Letter from the President

Hello to the Michigan Section!

Wow it seems hard to believe that May is almost here as I write this. I just returned from the District 3 & 5 Joint Annual meeting in Covington, Kentucky. For those of you who didn’t attend, you missed a really great meeting. This was a great opportunity to meet fellow members in the Southern District in a smaller venue than the International Annual Meeting provides. Attendance was approximately 300 which made it real easy to meet folks. The Southern District did a nice job of coordinating with District 3 and put on a real nice meeting.

The Flagg Springs Golf Course was a beautiful but hilly location for the golf outing that was held in conjunction with the Joint Meeting. We had beautiful weather that day. The winning group came in at 21 under par! Of course they had the help of a number of mulligans, toasses, kicks, and skirts to do so! This was the first golf outing I participated in and I had a lot of fun! ITE outings are always a lot of fun.

The ABD vendor group of the Southern District also hosted an entertaining night out at the Hoffbrau House in Newport, Kentucky. Great fun was had by all attending. A section president and a District Director who will remain nameless were even chicken dancing on the table benches! Congratulations also go to Dave Sonnenberg and Brad Strader who won some pretty nice door prizes at that event!

The District Meeting was not all fun and games however. A number of great presentations were given, including a number by Michigan Section members. Please feel free to check out the presentations at www.ksite.org/2004. You may find some useful information here even if you weren’t able to attend the meeting.

One benefit of attending the District Meeting is an opportunity to meet with the International Vice-President candidates. This year’s candidates, Tori Clausen and Rich Romer, both attended and I was able to speak with both of them and give my input on ITE activities and direction. If you would like further information about the candidates you can find out more at www.ite.org.
**2004 EXECUTIVE BOARD**

**President**
Shirley A. Welner  
Wade-Triem, Inc.  
(616) 363-8181  
Fax: (616) 363-9566  
swelner@wadetriem.com

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Fax: (734) 994-1765  
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Scott Shoan  
Parsons Brinckerhoff Michigan, Inc.  
(313) 963-2808  
Fax: (313) 963-6910  
shogan@pbworld.com

**Secretary**
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(734) 327-9887  
Fax: (734) 761-3239  
sodbiddall@wcnroads.org

**Director**
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City of Troy  
(248) 524-3370  
Fax: (248) 524-1838  
abrahamjK@cl.troy.mi.us

**Affiliate Director**
Don Wiertel  
MDOT  
(616) 337-3923  
wiertelD@mdot.state.mi.us

**Past President**
David Sonnenberg  
Ingham County Road Commission  
(517) 676-9722  
Fax: (517) 676-2585  
davies@inghamc.com

---

**2004 COMMITTEE CHAIRPERSONS**

**Program:**  
Lori Swanson  
(248) 359-5606

**Technical Program:**  
Linda Powell  
(616) 874-8378  
Powell@pbworld.com

**Nominating:**  
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(248) 359-5606

**Technical Projects:**  
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(248) 524-3379

**Membership:**  
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jfriel@nhb.com

**Legislative - State:**  
Mark Bott  
(517) 335-2625  
bottm@micigan.gov

**Legislative - Federal:**  
Dave Morena  
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**Awards:**  
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arena@pbworld.com

