Spring 2010

Michigan ite

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

Letter from the President
By Colleen Hill, P.E., PTOE, Hubbell, Roth & Clark, Inc.

The past year we have experienced some trying times in Michigan, but despite uncertainty about Michigan's economy and transportation funding, the Michigan Section of ITE is going strong. Thanks to our dedicated members we continue to put together informative technical sessions and support our Education Fund through donations and the May Golf Tournament.

The December Annual Meeting is traditionally one of our best attended meetings, but this year was one of the largest with over 90 people filling Shannon Hall at the Costick Activities Center in Farmington Hills. Kevin McCarthy once again was our gracious host, we were even able to surprise him with the Arthur C. Gibson Award for Outstanding Service (see page 14 for more details).

The Michigan Section of ITE has a website! *www.itemichigan.org* Sarah Binkowski of Parsons Brinckerhoff offered to oversee our web development. Now you can find meeting announcements, membership applications and contact information for the Board. More information is being added all the time, thanks to Sarah!

The February Lunch and Learn with the Michigan Department of Transportation (MDOT) Director Kirk Steudle was a great success. Nearly 50 people turned out at the Skyline Club in Southfield to hear the Director discuss Intelligent Transportation Systems, including IntelliDrive and the use of social networking sites. Thanks go to Kelly Ferencz for coordinating with the Director's Office. Patricia A. Martinico, Assistant Director of the MIOH University Transportation Center, presented an award to ITE student member Elibe Ama Elibe, Wayne State University, who also received a ITE Michigan Section Student Scholarship (see pages 6 and 9). Thanks to Dick Beaubien and Lia Grillo from Hubbell, Roth & Clark, Inc. for hosting us at this fantastic facility.

The March Technical Session in Lansing is fast approaching. Art Slabosky from MDOT has put together an outstanding program (see page 20) for March 11, 2010 at the Days Inn (formerly the Midway). Bob and Kim Lariviere are anxiously awaiting your reservations!

The ITE Great Lakes District Meeting will be hosted by the Indiana Section in Indianapolis, April 22-23, 2010. This year the District will host a new event, Traffic Bowl. Traffic Bowl is a Jeopardy style competition, where student chapters of ITE answer traffic engineering and

(Continued on Page 5)

Table of Contents

December Annual Meeting Synopsis
by Kelly Ferencz, P.E, Bergmann Associates

The December Annual Meeting was held on December 3, 2009 at the William Costick Activities Center in Farmington Hills. The meeting was hosted by Kevin McCarthy from the City of Farmington Hills. Lunch was provided during which the new Executive Board was announced (see page 10), an update was provided by the Great Lakes District Director (see page 17), the Arthur C. Gibson Award was presented (see page 14) and the student scholarship winners announced (see page 6). Below is a brief synopsis of the presentations from the day.

State of Michigan
American Recovery and Reinvestment Act
Gregory Johnson, P.E.,
Michigan Department of Transportation

Mr. Gregory Johnson, Chief Operations Officer for the Michigan Department of Trasnporation (MDOT), provided an update on the State of Michigan ARRA funding which totaled $629M for trunkline roads and bridges and $217M for local agency roads and bridges. About 700 projects will be funded with ARRA money which equates to a typical year of programs for MDOT.

The State was required to obligate almost 50% of the trunkline funds in 120 days of the bill's enactment which MDOT was able to meet ahead of schedule. The remaining balance must be obligated by March 2, 2010. All obligations expire on September 20, 2010. The ARRA funding is set up as a 'Use it or Lose it' system. If the state does not obligate their funds within the given schedule, the funds would be redistributed to states that did and still had more projects to fund. As of November 23, 2009, $605.5M has been obligated and $536.8M in projects were let. There are five remaining 'A' list projects. The State has realized a bid savings of $98.1M with the obligated projects which has allowed 18 'B' list projects to be funded. In order to ensure obligation requirements are met, Preliminary Plans were due to MDOT by December 30, 2009.

In other financial news, MDOT is just matching Federal Aid in 2010 and will not be able to match the requirements beginning in 2011. Significant Federal Aid will be returned unless additional revenues are provided. This reduction will eliminate nearly 7,000 construction jobs within the State.

There are issues with the Continuation Budget that was passed by Congress in late September 2009 in regards to highway funding. The continuation funds at the 2009 level provides for only 65% funding level. Local projects are being held up due to a lack in funding and trunkline projects will be affected in January 2010. These combined funding problems drastically impact the economic recovery of the State.

Living the P3 Design Dream –
Design/Build on Steroids
Tom Weston, P.E., HNTB

Mr. Tom Weston discussed experiences the Michigan Department of Transportation (MDOT) has had recently with Design-Build-Finance and Design-Build with American Recovery and Reinvestment Act (ARRA) funds distributed to the State of Michigan. In addition, an overview was provided to introduce the idea of a Private-Public Partnership (P3). The advantages include leveraging funding, accelerated project deliver and project risk is allocated to the private sector. Twenty-one states currently have legislation that allows projects to be built under the P3 umbrella while three additional states have pending legislation.

Mr. Weston presented a case study on the I-495 Capital Beltway Project in Virginia. This project included a private partner funding the construction of High Occupancy Toll (HOT) lanes which allows Buses and High Occupancy Vehicles (HOV) with three or more passengers to

(Continued on Page 3)

December Annual Meeting Synopsis

Cont'd from Page 2

travel on these lanes toll free, HOV with two passengers to travel at a discount and single passenger vehicles to pay a premium. The idea is that as these lanes get more congested, the premium for HOV with two passengers and single passenger vehicles increases to encourage ridesharing.

