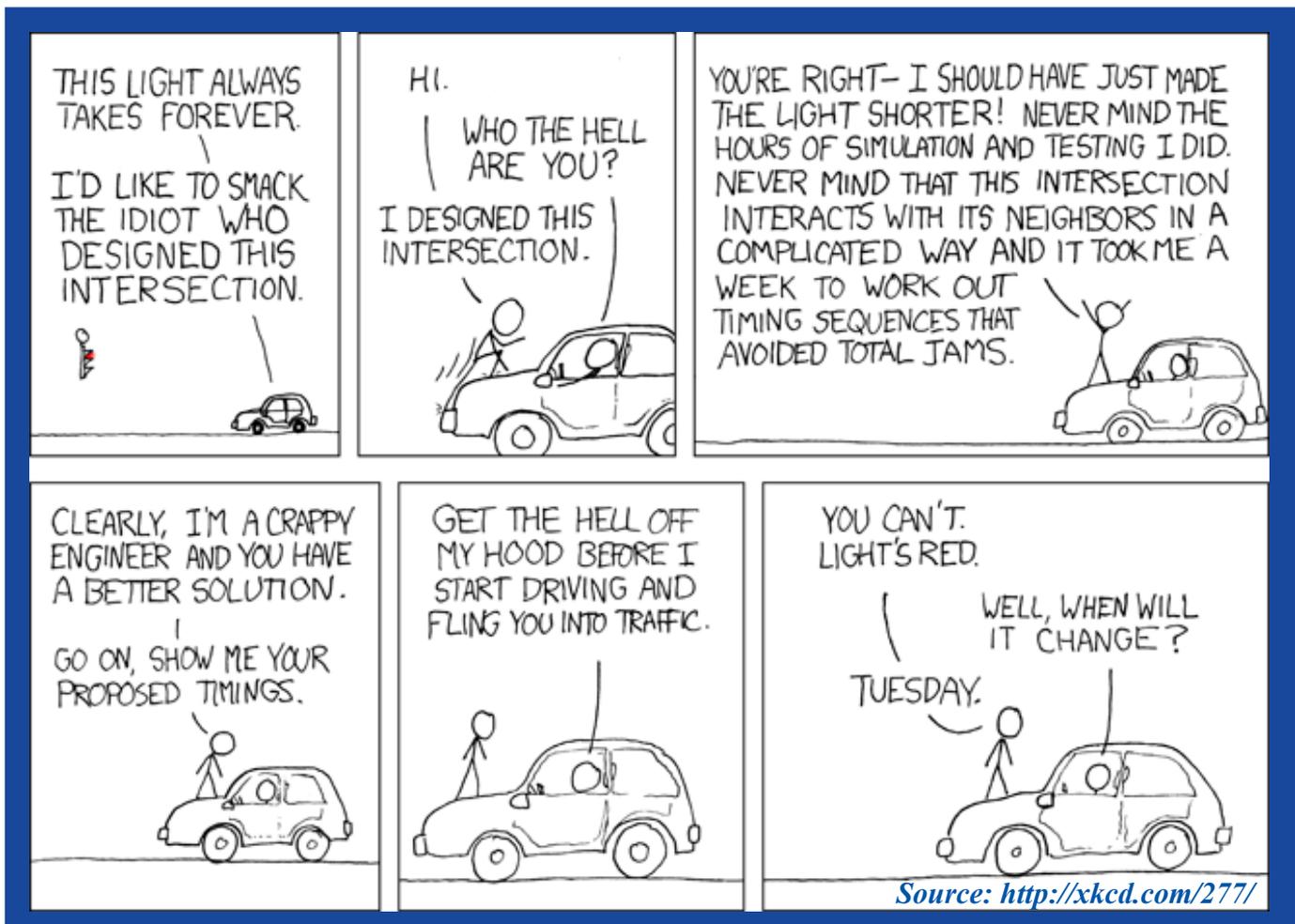
with a scheduled time, duration, and location that may impact the normal operation of the surface transportation system due to increased travel demand and/or reduced capacity attributed to event staging. Planned special event categories are discrete/recurring event at a permanent venue, continuous event, street use event, regional /multi venue event, and rural event. The goals for managing travel at planned special events are achieving predictability, ensuring safety, maximizing efficiency, and meeting public and event patron expectations. The traffic management plan components are site access and parking plan, pedestrian access plan, traffic flow plan, and traffic control plan. Some of the traffic management techniques to consider are route marker / destination signing, portable changeable message signs, three lane operation for peak traffic flows, highway advisory radio, establishment of a command center, left turn restrictions, radio communications, aerial surveillance, exclusive bus roadway, specific roadway assignment,

traffic flow control, metering system for bus operations and parking operations, and on-site traffic management. Traffic incident management and safety considerations may include portable lighting, increase or initiate service patrols, and traffic incident quick clearance initiatives. Event managers should consider arrival strategies that encourage patrons to arrive early before an event and departure strategies that encourage patrons to stay late after an event.

Details of these presentations and other presentations may be found at www.lifesaversconference.org.



Richard Beaubien can be reached at (248) 515-3628 or dbeaubien@comcast.net.