**Audit:**  
Mark Bott  
(517) 335-2625  
bottm@micigan.gov

**Education/Scholarship:**  
Bill Savage  
(517) 339-3933

**Student Chapter:**  
Bill Savage  
(517) 339-3933

---

**Treasurer’s Report**  
July 23, 2004

**Section Fund Balance**  
$36,453.36

**Section Regular Fund Balance**  
$21,572.45

**Education Fund Balance**  
$13,796.47

**Technical Projects Fund Balance**  
$1,064.44

**ACTIVITIES for January 1 through July 23, 2004**

**Income - Section Regular Fund**  
$10,623.50

**Dues**  
$3,563.60

**Technical Sessions**  
$3,530.00

**Michiganite Ads**  
$3,530.00

**Expense - Section Regular Fund**  
$6,337.21

**Postage & Supplies**  
$972.00

**Michiganite**  
$2,946.32

**Technical Sessions**  
$3,317.90

**Income - Section Education Fund**  
$24,655.00

**Member Contributions**  
$2,091.00

**Golf Outing Revenues**  
$22,564.00

**Expense - Section Education Fund**  
$14,325.43

**Golf Outing Expenses**  
$13,825.43

**Student Trip Subsidy**  
$500.00

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**MICHITE’s CALL HOME!!!**

**Michigan Section’s E-mail Address**

The Michigan Section of ITE has established an e-mail address that will allow us to contact all of our members with no cost activity notices and announcements, last minute scheduling changes, meeting reminders, a quicker way to make address changes and share general ITE news. This will not replace our standard mailing of meeting and dues notices but be used to supplement those. The first step is to build a database of our e-mail addresses. If you are interested in being part of this just send an e-mail to: MICHITE@cl.farmington-hills.mi.us. You will receive an automatic acknowledgement and you will also be automatically added to the database error free and untouched by human hands. What a deal!
Membership News

New Members
Christy Merkel, Commercial Affiliate
Yu Liu, Student
Syed Mohsin Alishah, Student
Carissa Markel, Student

Valshali Thiruvengadam, Student
Abhishek Parikh, Student
N. A. Tilak De Silva, Student

Congratulations!

Michigan Section President Shirley A. Wolfer, P.E., PTOE, transportation engineer, Wade-Trim, Inc., Grand Rapids for being elected to the grade of ITE Fellow. Congratulations Shirley!!

Results of the latest PTOE exam are in! Michigan Section members Stephen A. Dearing and Prasad L.V. Nannapaneni are now PTOE's. Congratulations Steve and Prasad!!

Savage Traffic Engineering, Inc.
William F. Savage, P.E.
Summer Address:
6401 Timber Ridge Trail
East Lansing, MI 48823
Phone & Fax: 517-339-3533

Winter Address:
6611 Stone River Road, K206
Bradenton, FL 34203
Phone & Fax: 941-755-4681

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Michigan Section 2004

Continued from page 1

Awards for both District 3 and the Southern District were announced at the banquet which was held at the end of the District meeting. The Michigan Section won the District 3 Section Activities Award for 2003. Congratulations to all whose efforts contributed to that! Two Michigan Section Student Members won the District 3 Student Paper Awards. First Place went to Yu Liu and the runner-up award went to Xinguo Jiang. Both winners attend Michigan State University. The Student Chapter Activities award was won by the Purdue University Chapter, with Michigan Technological University placing second.

I am looking forward to seeing you all at the Spring Educational Fund Golf Outing! Even if you don’t like golfing please consider volunteering at one of our golf outings. It is a fun way to interact with your fellow members and strike up some new friendships as well as benefiting our scholarship fund. Speaking of the scholarship fund, a brief article on our program has been submitted to the ITE Journal and will appear sometime in the coming months.

Have a great summer and keep safe!

Meet Your 2004 Michigan Section Board!

Back Row (L-R): Dave Sonnenberg, Past President; Les Slupiaski, Vice-President; Scott Shogan, Treasurer; John Abraham, Director;

Front Row (L-R): Sheryl Soderholm Siddal, Secretary; Shirley Wolfer, President
Legislative Watch

By Mark Bott

The following bills and new legislation may be of interest to Michigan Section Members. The State Legislature maintains a website on currents/illegal/section, and a link can be found at www.michigantestservative.org. Please see this site for the up to the moment status of these or any bill of interest.

School Crosswalks

Public Act 201 of 2004, (Enrolled House Bill 5994) signed by the Governor on July 13, 2004, amends Public Act 306 of 1949 regarding school crossings. The new legislation requires (a) a shall condition roadway authorities to establish school crossings considered necessary for the safety of schoolchildren on streets and highways under their jurisdiction. Prior legislation made the establishment of school crossings a may condition. The establishment of the crossing requires a traffic and engineering study. This requirement remains unchanged.