MDOT Mobility and Safety Guidelines
Matt Smith, P.E. & Tim Smith, P.E.,
Michigan Department of Transportation

Mr. Matt Smith provided an overview of the MDOT Work Zone and Mobility Manual. He described how the process had been developed through the Federal Highway Administration (FHWA), how MDOT is incorporating these steps into all scoping and design projects, the available tools to complete these analyses and the positives and negatives to using the different software programs.

Mr. Tim Smith discussed some practical applications of the Work Zone Mobility review. He noted that he had completed in excess of 150 mobility reviews in the 2009 construction season and worked with numerous contractors, MDOT resident engineers and MDOT consultants to improve the traffic control plans associated with the construction work zones.

Farm Lane Underpass Project –
Bridge to the Future
Jeremy Hedden, P.E. & Mario Quagliata, P.E.,
Bergmann Associates

Mr. Jeremy Hedden and Mr. Mario Quagliata presented the Farm Lane Underpass project in East Lansing. Farm Lane is a busy connection between the southern rural part of Michigan State University's (MSU) campus to the northern, more populated, part of the campus. It is crossed by two very active railroads: the CN railroad has 40 trains per day and the CSX railroad has eight trains per day. The rail crossings caused trouble for the campus by increasing vehicle delay, there was a high number of students injured or killed while trying to cross the tracks, the railroads planned to increase their traffic and the MSU Master Plan proposed this area for a new Gateway.

After many years of study, stakeholder coordination and funding drives, construction began in 2007 on two grade separation projects. October 16, 2009 was the grand opening of the new Farm Lane and the Bridge to the Future.

Roundabout Analysis –
Are We Using the Right Tools?
TJ Likens, E.I.T.,
Professional Engineering Associates, Inc.

Mr. TJ Likens described a case study project in Jacksonville, Florida where a new development was being proposed that would create a fifth leg to a proposed roundabout at a major diverge of a main roadway into two separate roads. The current intersection has complicated geometry and is controlled with a traffic signal. The developer asked if the proposed roundabout (originally with a 300-foot inscribed diameter) could be smaller and what the proper software was to analyze the roundabout.

Roundabouts can be analyzed with a number of tools including HCM, RODEL, SIDRA, SimTraffic, Paramics and VISSIM. However, there is not a recognized 'national accepted practice'. The research conducted proved that the analysis standards are still evolving and typically the chosen tool is what the agency/consultant has access to through licensing. An analysis of the roundabout using

(Continued on Page 4)

December Annual Meeting Synopsis

Cont'd from Page 3

HCM, RODEL and SIDRA all provided drastically different results. A SimTraffic simulation showed acceptable levels of service but excessive queuing. The results of the analysis and research were to open the question of how does a consultant pick the right tool to analyze the roundabout and that the 'Black Box' syndrome needs to be avoided.

9 Mile Road at I-75 Bridge Replacement – A Case Study in the Speed of Design Build Delivery
Lori Swanson, P.E., Michigan Department of Transportation & Scott Shogan, P.E., PTOE, Parsons Brinckerhoff

Ms. Lori Swanson provided a description of the background of the project and how the Design Build of the 9 Mile Road bridge came to fruition. On July 15, 2009 a tanker collision closed I-75. The resultant fire caused the 9 Mile Road Bridge to collapse onto I-75. Luckily, no major injuries were reported. On July 18, 2009 pavement repair of I-75 began and on July 19, 2009 I-75 was re-opened to traffic. MDOT decided Design-Build was the preferred alternative for this emergency repair and on September 30, 2009 the Walter Toebe Construction team was selected as the low bidder.

Mr. Scott Shogan explained how the 9 Mile Road bridge was rebuilt in such a short timeframe. In order to rebuild the bridge in 90 days, the structural steel shop drawings were submitted within three days of the teams' Notice to Proceed. The construction started in advance of the official Released for Construction approvals by way of Over the Shoulder reviews throughout the design process. MDOT committed to providing comments to the Design-Build team within five days of receiving plans. Through tremendous collaboration of the General Contractor team and the MDOT team, the 9 Mile Road Bridge was open to traffic in late December 2009.

In 2010, the remainder of the construction will be finalized which includes realignment of I-75 to improve sight distance in the vicinity of the 9 Mile Road Bridge, relocation of an existing Siphon Sewer and retrofitting/lowering of the John R Road pier and footing. During the 2010 construction, two lanes in each direction on I-75 are expected to be maintained.

Road Commision for Oakland County FAST-TRAC Traffic Operations Center System Updates
Eric Tripi, P.E., PTOE & Ken Yang, Iteris, Inc.

Mr. Eric Tripi gave a brief introduction of the project and then turned it over to Mr. Ken Yang to give the remainder of the presentation. The Road Commission for Oakland County's (RCOC) Faster And Safer Travel Through Routing and Advanced Controls (FAST-TRAC) system started in 1992 with 28 intersections. Currently, RCOC has 675 intersections using the FAST-TRAC technology, more than 2,000 Autoscope cameras and 45 communities committed to FAST-TRAC. RCOC's FAST-TRAC was the first in many areas of ITS implementation throughout the country and the world. It was the first suburban adaptive traffic control system in the US, the first internet based real-time traffic congestion map for non-freeway roads, the first local unit of government to initiate an ITS project of this magnitude in the US and the largest video vehicle detection system in the world.

Mr. Yang described the RCOC's Traffic Operations Center (TOC) Transportation Information Management System (TIMS) concept and how all the pieces are tied together. RCOC has recently updated their TOC video wall system and software to improve integration with the existing MDOT closed-circuit television (CCTV) subsystem. RCOC is working to integrate a Google-map based website in the future. RCOC is committed to continuing to upgrade and maintain the system and balance the perspective between technology and the needs of the community. The architecture of the system is open and allows for system stability and integration flexibility.