2013 Director Candidates

This year there were two nominees for Director of the ITE Michigan Section Board: Paul Arends, P.E. and Brent Schlack, P.E. Electronic election ballots were sent to the Michigan Section ITE members on November 26th. If you did not receive your electronic ballot please contact your Secretary, Danielle Deneau at (248) 858-4832 or ddeneau@rcoc.org. The deadline to cast your vote is December 27th. A little information about each of the nominees is provided below. **Good luck to both nominees!!**

Paul Arends, P.E.
Operations Engineer - WMTOC
Michigan Department of Transportation



I am a 2002 graduate of Tri-State University with a BS degree in Civil Engineering. I have been employed for 10 years by the Michigan Department of Transportation (MDOT) where I have been exposed to a wide range of responsibilities through a number of different positions. Upon my graduation from college I began my career as a staff engineer. I was soon promoted to Traffic and Safety Engineer for the Howard City TSC and later held the same position at the Grand Rapids TSC. I then accepted a position in Operations at the Grand Region Office. Most recently I was promoted to my current position as Operations Engineer in the West Michigan Transportation Operations Center (WMTOC).

I am responsible for coordinating the Region business process for transportation system operations, including Intelligent Transportation Systems (ITS) operations and day-to-day operations of the WMTOC. I work to ensure consistency and accuracy of the development and implementation of all TOC procedures, contract management, schedules, and budgets. I provide data, support, and analyses for region system performance measurements to internal and external stakeholders. I am also responsible for developing and coordinating incident and emergency management plans, activities, and

procedures in the Region.

In an effort to optimize system-wide traffic safety, reliability, and mobility, I co-chair the Region's Work Zone Business Team as well as the Traffic Safety and Operations team. We focus on improvements through data analysis, work zone reviews, safety projects, and signal optimizations all while being sensitive to local needs and keeping in alignment with statewide procedures and goals.

Paul Arends can be reached at (616) 451-2663 or arendsp@michigan.gov.

Brent Schlack, P.E.
Senior Project Manager - Traffic & Safety
Washtenaw County Road Commission



I am a licensed professional engineer within the State of Michigan employed by the Washtenaw County Road Commission as a Senior Project Engineer within the Traffic and Safety Section. I am responsible for a wide range of tasks. I currently supervise ten employees ranging from technical staff to sign and signal maintenance crews. Within the Traffic and Safety Section we manage the traffic calming program, the traffic count program, the pavement marking program, serious/fatal injury investigations, traffic sign design and layout, prepare safety and CMAQ funding applications, traffic signal design, traffic signal timing, and citizen complaints. As a project manager, projects are taken from the planning stage through construction. These tasks involve coordination of personnel, data collection, utility coordination, design and budgeting of time and materials. I graduated with a bachelor's of science degree in Civil Engineering from Michigan State University (1999).

Brent Schlack can be reached at (734) 327-6697 or schlackb@wcroads.org.

New Members of ITE Michigan Section

Wayne Wentworth
AECOM

Tamani Jenison, Jeffrey Van Laar & Aaron Van Proyen
URS Corporation

Brian Diaz & Terry Stanoch
Itronik, LLC

Professor Joseph Hummer & Hassan Dakroub
Wayne State University

Tim Brandstetter
Kimley Horn of Michigan

Welcome to the Michigan Section of ITE!!

Mark VanDerWegen
Michigan Technological University

*Do you want to become a member? If so, please
contact the Section Secretary, Danielle Deneau at
(248) 858-4832 or ddeneau@rcoc.org.*

Treasurer Report - November 2012 By Steven Loveland, P.E., PTOE, Orchard, Hiltz and McCliment, Inc.

Section Fund Balance (As Of November 13, 2012)		\$ 30,184.38
Regular Fund Balance	\$	19,228.74
Educational Fund Balance	\$	9,871.20
Technical Projects Fund Balance	\$	1,084.44
ACTIVITIES for January 1 through November 13, 2012		
Income - Section Regular Fund		\$ 9,404.94
Dues	\$	2,707.06
MichiganITE Ads	\$	1,400.00
Meetings	\$	5,297.82
Other	\$	0.06
Expenses - Section Regular Fund		\$ 9,105.18
Postage & Supplies	\$	89.50
Meetings	\$	7,405.68
National Mtgs	\$	1,000.00
General liability Insurance	\$	500.00
Other	\$	40.00
Bank Charges	\$	70.00
Income - Section Education Fund		\$ 21,163.50
Member Contributions	\$	814.50
Golf Outing: Golfer Fees	\$	11,040.00
Golf Outing: Sponsor Fees	\$	7,680.00
Golf Outing: Challenge Hole Profit	\$	1,079.00
Golf Outing: Miscellaneous	\$	550.00
Expenses - Section Education Fund		\$ 14,174.24
Golf Outing: Postage/Printing	\$	192.60
Golf Outing: Golfer Fees	\$	6,460.00
Golf Outing: Gifts/Prizes	\$	3,101.64
Golf Outing: Course Fee (Golf/Cart/Lunch)	\$	2,120.00
Student Group Trips	\$	1,200.00
Student Paper Competition	\$	1,100.00

Macomb County Traffic Operations Center By Samantha Cook, Hubbell, Roth & Clark, Inc.