New in the legislation is the following:

(a) The superintendent of the school district in which the school is located or his or her designee.

(b) The head of the local authority having jurisdiction to maintain the road or his or her designee or, if there is no local authority, an individual designated by the director of the state transportation department.

(c) The chief of police of the local unit of government in which the road is located or his or her designee or, if the local unit of government does not have a police department, the county sheriff or his or her designee.

(4) If the individuals described in subsection (3) determine by unanimous vote that a traffic and engineering study should be conducted, the individuals shall notify the authority having jurisdiction to maintain the road in writing of that determination. If the authority is notified under this subsection that a traffic and engineering study should be conducted, the authority shall conduct the study.

In summary the new legislation does not mandate that school crossings must be established, but merely outlines the formal procedure for a request for a traffic and engineering study. The road authority still has the final say. Now the school superintendent can call a periodic meeting of school officials, local law enforcement and roadway authorities, to evaluate the need of school crossings and if a study should be conducted. Public Act 201 of 2004 went into effect July 13, 2004.

School Crossing Guard

Continued on page 6
Another Successful Golf Outing!

The 12th annual Michigan Section ITE Educational Fund golf outing was held on May 27, 2004 at the new venue of Mystic Creek Golf Club in Milford, Michigan. This year's smaller-than-normal group of 147 golfers enjoyed the day on this scenic 27-hole golf course located within Camp Dearborn. The foursome of Sam Lawson, John Gray, Stan Gross and Nicholas Szryczak, who played several over par for the 18-hole scramble, were awarded the event's ever-popular highest score trophy. Sam accepted the award for his group.

The biggest winner was the Michigan Section Educational Fund, which received $8,088.57 as a result of this outing. Many thanks are extended to the hole, lunch and door prize sponsors who generously donated to this event. Additional thanks are extended to all of the outing participants. Many golfers dug deep into their pockets and participated in the on-course challenge holes that accounted for just over 10 percent of the total profit.

Due to other professional meetings conflicting with our event this year, many of our regular faces missed this year's outing. Hopefully in 2005, those not able to attend this year will be able to come and enjoy the event at our new location that is big enough to accommodate all of our golfers. And, as a bonus, you no longer have to duck under the rafters to claim your door prize!

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TMA Rental Co.
Traffic Control Corp.
Traffic Data Specialists, Inc.
Ulti-Mate (Western Highway Products)
Union Metal Corp.
Urban Engineering Company
Valmont Industries/Faron Associates
Wade - Trim
Weldon D. Greiger /Crash Technology **
Wilcox Professional Services
** Indicates hole + lunch sponsor

All in a Day's Work...

All in a Day’s Work is a new feature in the Michiganite. As transportation professionals we all see some unusual traffic sights. Here are a few submitted by John Abraham from his recent vacation. Send your "interesting" traffic photos to be included in a future Michiganite.

Somewhere in Virginia...

No Swearing — Virginia Beach (a Police officer confirmed he enforces it.)

Technical Sessions:

Speakers Wanted!!

The Michigan Section of ITE is looking for speakers and topic ideas for upcoming meetings. Please contact Linda Powell with ideas and speaker volunteers.

Linda Powell
Parsons Brinckerhoff Michigan, Inc.
8460 Rocky Pines Drive NE
Rockford, MI 49341
Phone: (616) 874-8378
Email: powellL@pbworld.com

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Effective November 26, 2003 Public Act 212 of 2003 lowered the age of the school crossing guard from 18 to 17 years old.

Construction Zone Definition and Limits

Public Act 315 of 2003, (Enrolled House Bill 5089) signed by the Governor on January 8, 2004, amends Public Act 300 of 1948 to define the term “work zone” and replace various references to “construction zone” and “work area.”