Letter from the President

Cont'd from Page 1

transportation related questions. Two student chapters from the State of Michigan will be competing in the District Traffic Bowl in April – Michigan State University (MSU) and Western Michigan University (WMU). The winners of the District competition will travel to the ITE International Annual Meeting in Vancouver in August. Good Luck to MSU and WMU and remember to have fun!

The ITE Michigan Section is co-sponsoring the 2010 ITS Michigan Annual Meeting and Exposition – Transforming Transportation Through Collaboration on May 19-20, 2010 at the Ford Conference and Event Center in Dearborn, Michigan. ITE has teamed with Women's Transportation Seminar (WTS) to co-sponsor several sessions, with a wide range of topics. The event will also feature vendors and consultants from all over the world displaying the latest in ITS and other traffic technologies. The evening of May 19, 2010 will feature a strolling Michigan themed buffet in the Henry Ford Museum. I encourage all of our members to mark their calendar and attend this great event.

Lastly, the Educational Fund Golf Tournament will be held on June 3, 2010 at Mystic Creek Golf Club in Milford. Aimée Giacherio and the Golf Committee do a terrific job organizing this event every year! Please plan to come out for a fun day of golf and networking.

I want to especially thank Lia Grillo for taking over the duties of the MichiganITE newsletter! We look forward to many entertaining and informative issues from her.

Colleen Hill can be reached at (248) 454-6571 or chill@hrc-engr.com.

Traffic Calming Program in Rochester Hills
by Paul Shumejko, P.E., PTOE, City of Rochester Hills

The City of Rochester Hills, through partnership with several Homeowner Associations (HOA), successfully implemented its 2009 Traffic Calming Program. A total of 12 speed humps were installed in two different subdivisions. The process was initiated nearly two years ago based upon residential complaints concerning speeding traffic through the subdivisions. City staff conducted traffic speed studies at key locations and verified that there were speeding issues as the 85th percentile speeds exceeded 30 MPH. Through cooperation between staff and the HOAs, a detailed plan was developed to strategically locate the speed humps to provide maximum benefit while also being cognizant of residential access concerns and aesthetics.

The program was funded via a recently adopted Capital Improvement Program (CIP) that recommended budgeting $25,000 annually for a 50/50 cost share between the City and the HOA. In the past, the City has received similar speeding complaint issues and would work with the HOAs only to have the process come to a halt due to lack of funding. The City realized that by implementing a program whereby the costs could be shared that it would go a long way towards partnership and increase the likelihood of being able to actually implement the traffic calming program.

Staff will follow up in the spring to perform a post evaluation study to determine the effectiveness of the speed humps and use that information to potentially improve upon the traffic calming program. The costs for the asphalt speed hump installation amounted to $1,600 each split 50/50 between the City of Rochester Hills and HOA. The City covered the costs for the installation of the Speed Hump warning signage utilizing its own Sign Shop forces.

Paul Shumejko can be reached at (248) 841-2489 or shumejkop@rochesterhills.org

ITE Michigan Section Scholarships Winners for 2009

Congratulations to the Michigan Section Scholarship Winners! The following four students each received a $2000 scholarship:

- Adam Eaton, Western Michigan University
- Elibe Ama Elibe, Wayne State University
- Matt Tronnes, Michigan Technological University
- Imen Zaabar, Michigan State University

The winners were selected by members of the Education Scholarship Committee consisting of Tim Haagsma, Scott Shogan, Dave Merchant, Tom Kricinski and Bill Savage. Information about the winners is provided in the following paragraphs.

Adam Eaton, Western Michigan University

Adam Eaton is an undergraduate in Civil Engineering at Western Michigan University (WMU). He is a student member of the Michigan Section and International ITE. Adam participates in Chapter Relations and Outreach for ITE and Adopt-a-Highway. He also participated in the American Society of Civil Engineers (ASCE) Concrete Canoe Competition.

Elibe Ama Elibe, Wayne State University

Elibe Ama Elibe is a graduate student at Wayne State University (WSU) specializing in Transportation. He received his Bachelor's Degree in Civil & Environmental Engineering from Michigan State Unviersity (MSU). Elibe in a student member of the Michigan Section and International ITE. He was a Graduate Student Mentor for Louis Stokes Alliance for Minority Participation during the summer of 2009, provides guidance and mentoring for undergraduate Civil Engineering students in the WSU Chapter of the National Society of Black Engineers and assisted in the 2009 Drive Safely to WSU Campaign sponsored by the WSU Transportation Research Group.

Matt Tronnes, Michigan Technological University

Matt Tronnes is a graduate student in Civil Engineering and will graduate with a Master's Degree in May 2010. He received his Bachelor's Degree in Civil Engineer from Michigan Technological University in the fall 2008. Matt has specialized in traffic engineering and transportation planning and as part of his studies has participated in both the Railroad Engineering Summer Program in Finland and the International Senior Design Program in Bolivia. During the summers, he has worked for Strand Associates and Vierbicher Associates in Madison, Wisconsin on a variety of traffic engineering and municipal design assignments. Matt has been very active in several campus organizations and is a member of the Michigan Tech Varsity Tennis Team. He is also a member of the City of Houghton Bicycle Committee, President of the Michigan Tech ITE Student Chapter and is working on feasibility studies for three roundabouts in Houghton.

Imen Zaabar, Michigan State University

Imen Zaabar is a Ph.D. student in Civil Engineering specializing in Pavements at MSU. Imen received her Bachelor's Degree from Tunisia Polytechnic School specializing in Signals and Systems, Computer and Electrical Engineering and her Master's Degree from MSU specializing in Pavements. She is a student member of the Michigan Section and International ITE, is President of the MSU ITE Student Chapter and was able to travel to Washington D.C. to experience the Transportation Research Board Annual Meeting.

