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**Michiganite**



OFFICIAL PUBLICATION OF THE MICHIGAN SECTION OF THE INSTITUTE OF TRANSPORTATION ENGINEERS

**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, tosses, 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.kysite.org/2004](http://www.kysite.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, Tom 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](http://www.ite.org).



*Shirley A. Wollner  
Michigan Section President*

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*Deadline for article submission  
for the next issue of  
MichiganITE is:*

**Friday, October 29.**

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

<b>Section Fund Balance.....</b>	<b>\$36,453.36</b>
Section Regular Fund Balance	\$21,572.45
Education Fund Balance	\$13,796.47
Technical Projects Fund Balance	\$ 1,084.44

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

<b>Income - Section Regular Fund.....</b>	<b>\$10,623.50</b>
Dues	\$ 3,563.50
Technical Sessions	\$ 3,530.00
Michiganite Ads	\$ 3,530.00

<b>Expense-Section Regular Fund.....</b>	<b>\$6,337.21</b>
Postage & Supplies	\$ 972.99
Michiganite	\$ 2,046.32
Technical Sessions	\$ 3,317.90

<b>Income - Section Education Fund.....</b>	<b>\$24,655.00</b>
Member Contributions	\$ 2,091.00
Golf Outing Revenues	\$22,564.00

<b>Expense - Section Education Fund.....</b>	<b>\$14,325.43</b>
Golf Outing Expenses	\$13,825.43
Student Trip Subsidy	\$ 500.00

**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@ci.farmington-hills.mi.us](mailto:Michite@ci.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

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



Michigan Section President **Shirley A. Wollner**, 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!!**

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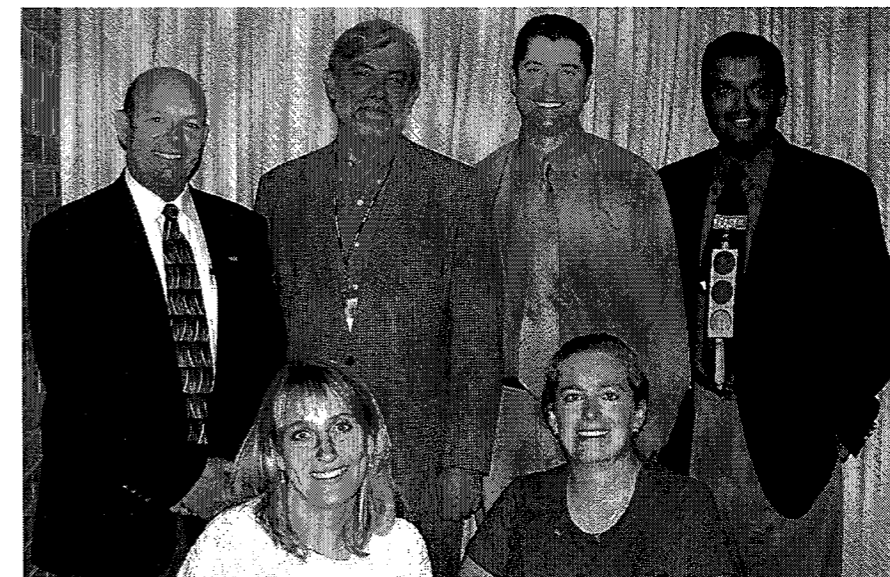
### Continued from page 1

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 Sipowski, Vice-President; Scott Shogan, Treasurer; John Abraham, Director;  
 Front Row (L-R): Sheryl Soderholm Siddall, Secretary; Shirley Wollner, 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 current bill text, status, and analysis at [www.michiganlegislative.org](http://www.michiganlegislative.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 5094) signed by the Governor on July 13, 2004, amends Public Act 300 of 1949 regarding school crossings. The new legislation requires (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:

(2) If considered necessary under subsection (1) or pursuant to a traffic and engineering study conducted under subsection (4), a school crossing shall be established within a safe distance from a school located on a street or highway on which the speed limit is 25 miles or more per hour.

(3) Upon request of the superintendent of the school district, the following individuals shall meet at not less than 5-year intervals to consider whether a traffic and engineering study should be conducted to determine whether a school crossing is required under subsection (2):

(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

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## Michigan Section 2004 ITE Meeting Schedule

Date	Location	Type	Host
August 1-4, 2004	Orlando, FL	Annual National ITE Meeting	National ITE
September 23, 2004	Lowell	Fall Golf Outing	Tim Haagsma (616) 242-6923 Aimee Giacherio & Hattie Pennala (616)-363-8181
October 14, 2004	Augusta Yarrow Golf & Conf. Center	Technical Session	Max Phares (269) 966-3338
December 9, 2004	Farmington Hills	Annual Meeting/ Technical Session	Kevin McCarthy (248) 473-9590

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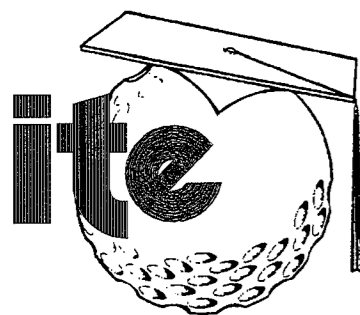
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## Another Successful Golf Outing!