The term “work zone” means a portion of a street or highway that meets any of the following:

- Is between a “work zone begins” sign and an “end road work” sign.
- For construction, maintenance, or utility work activities conducted by a work crew and more than one moving vehicle, is between a “begin work convoy” sign and an “end work convoy” sign.
- For construction, maintenance, surveying or utility work activities conducted by a work crew and one moving or stationary vehicle exhibiting a rotating beacon or strobe light, is between the following points:
  - a point that is 150 feet behind the rear of the vehicle or that is the point from which the beacon or strobe light was first visible on the street or highway behind the vehicle, whichever is closer to the vehicle;
  - and a point that is 150 feet in front of the vehicle or that was the point from which the beacon or strobe light was first visible on the street or highway in front of the vehicle, whichever is closer to the vehicle.

Under the Public Act the posting of the work zone speed limit will be required for all zones meeting the above criteria. The work zone shall be identified with traffic control devices to conform to the Michigan Manual of Uniform Traffic Control Devices. Public Act 315 of 2003 went into effect April 8, 2004.

Notification of “No Passing” Area when Approaching a Construction Zone

On September 23, 2003 Representative Fran Amos introduced House Bill (HB) 5053 which would amend Section 257.306 of the Michigan Vehicle Code by adding the following section:

Sec. 639a. (1) On a highway where a traffic lane is temporarily closed for repair or construction, the driver of a motor vehicle shall not pass overtake another motor vehicle within 1 mile of the closed portion of that traffic lane. The bill has been referred to committee. There has been no update since the last publication of the Michigan ITE.

VALIDATION OF UNDERLYING ASSUMPTIONS OF QUASI-INDUCED EXPOSURE

Abstract

Quasi-induced exposure has two underlying assumptions: 1. in a typical two-vehicle accident, there is one at-fault driver (D1) and one not-at-fault driver (D2); 2. the non-responsible driver-vehicle combinations (D2s) involved in the accidents are a random sample of the whole driving population on the road at the time of accident occurrence. The objective of this study is to validate the underlying assumptions of quasi-induced exposure by means of three- or more-vehicle accidents. More specifically, it is to compare D2 characteristic distributions between two-vehicle and three- or more-vehicle accidents. The comparisons are developed both on state and county level.

Xinguo Jiang (Joe), Ph.D Candidate
Department of Civil and Environmental Engineering
Michigan State University
East Lansing, MI 48824
517-432-9233 (office)
517-410-9047 (cell)
Email: jiangx1@egr.msu.edu
Student Paper Award Winners

At the July Technical Session the winners of the Michigan Section Paper Awards made presentations for their winning papers. Shirley Wollner, Michigan Section President presented the 1st Place winner Yu Liu with a $500 prize and the 2nd Place winner Xingguo (Joe) Jing with a $300 prize.

INVESTIGATE TRAFFIC ACCIDENT USING A DUAL-CAMERA SYSTEM

Abstract
Advantages with photogrammetry are its ability in touchless and high-speed acquisition of large amount of measurements. In recent years, there have been significant advances in digital camera and computer technology. Professional equipment is no longer irreplaceable in an application where extremely high accuracy is not required. As a potential application area, traffic accident investigations need a detailed documentation of the accident scene and the vehicles involved in the collision. Comparing to traditional coordinate method and total station method, which are either inefficient or too expensive, a traffic accident investigation system using photogrammetry might provide, significant time-savings, sufficient accuracy and low costs. This paper looked into previous applications of photogrammetry to vehicle deformation and accident investigation studies. After introducing the latest stereovision knowledge, an accident investigation system consisting of two digital cameras and software tool was developed and put into the investigation of a mock accident. Measurements given by the new system were compared to the results from traditional method. The accuracy of the digital camera accident investigation system satisfies the requirement of police departments. At the same time, equipment cost as well as investigation time was greatly reduced.

Yu Liu
Department of Civil Engineering
Michigan State University, East Lansing, MI
E-mail: liuyu13@msu.edu
Phone: (517) 353-4562

Residential Condominium Development Speed Limit

Introduced on February 20, 2003, by Representative Anderson, HB 4262 would provide a prima facie speed limit for residential condominium developments.