Meet the New ITE Michigan Section Director!
by Steven Loveland, P.E., PTOE, Orchard, Hiltz and McCliment, Inc.

Traffic is not just my profession, it is also a passion. As a Project Manager and a Traffic Project Engineer at Orchard, Hiltz and McCliment, Inc. (OHM), I spend the majority of my time on traffic operation projects. My responsibilities at OHM have allowed me to bring this passion to a variety of projects including signal optimization and design, signing and striping and traffic studies. I earned my Professional Engineer License in 2002 and became a certified Professional Traffic Operations Engineer in 2006.

I have a Bachelor's Degree in Civil Engineering and a Master's Degree in Civil Engineering with a focus on transportation, both from Michigan Technological University (MTU). I began my career with Civiltech Engineering, Inc., a consulting firm in Itasca, Illinois. After two and a half years in Illinois, I moved back home to Monroe, Michigan and joined OHM, where I have been for nearly nine years. Shortly after moving back to Michigan, I married Vicky and we now have two boys, Logan and Landon, who are now four and one.

My involvement with ITE began more than a decade ago, in college with the MTU student chapter led by Bill Sproule. After school, I joined the Illinois Section of ITE then the Michigan Section. Over the years, I've really valued the great events and technical sessions that ITE offers. As the newly elected ITE Michigan Section Director, I look forward to giving back to ITE for the education and opportunities it has given me. I'm very excited to have the opportunity to serve the Michigan Section and look forward to working alongside a great group of people.

Steven Loveland can be reached at (734) 522-6711 or Steven.Loveland@ohm-advisors.com

Are You Staying on Top of Today's Hot Transportation Topics?
An Update on ITE's Transportation Planning Council

This is an exciting time for those of us involved in a transportation career. Things like ITS and expectations that our streets not only be congestion free and safe, but also multi-modal and liveable, have given us both new tools and higher expectations from the public we serve.

ITE's Transportation Planning Council helps members stay informed about those timely issues. Members receive new information through newsletters, webinars, presentations and Wiki participation on topics such as trip generation. Council members also have a leadership role with ITE Informational Reports and Recommended Practices on "hot topics" like Context Sensitive Solutions, and sustainable transportation systems.

Mr. Brad Strader, FITE, AICP, PTP, from LSL Planning Inc. is the Vice-Chair of the Transportation Planning Council's Executive Committee and will become the Chair on January 1, 2010. In that role, Mr. Strader has been involved in preparation of ITE Journal articles related to transportation planning, helped edit the upcoming Recommended Practice "Planning for Urban Road Networks" and was a presenter for ITE's webinar on Linking Land Use with Transportation. Mr. Strader is also helping prepare information on key topics that members can use for presentations to municipal officials and the public. He and others will be presenting some of that information at the ITE Technical Meeting in Savannah, Georgia on March 14-17, 2010.

While the Transportation Planning Council is the second largest (to the Traffic Engineering Council) within ITE, membership in Michigan is low compared to other states. So if you are involved in transportation planning, join the group!

Mr. Strader is also assisting the Michigan Congress for New Urbanism with the CNU Transportation Summit in Detroit this November with the theme of putting liveable street concepts into practice. It would be great to get some Michigan Section ITE members involved to share your knowledge with designers and officials from around the nation!

Brad Strader can be reached at (248) 586-0505 or strader@lslplanning.com

February Lunch & Learn Featuring MDOT Director Kirk Steudle by Steven Loveland, P.E., PTOE, Orchard, Hiltz and McCliment, Inc.

The Lunch & Learn was held on February 11, 2010 at the Skyline Club in Southfield. The Lunch & Learn was hosted by Richard Beaubien, from Hubbell, Roth & Clark, Inc. and featured transportation celebrity, Kirk Steudle, Director of the Michigan Department of Transportation (MDOT). Director Steudle shared information about three major MDOT initiatives: Intelligient Transportation Systems (ITS), IntelliDrive and Traveler Information Tools.

ITS uses information technology to improve traffic flow and safety. Dynamic message signs, surveillance cameras, traffic detectors and weather information systems are all ITS components.

One of the most exciting components of ITS is IntelliDrive. The IntelliDrive initiative aims to "enable safe, interoperable networked wireless communications among vehicles, the infrastructure and passengers' personal communication devices." Director Steudle called IntelliDrive the biggest opportunity to improve surface transportation in the last 50 years.

IntelliDrive applications address three traffic issues: safety, mobility and environmental impact. These applications use communication networks to alert drivers of work zones, accidents, congestion and safety hazards in real time. Within MDOT, the IntelliDrive vision is to create a test bed to develop creatively connected vehicle solutions, where MDOT and original equipment manufacturers (OEMs) team with telecommunication providers in a technology incubator. Some of these networked vehicle solutions are being tested now in several southeastern Michigan locations: Auburn Hills, Novi/Farmington Hills, Southfield and on Telegraph Road.

MDOT plans to open its Statewide Traffic Operations Center (STOC) in Lansing by the end of 2010. This STOC will be located in Lansing, in the Van Wagoner Building.

Director Steudle also talked about the Department's Critical Highway Infrastructure Monitoring Program (CHIMP), a system that uses technology to remotely monitor bridges. CHIMP integrates data from sensor networks installed at bridge locations to monitor the structure for bridge strain, weigh-in motion and weather conditions. The Cut River Bridge on US-2, in Mackinac County, is a test case for this new bridge monitoring system.

ESCIMO (Eliminating Slippery Conditions by Integrating Mobile Operations) is another example of MDOT using technology to improve safety. ESCIMO is a road weather information system that monitors roads for slippery conditions, indicating when salt is needed and reducing waste when it's not needed.

The state's website www.mi.gov/drive is a one-stop source of travel information for the motoring public. MiDrive consolidates information about lane closures, construction projects and real-time travel speeds on state highways.