EDUCATIONAL FUND

The 12<sup>th</sup> 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 Skrzypczak, 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!

## Sponsors

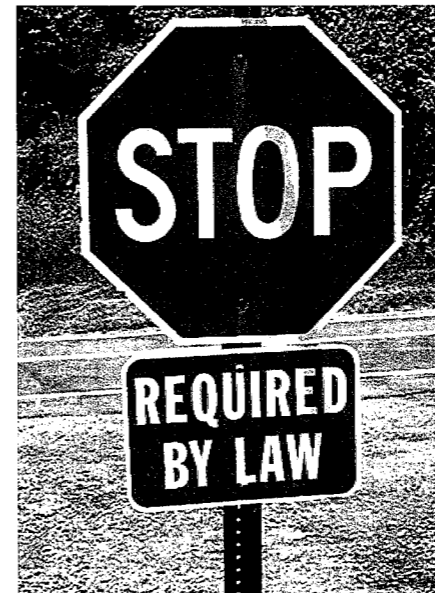
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## All in a Day's Work...

*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.

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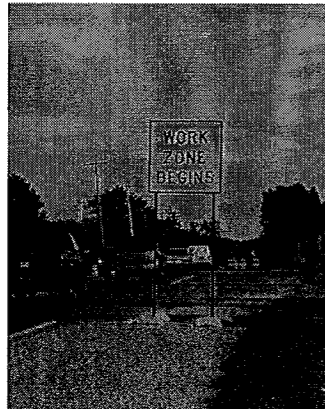
Effective November 26, 2003 Public Act 212 of 2003 lowered the age of the school crossing guard from 18 to 17 years old.

**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 1949 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:

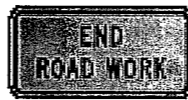


a point that is 150 feet behind the rear of the vehicle or that is the point from which the beacon or strobe light was

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.



G20-2

**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 257.636 of the Michigan Vehicle Code by adding the following section:

Sec. 636a. (1) On a highway where a traffic lane is temporarily closed for repair or construction, the driver of a motor vehicle shall not pass or 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.

Continued on page 7

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**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 accident data. 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**

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## 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 Xinguo (Joe) Jinag 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.



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### Continued from page 6

#### 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 MichiganITE.

#### 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.

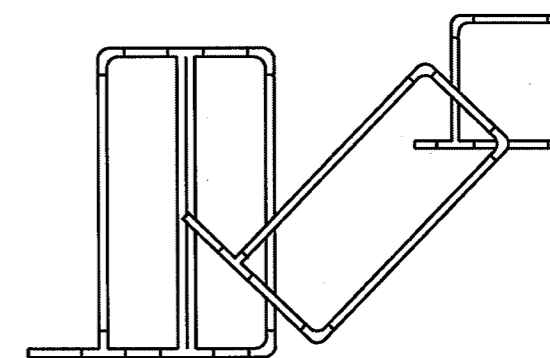
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## Michigan State University Outreach Classes

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:

Class	Date	Site	Fee
Pavement Design (limited to 20)	February 22-23, 2005	Engineering Building – MSU E. Lansing	\$425
Pavement Rehabilitation (limited to 20)	March 29-30, 2005	East Lansing Engineering Bldg: MSU	\$425

#### TRANSPORTATION SAFETY CLASSES:

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

*Introduction to Highway Construction/Work Zones	March 22, 2005	Comfort Inn: Okemos	\$150
*Practical Applications for Highway Construction/Work Zones (limited to 30)	March 23, 2005	Comfort Inn: Okemos	\$175
<b>*Introduction/Practical Applications for Short-Term Work Zones</b>	March 24, 2005	Comfort Inn: Okemos	\$175
*Introduction to Sight Distance	April 5, 2005	Comfort Inn: Okemos	\$150
*Practical Applications of Sight Distance (limited to 30)	April 6, 2005	Comfort Inn: Okemos	\$175
*Introduction to Traffic Signs & Pavement Markings	April 19, 2005	Comfort Inn: Okemos	\$150
*Practical Traffic Signs' Applications (limited to 30)	April 20, 2005	Comfort Inn: Okemos	\$175
Advanced Roadside Design/Safety - Guardrail Considerations/Situations (limited to 30)	May 17, 2005	Holiday Inn Express:Okemos	\$175
How to Install Roadside Guardrail & Guardrail Endings (limited to 30)	May 18, 2005	Holiday Inn Express:Okemos	\$175
<b>Overview of Capacity Analysis Techniques</b>	May 24, 2005	Comfort Inn: Okemos	\$175
Capacity Analysis for Freeway Applications Using HCS-2000 (limited to 20)	May 25, 2005	MSU: E. Lansing	\$175
Capacity Analysis for Arterial Street Applications Using HCS-2000 (limited to 20)	May 26, 2005	MSU: E. Lansing	\$175

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 [taylorl@egr.msu.edu](mailto:taylorl@egr.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-



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