The Michigan Vehicle Code (257.627) requires vehicle drivers in a mobile home park drive at a careful and prudent speed given existing conditions, and specifies it is prima facie unlawful for a driver to drive at a speed exceeding 15 miles an hour. HB 4262 would extend the provision to also apply in the common area of a residential condominium development, unless a different speed limit was posted on a roadway in the common area of the development, in which case it would be unlawful to exceed that posted speed limit.

The bill has been referred to committee. There has been no update since the last publication of the Michigan/ITE.

Motorcycle Crash Helmets

On March 11, 2003, Representative Drolet introduced legislation (HB 4325) to modify the current helmet law.

Currently, under the Michigan Vehicle Code (257.658) any person who operates or rides on a motorcycle, and any person less than 19 years old who operates a moped on a public thoroughfare must wear a crash helmet on his or her head. The crash helmets must be approved by the Department of State Police and the department is charged with developing rules to implement this requirement. However, the law specifies the rules in effect on June 1, 1970, apply to crash helmets.

HB 4325 would amend the Michigan Vehicle Code to specify the requirement to wear a crash helmet would not apply to:
- A person 21 years of age or older who had been licensed to operate a motorcycle for at least two years, or who had successfully completed a motorcycle safety course; and
- The passenger on a motorcycle operated by a person described above, if the passenger was 21 years of age or older.

The bill has been referred to committee. There has been no update since the last publication of the Michigan ITE.

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Michigan State University Outreach Classes

For over 30 years Michigan State University (MSU) has been offering specialty classes in the area of traffic safety/engineering. For eight years classes in the area of pavement design/control have been conducted. The following is a draft class schedule for 2004-2005. Classes appropriate for enforcement personnel are marked with an asterisk. This class listing continues to grow as class evaluation sheets continue to show the need for additional training. As a result, four new classes have been added to the training schedule this year, all in the area of traffic safety (introductory classes on traffic signal operations, transportation planning, and capacity analysis). These classes are in "bold" print for your convenience.

2004-05 CLASS SCHEDULE:

**PAVEMENT CLASSES:**

<table>
<thead>
<tr>
<th>Class</th>
<th>Date</th>
<th>Site</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pavement Design (limited to 20)</td>
<td>February 22-23, 2005</td>
<td>Engineering Building – MSU E. Lansing</td>
<td>$425</td>
</tr>
<tr>
<td>Pavement Rehabilitation (limited to 20)</td>
<td>March 29-30, 2005</td>
<td>East Lansing Engineering Bldg: MSU</td>
<td>$425</td>
</tr>
</tbody>
</table>

**TRANSPORTATION SAFETY CLASSES:**

<table>
<thead>
<tr>
<th>Class</th>
<th>Date</th>
<th>Site</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction to Roadside Design/Safety</td>
<td>September 28-29, 2004</td>
<td>Comfort Inn: Okemos</td>
<td>$250</td>
</tr>
<tr>
<td>Practical Applications for Roadside Design/Safety (limited to 30)</td>
<td>September 30, 2004</td>
<td>Comfort Inn: Okemos</td>
<td>$175</td>
</tr>
<tr>
<td>*Introduction to Traffic Engineering Studies</td>
<td>October 5, 2004</td>
<td>Comfort Inn: Okemos</td>
<td>$150</td>
</tr>
<tr>
<td>Introduction to Traffic Impact Studies (limited to 30)</td>
<td>October 6, 2004</td>
<td>Comfort Inn: Okemos</td>
<td>$175</td>
</tr>
<tr>
<td>Introduction to Transportation Planning</td>
<td>October 7, 2004</td>
<td>Comfort Inn: Okemos</td>
<td>$150</td>
</tr>
<tr>
<td>*Introduction to Traffic Signals</td>
<td>October 12, 2004</td>
<td>Comfort Inn: Okemos</td>
<td>$150</td>
</tr>
<tr>
<td>*Introduction to Traffic Signal Operations</td>
<td>October 13, 2004</td>
<td>Comfort Inn: Okemos</td>
<td>$150</td>
</tr>
<tr>
<td>Introduction to Traffic Signal Design</td>
<td>October 19, 2004</td>
<td>Holiday Inn Express: Okemos</td>
<td>$150</td>
</tr>
<tr>
<td>Practical Applications of Traffic Signal Design Layout (limited to 20)</td>
<td>October 20, 2004</td>
<td>Holiday Inn Express: Okemos</td>
<td>$175</td>
</tr>
<tr>
<td>Introduction to Modern Roundabouts</td>
<td>December 2, 2004</td>
<td>Holiday Inn Express: Okemos</td>
<td>$150</td>
</tr>
<tr>
<td>Introduction to Traffic Modeling and Practical Applications for SYNCHRO/CORSIM (limited to 25)</td>
<td>March 15-16, 2005</td>
<td>Calvin College: Grand Rapids</td>
<td>$275</td>
</tr>
</tbody>
</table>