Finally, Director Steudle talked about MDOT's social media presence, describing which tools the agency uses and how those tools are being used to communicate with the public. MDOT posts information about traffic, safety and construction on the web's three largest social media networks: Facebook, Twitter and YouTube. MDOT uses social media to supplement its traditional information sharing avenues. Benefits of using social media to disseminate information include: immediacy, increased engagement with the public and the ability to reach new audiences.

MDOT's first significant test of social media's effectiveness in communicating information involved the I-75 at 9

(Continued on Page 9)

February Lunch & Learn Featuring MDOT Director Kirk Steudle Cont'd from Page 8

Mile Road bridge tanker fire that occurred on July 15, 2009. Using Twitter, a real-time micro-blogging network, MDOT posted tweets (messages) about the incident. Over the following months, MDOT used Twitter, Facebook, YouTube and their web site to keep the public informed about detours and bridge reconstruction progress. In the future, MDOT plans to strengthen the relationships it has built with the public using social media tools.

Steven Loveland can be reached at (734) 522-6711 or Steven.Loveland@ohm-advisors.com.

From Left to Right: Dr. Snehamay Khasnabis, Elibe Ama Elibe, Director Kirk Steudle, Colleen Hill & Dr. Utpal Dutta

Michigan Ohio University Center Outstanding Student of the Year Award

MIOH UTC Overview

The Michigan Ohio (MIOH) University Center (UTC) is a coalition of five regional universities improving transportation. The MIOH UTC partner institutions are the University of Detroit Mercy (UDM), Bowling Green State University (BGSU), the University of Toledo (UT) and Wayne State University (WSU).

The coalition is addressing the transportation capabilities and competitive position of the region and the nation. An environmental stewardship focus will promote reduction of pollutants and other adverse effects not only by decreasing fossil-fuel dependence but also be developing congestion avoidance systems. UDM is leading the effort with Leo Hanifin, Dean of the College of Engineering & Science, serving as the MIOH UTS Director.

The MIOH UTS projects and programs are:

- Improving efficiency and use of existing transportation infrastructures, including solutions to bottlenecks, safety & security and maintenance & repair;
- Reducing energy dependence through alternative fuels and alternative propulsion systems; and
- Enhancing supply chain performance via methods including Intelligent Transportation Systems.

In addition to the four-year commitment from the United States Department of Transportation, funds also are coming from the Michigan Department of Transportation, partner universities and corporations to provide total funding in excess of $1 million per year.

Through innovative curriculum and summer camps, the UTC is building student interest in careers related to transportation starting at the K-12 level. It also conducts Technology Transfer programs to share both current research and innovative methods with practicing professions.

Outstand Student of the Year Award

The MIOH UTC Outstanding Student of the Year Award is presented each year to one student who met the following criteria:

- Made a significant contribution to a MIOH UTC funded project
- Performed well academically
- Demonstrated professionalism and leadership
- Participated in university and community service activities

Evidence of "significant contribution" is based upon faculty nomination and evaluation of submitted written reports. Academic performance is based upon courses attempted and grades attained. Evidence of professionalism, leadership and service can be in a form of presentations at professional society meetings and symposia,

(Continued on Page 10)

MIOH UTC Outstanding Student of the Year Award

Cont'd from Page 9

and leadership in student professional activities including K-12 outreach.

MIOH UTC selected Elibe Ama Elibe, a student member of the Michigan Section of ITE, as its 2009 Outstanding Student of the Year. Patricia Martinico, Assistant Director of MIOH UTC, presented the award to Elibe Ama Elibe during the ITE Michigan Section February Lunch & Lean.

Elibe Ama Elibe is pursuing a Master's degree in Civil & Environmental Engineering at WSU majoring in Transportation Engineering and is working as a Graduate Research Assistant. Elibe has been participating in a number of Michigan Ohio University Transportation Center (MIOH UTC) funded studies including transit-oriented development along a proposed light-rail transit system on Woodward Avenue in the Metro-Detroit area. He has made valuable contributions to the project, demonstrating his ability to offer creative approaches to the problem.

Earlier in 2009, Elibe was a Research Assistant on the MIOH UTC "Modeling Metro-Detroit Transit" project,

Patricia Martinico Presenting Outstanding Student of the Year Award to Elibe Ama Elibe

providing excellent support in data collection and analysis as well as preparation of reports. In the summer of 2009, he assisted in mentoring an undergraduate civil engineering student as part of the Louis Stokes Alliances for Minority Participation program at WSU. In this role, he demonstrated his ability to guide a young student through the process of engineering research.

Elibe Ama Elibe can be reached at elibeeli@wayne.edu.

Meet the New Michigan Section of ITE Executive Board!

From Left to Right: Steven Loveland, Christopher Zull, Matthew Smith, Adam Merchant, Colleen Hill & William Zipp

Update on the 2009 Manual on Uniform Traffic Control Devices (MUTCD) by Mark Bott, Michigan Department of Transportation

On December 16, 2009, the Federal Highway Administration (FHWA) published the 2009 Manual on Uniform Traffic Control Devices (MUTCD), the first comprehensive update to the MUTCD since 2003, in the Federal Register as part of the continuing effort to improve safety on the nation's roads and bridges. The MUTCD, which has been administered by FHWA since 1971, sets the standards for road safety throughout the country.

The MUTCD is the national standard for all traffic control devices, including traffic signs, pavement markings, signals and any other devices used to regulate, warn or guide traffic. Ensuring uniformity of traffic control devices across the nation – from their messages and placement to their sizes, shapes and colors – helps to reduce crashes and traffic congestion.