The Macomb County Traffic Operations Center (MCTOC) has expanded its staff. Using CMAQ funding, the MCTOC has increased the number of contract positions from four to six traffic operations engineers and from two to three IT/ITS technicians for fiscal year 2012-2013. The increase in personnel will improve response efficiency to incidents and complaints. Through a communications network and surveillance cameras placed at signalized intersections throughout the County, engineers can access live traffic signal parameters and make adjustments as needed to manage incidents.

Traffic signal controllers in Macomb County run D4 software by Fourth Dimension Traffic or SEPAC software by Siemens. The County maintains two central software systems – Centracs by Econolite controls signals running D4 and TACTICS Marc by Siemens controls signals running SEPAC.

The MCTOC has a fully functioning laboratory where signal operations are tested prior to deployment in the field.



In October 2012, MCTOC engineers along with consultants from Kimley-Horn tested two 180 second cycle contingency plans along Mound Road during off-peak periods. The contingency plan is a pre-developed timing that may be implemented for incident management. The test was successful and provided the department with confidence to deploy contingency plans during live traffic events.

The IT/ITS technicians continue to maintain and expand the existing communications network for traffic signals, surveillance cameras, and other ITS devices. ITS devices installed by contractors through signal upgrade projects are being integrated into the network.

Plans have been completed for a renovation to build a new Macomb County Operations Center which will be located at the current site of the Department of Roads building. The Operations Center includes colocation of four County departments: Emergency Management, Traffic Operations, Sheriff's Dispatch, and Information Tech-



nology. The center is designed with the capability for city police dispatch centers within the County to join and consolidate services. The County has recognized the economic, operational, and enhanced service benefits that such collaborative efforts provide. The purpose of the center is to gain effectiveness and efficiency for incident management and daily operations.

The center will be over 25,000 square feet and accommodate over 70 personnel while allowing for future growth. The renovation is scheduled to begin in March of 2013. The design for the Operations Center includes:

- An 18x46 foot video wall that will be accessible to the Roads Department, Sheriff's Dispatch, Emergency Management, and conference room;
- Eight traffic monitoring positions;
- 14 dispatch positions with capability for 25 positions for cities/townships to join in the future;
- A fully-functional Emergency Operations Center (EOC);
- Countywide server room and data center, incorporating all County departments;
- Three emergency generators and redundant UPS systems; and
- Shared communications and technologies (radio, voice, data, video).

Samantha Cook can be reached at scook@hrc-engr.com.



2012 Executive Board

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William Zipp
Parsons Brinckerhoff
(313) 963-4114, Zipp@pbworld.com

Vice President:

Adam Merchant
Macomb County Department of Roads
(586) 463-8671, amerchant@rcmcweb.org

Treasurer:

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(734) 522-6711, Steven.Loveland@ohm-advisors.com

Secretary:

Danielle Deneau
Road Commission for Oakland County
(248) 858-4832, ddeneau@rcoc.org

Director:

Lou Davenport
URS
(616) 574-8377, Lou.Davenport@urs.com

Immediate Past President:

Christopher Zull
City of Grand Rapids
(616) 456-3066, czull@ci.grand-rapids.mi.us

Affiliate Director:

Tim DeWitt
Carrier & Gable, Inc.
(248) 477-8700, timdewitt@carriergable.com

Great Lakes District Director:

Colleen Hill-Stramsak
Hubbell, Roth & Clark, Inc.
(248) 454-6571, chill@hrc-engr.com

2012 Committee Chairpersons

Technical Programs:

Position Available

Newsletter Editor:

Lia Michaels (Grillo)
Hubbell, Roth & Clark, Inc.
(248) 454-6812, lmichaels@hrc-engr.com

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Michigan Department of Transportation
(517) 335-2625, bottm@michigan.gov

Legislative Federal:

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Nominating & Audit:

Sheryl Soderholm Siddall
Washtenaw County Road Commission
(734) 327-6687, siddalls@wccroads.org

News About Our Members

Lia Michaels has passed the exams to become a Professional Engineer and a Professional Traffic Operations Engineer. Congratulations Lia on becoming a PE and PTOE!!

Johnny Chee was recently hired by Iteris as their newest Engineer in Michigan. Congrats and good luck Johnny!

Want to be added to the mailing list for the ITE Michigan Section? Contact Kevin McCarthy at (248) 871-2858 or kmccarthy@fhgov.com.

Have you checked out the ITE Michigan Section website (www.itemichigan.org) lately? Is there anything you want to see added to make it more useful? Contact our webmaster: Lou Davenport at (616) 574-8377 or Lou.Davenport@urs.com.

ITE GREAT LAKES DISTRICT ANNUAL MEETING

Featuring the ITS Michigan Vendor Showcase
Amway Grand Plaza Hotel, Grand Rapids, Michigan



For more information,
go to www.GL-ITE-2013.org



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For rate information, or to begin your search for candidates, contact Lia Michaels at (248) 454-6812 or lmichaels@hrc-engr.com.

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