**Michigan State University Outreach Classes**

<table>
<thead>
<tr>
<th>Class</th>
<th>Date</th>
<th>Site</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>*Introduction to Highway Construction/Work Zones</td>
<td>March 22, 2005</td>
<td>Comfort Inn: Okemos</td>
<td>$150</td>
</tr>
<tr>
<td>*Practical Applications for Highway Construction/Work Zones (limited to 30)</td>
<td>March 23, 2005</td>
<td>Comfort Inn: Okemos</td>
<td>$175</td>
</tr>
<tr>
<td>*Introduction/Practical Applications for Short-Term Work Zones</td>
<td>March 24, 2005</td>
<td>Comfort Inn: Okemos</td>
<td>$175</td>
</tr>
<tr>
<td>*Introduction to Sight Distance</td>
<td>April 5, 2005</td>
<td>Comfort Inn: Okemos</td>
<td>$150</td>
</tr>
<tr>
<td>*Practical Applications of Sight Distance (limited to 30)</td>
<td>April 6, 2005</td>
<td>Comfort Inn: Okemos</td>
<td>$175</td>
</tr>
<tr>
<td>*Introduction to Traffic Signs &amp; Pavement Markings</td>
<td>April 18, 2005</td>
<td>Comfort Inn: Okemos</td>
<td>$150</td>
</tr>
<tr>
<td>*Practical Traffic Signs' Applications (limited to 30)</td>
<td>April 20, 2005</td>
<td>Comfort Inn: Okemos</td>
<td>$175</td>
</tr>
<tr>
<td>Advanced Roadside Design/Safety - Guardrail Considerations/Situations (limited to 20)</td>
<td>May 17, 2005</td>
<td>Holiday Inn Express: Okemos</td>
<td>$175</td>
</tr>
<tr>
<td>How to Install Roadside Guardrail &amp; Guardrail Endings (limited to 30)</td>
<td>May 18, 2005</td>
<td>Holiday Inn Express: Okemos</td>
<td>$175</td>
</tr>
<tr>
<td>Overview of Capacity Analysis Techniques</td>
<td>May 24, 2005</td>
<td>Comfort Inn: Okemos</td>
<td>$175</td>
</tr>
<tr>
<td>Capacity Analysis for Arterial Street Applications Using HCS-2000 (limited to 20)</td>
<td>May 26, 2005</td>
<td>MSU: E. Lansing</td>
<td>$175</td>
</tr>
</tbody>
</table>

There will be two class mailings of class flyers this year with appropriate registration forms. The first has already been mailed to the field and the second will be mailed in January. If you are not on our mailing list but would like to be, you may contact Laura Taylor at 517/353-1790 or at taylor@ecn.msu.edu to be added to the list.

If you have any suggestions for classes that you feel we should be offering in the future or any other suggestions regarding our training program, or any questions regarding on-site training, please feel free to contact me. On-site training has been conducted at a reduced rate for a number of our classes for MDOT, the Wayne County Road Commission, Canton, the Genesee County Road Commission and at the Muskegon County Road Commission Safety Conference (including this year). You may contact me regarding on-site training. Please remember that MSU's pur-