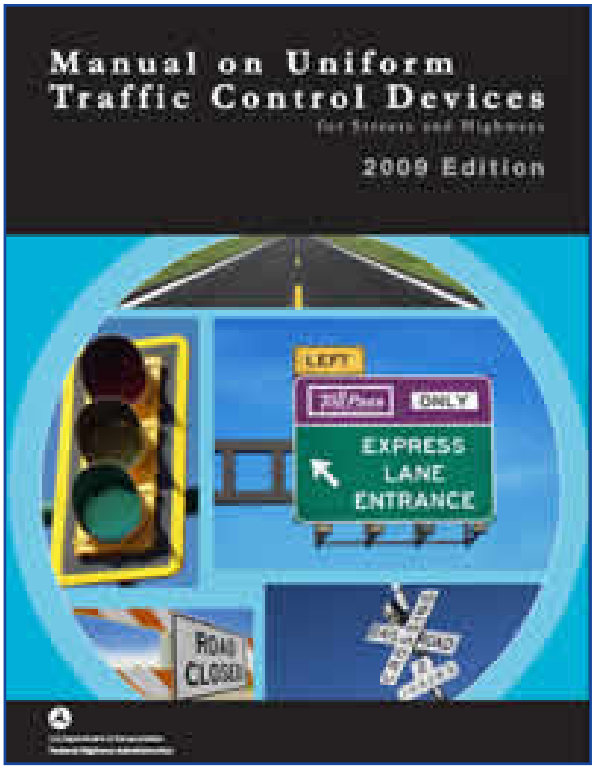
The MUTCD's 2009 edition features many new and updated requirements, ranging from changes in highway signs and bike lanes to the color of high-visibility garments worn by road workers. The updated MUTCD furthers the "complete streets" concept by requiring better pavement markings which can increase bike lane safety and extending walk times for pedestrians at crosswalks. The "complete streets" concept has been an effort long championed by the FHWA to ensure roads accommodate all types of travel, not just automobiles. Some of the other new provisions are as follows:

- Replacing highway signs with brighter, larger and more legible ones that are easier to under stand at freeway speeds.
- Adding different lane markings for lanes that do not continue beyond an intersection or interchange to give drivers more warning that they need to move out of the lane if they don't intend to turn.
- Expanding the use of flashing yellow arrow signals at some intersections to give a clearer indication that drivers can turn left after yielding to any opposing traffic.
- Identifying electronic toll collection lanes with purple signs – the first time purple has been sanctioned for use on highway signs.
- Adding overhead lane-use control signs to reduce confusion among drivers in unfamiliar multi-lane roadways.

The 2009 federal MUTCD becomes effective January 15, 2010. Both federal and state laws require that the State of Michigan have a manual in compliance with the federal version. To assist the states with their review process, federal law provides an adoption period of two years. Therefore, by January 15, 2012, the State of Michigan must be in compliance.

To make this possible, the Michigan Department of Transportation and the Michigan State Police, who are responsible for the Michigan Manual on Uniform Traffic Control Devices (MMUTCD), will incorporate the 2009 federal version into a new MMUTCD. Additions and revisions to the 2009 federal manual will address those items in the Michigan Vehicle Code that conflict with the federal MUTCD and special items unique to Michigan. Until a new MMUTCD has been produced, the 2005 MMUTCD will remain the official manual for the State of Michigan. All agencies will be notified in advance of the publication date for the new MMUTCD.

Mark Bott can be reached at (517) 335-2625 or bottm@michigan.gov.



2010 Highway Capacity Manual
by Paul Ryus, P.E., Kittelson & Associates, Inc.

Production of the fifth edition of the Highway Capacity Manual (HCM) is well underway, with over half of its chapters approved for publication by the TRB Committee on Highway Capacity and Quality of Service (HCQS) as of mid-December.

Users of the HCM2000 will find the new manual's look-and-feel familiar, as a number of the stylistic elements introduced in the HCM2000 have been retained in the 2010 HCM. At the same time, users will notice a number of changes in the manual. The most obvious of these is that the 2010 HCM will be published as four volumes—Concepts, Uninterrupted Flow, Interrupted Flow, and Applications Guide—with the last volume being published only electronically.

The 2010 HCM will have more of a multimodal focus than ever before, with pedestrian, bicycle, and transit material provided next to automobile material in many chapters. (Transit material will be presented only in a multimodal context; the 2010 HCM defers to the companion Transit Capacity and Quality of Service Manual for transit-specific methodologies.) The 2010 HCM also recognizes the growing role of alternative analysis tools, such as simulation, and devotes most of two concepts chapters, as well as sections within most procedural chapters, to that topic.

The four-volume format was necessitated by the more than $5 million of funded research that has occurred since 2000 through the National Cooperative Highway Research Program (NCHRP) that needed to be incorporated into the HCM. In addition, two FHWA-sponsored projects on shared-use paths and active traffic management are contributing significant content to the 2010 HCM.

2010 HCM Chapter-By-Chapter

The signalized intersections procedure will model the operation of an actuated controller. A new incremental queue accumulation (IQA) method has been added to calculate the d1 delay term and the Q1 length term. The IQA method is equivalent to the HCM2000 method for the idealized case, but is more flexible to accommodate non-ideal cases, including coordinated arrivals and multiple green periods with differing saturation flow rates (i.e., protected-plus-permitted left turns and sneakers). Also, a left-turn lane overflow check procedure has been added.

The unsignalized intersections chapter has been split into three chapters on two-way STOP control (TWSC), all-way STOP control (AWSC), and roundabouts. The TWSC method in the 2010 HCM will be capable of analyzing intersections along six-lane streets, while a queue-estimation procedure has been added to the AWSC method. The roundabout material is completely updated, based on the work of the NCHRP 3-65 project, which developed a comprehensive database of U.S. roundabout operations and developed new methodologies for evaluating roundabout performance. A LOS table for roundabouts has also been added.

The interchange ramp terminals chapter has been completely updated, based on the work of the NCHRP 3-60 project.

The urban street segments chapter has been completely rewritten. The work of the NCHRP 3-79 project has been incorporated into the chapter, providing improved methods for estimating urban street free-flow speeds and running times, along with a new method for estimating the stop rate along an urban street. In addition, the work of the NCHRP 3-70 project has been incorporated, providing a multimodal level-of-service methodology that can be used to evaluate tradeoffs in how urban street right-of-way is allocated among the modes using the street.

A new urban street facilities chapter is provided. The methodology aggregates results from the segment and point levels of analysis into an overall facility assessment. Information on the impact of active traffic management measures on urban street performance will also be provided.

The freeway facilities chapter will provide a level of service (LOS) table for the first time, based on density. Other changes to this chapter include updates to the material on the impact of weather and work zones on freeway facility capacity, along with new information on the impact of active traffic management measures on

(Continued on Page 13)

2010 Highway Capacity Manual

Cont'd from Page 12

freeway operations.

The freeway weaving chapter has been completely updated, based on the work of the NCHRP 3-75 project. Although the general process for analyzing weaving segments is similar to that given in the HCM2000, the 2010 HCM models are based on an up-to-date set of weaving data. The two major differences in how the methodology is applied are: (a) there is now a single algorithm for predicting weaving speeds and a single algorithm for predicting non-weaving speeds, regardless of the weaving configuration, and (b) the LOS F threshold has changed.

Most other procedural chapters have had smaller changes. For example, the speed-flow curves in the basic freeway segments chapter have been updated, based on an expanded database, and a 75 mph speed-flow curve will be provided. Small changes have been made to the ramps and ramp junctions material (now called freeway merges and diverges) to check and correct for unreasonable lane distributions. The two-lane highways chapter will provide only a one-directional methodology and several key tables and curves have been updated. Finally, the off-street shared-use path procedures have been updated based on U.S. data.

The 2010 HCM's organization provides information at several levels of detail. Volume 1: Concepts provides basic information that all HCM users should be familiar with. The chapters in Volume 2: Uninterrupted Flow and Volume 3: Interrupted Flow explain each methodology in sufficient detail that an analyst can apply the method in software and properly interpret the results. Those users wishing a greater depth of understanding can turn to the supplemental chapters in the electronic Volume 4, where (in most cases) all of the computations involved in a methodology are presented. In a few instances, where methodologies involve an iterative set of calculations, a computational engine provides the most detailed description of the methodology. Finally, a Technical Reference Library in Volume 4 will house many of the original research reports that form the foundation of HCM procedures.

Production of the HCM is on schedule, and it is anticipated to be published by the Transportation Research Board by the end of 2010.

Highway Capacity Software (HCS+)

Work on HCS+ to implement the updated procedures coming in the 2010 HCM has been ongoing for over a year. McTrans' goal is to be ready with the HCS+ ugrade to coincide with 2010 HCM publication.

Most HCS+ modules will not change structurally, even though the computations will be modified (some a little, some a lot) to match the new HCM procedures. However, the Signalized Intersection and Urban Streets modules have a significantly different program architecture to take advantage of the latest programming techniques. While this is necessary to implement these complex procedures in an efficient structure, the "look and feel" to the user will hopefully stay quite familiar.

Even though this is a major upgrade to HCS+, the support subscription will cover these changes and provide this new version automatically without cost to all users whose support is current at the time of release.

To honor the National Academies of Science, the National Cooperative Highway Research Program and the Transportation Research Board ownership of this material, McTrans does not plan to distribute software based on these new procedures until the 2010 HCM has been published.

TSIS-CORSIM 6.2 (TSIS+T7F)

With this update to TSIS-CORSIM, McTrans will integrate and include TRANSYT-7F in this package. All licensed users with current support subscriptions will be receiving this version automatically, on CD, to accommodate the addition of TRANSYT-7F. The ability to interchange files and provide signal timing optimization with one-touch animation from TRANSYT-7F to CORSIM will be another very useful tool for users.

Arthur C. Gibson Award for Outstanding Service

The Arthur C. Gibson Award for Outstanding Service is intended for those members of the Section who are not on the Executive Board and whose activities and contributions to the Michigan Section and transportation engineering in Michigan are determined to be deserving of special recognition. Arthur C. Gibson was president of the Michigan Section in 1952.

Each year, at the annual meeting, the Arthur C. Gibson Award for Outstanding Services may be presented to a member of the Michigan Section who has contributed to the Section and the profession. The following criteria is used to select a recipient:

1. Regular attendance at Section meetings.
2. Involvement in committee activities at the Michigan section and/or the International level.
3. Participation (presentations) at technical meeting of the Section or District.
4. Preparation and publication of a paper or article on a transportation related subject.
5. Contribution of personal time to transportation related public service activities.
6. Contributions to the *MichiganITE*.

Some of the past winners for the Michigan Section Arthur C. Gibson Award include:

1987 - Weldon Borton
1990 - Richard F. Beaubien
1993 - Joseph A. Marson
1997 - Samuel C. Lawson
1998 - David A. Merchant
1999 - Thomas R. Krycinski
2000 - Arthur Slabosky
2002 - Victoria J. Holland

This year, Kevin McCarthy, City of Farmington Hills Department of Public Works Superintendent, was presented with the Arthur C. Gibson Award for Outstanding Service in the field of Traffic Engineering during the December Annual Meeting by Scott Shogan from Parsons Brinckerhoff. Kevin was elected to the ITE Exectuive Board in 1997, served as President of the ITE Michigan Section in 2001 and continues to be active in the organization. This recognition by his peers also acknowledges his contributions to the City of Farmington Hills and the State of Michigan with regard to traffic safety, innovative programs and overall dedication to the public.

Kevin McCarthy with Arthur C. Gibson Award

Kevin began working for the City of Farmington Hills in 1985. He graduated from Michigan State University with a Bachelor of Science degree in Civil Engineering and is a registered Professional Engineer in the State of Michigan. Kevin and his wife Amy have four children and live in Walled Lake.

Kevin McCarthy can be reached at (248) 871-2858 or kmccarthy@fhgov.com

What Were They Thinking?!?!?! Adapted From OddlySpecific.com

Michigan's Morrie Hoevel Wins 2009 "FHWA Leadership in Operations Award"

In 2007, the Federal Highway Administration (FHWA) created a "Leadership in Operations Award" in an effort to recognize two individuals (one from their headquarters office and one from their field offices) within FHWA for their "Distinguished Contributions to the Operations Discipline". These are two individuals who best demonstrate leadership skills in enhancing system performance through improvements in system management and operations. The recipients are nominated by their peers and the 2009 Award recognizes Mr. Morrie Hoevel from our Michigan Division Office and Ms. Marianna Rizzo from their Headquarters Office.

Morrie Hoevel and Marianna Rizzo with FHWA Leadership in Operations Awards

Jeff Lindley, FHWA's Associate Administrator for Operations presented this year's Award at the Operations Council Meeting on January 14, 2010, following the Transportation Research Board's Annual Meeting. During the award presentation, Mr. Lindley recognized Mr. Hoevel as having consistently demonstrated leadership in the Operations discipline by guiding FHWA's partners in the fast emerging fields of Intelligent Transportation Systems (ITS), mobility, congestion management and vehicle infrastructure integration – all integral components of an Operations-Focused Transportation Program. Mr. Lindley cited several examples of how Mr. Hoevel provided this leadership. Over the years, as Michigan's ITS and Operations Programs have evolved and personnel changed, Mr. Hoevel brought continuity to the process. From the start, his knowledge of Federal-Aid procedure and agency goals, combined with his ability to promote new ideas have been invaluable in advancing new and emerging operational programs that focus on the goals of improving the operation of the system; to make it function more efficiently and reliably.

Mr. Hoevel's positive relationship with his state partners has been a significant factor in advancing Operations and the ITS Program in the state of Michigan. Early in FY2009, Michigan was identified as one of ten Operations "Opportunity States" by FHWA's Headquarters Office. This signified that they felt Michigan was on the verge of getting to the top level in Systems Operation and Management. Mr. Hoevel has worked closely with his state and local partners to provide program guidance and technical assistance as well as identifying peer support opportunities as the Michigan Department of Transportation (MDOT) began their efforts to reorganize to give a higher priority to Operations. Mr. Hoevel also worked closely with MDOT to develop an Operations "Action Plan". His leadership had a significant impact on the content and quality of this plan, which provides a road map for a major cultural change within the State, a change that moves agencies from a single focus on completing projects to a focus where the goal is to complete the project and improve the operation of the overall transportation system.

Morrie Hoevel can be reached at (517) 702-1834 or Morris.Hoevel@fhwa.dot.gov.

ITS-Michigan
Intelligent Transportation Society

Hold the Date

5th Annual Partnering Workshop:

Metro Detroit Incident Management

March 2, 2010 from 9:00 AM - 3:00 PM

AAA Headquarters

One Auto Club Drive, Dearborn, MI

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

Past President News
by John Abraham, PhD, PTOE, City of Anaheim

John Abraham is a past President of the Michigan Section of ITE. While in Michigan, John was the Deputy City Engineer/City Traffic Engineer for the City of Troy. In 2008, John moved to Arizona to take on the position as City Traffic Engineer for the City of Surprise, Arizona. It just so happened that in March of 2009, the ITE Technical Conference was held in Phoenix, Arizona, approximately 30 miles from Surprise. Many of the Michigan Section ITE members had a chance to meet up with John and his family as shown in the photo below.

Since that meeting, John has moved again! He recently accepted a new position in Anaheim, California. Here is a update on what John is doing in California:

I am in Anaheim, California. I started two months back as the City's Traffic and Transportation Manager. Hmm . . . What can I say about my new job?!? . . . It's very hectic yet exciting at the same time!

Each year, more than 20 million visitors and event attendees come to the City of Anaheim, California's 10th most populous city. Anaheim is home to Disneyland, the Anaheim Convention Center (largest in the west coast), Angel Stadium (Baseball), the Honda Center (Hockey – The Ducks) and the Grove of Anaheim. The number of staffed events at the Traffic Managment Center (TMC) is close to one per day on an average (around 350 events yearly!). There are documented instances where event attendees in the Anaheim Resort swell to as much as the City's population of 350,000 within one day. Obviously my traffic group and I have our hands full trying to manage all this traffic in a safe and efficient manner. We do have Transportation Planning, Traffic Engineering and the Intelligent Transporation System/TMC divisions that help manage the traffic needs of the City.

Another highlight is in the area of transit. The City of Anaheim is currently engaged in the development of projects such as the:

- The Anaheim Regional Transportation Intermodal Center (ARTIC) Project;
- Anaheim Fixed-Guideway system (linking ARTIC to the Platinum Triangle and the Anaheim Resort Area); and
- High-Speed Train (HST) connection between Southern and Northern California of which the ARTIC Project will be the southern terminus of the Los Angeles-Anaheim segment.

I do miss all my friends from Michigan . . . The MLB All Star game will be in Anaheim this year, hope to see you all for that! Or look me up if you are visiting the "Happiest Place on Earth" (Disneyland) or the SoCal Area!

John Abraham can be reached at (714) 765-5183 or jabraham@anaheim.net.

Great Lakes District Summary
by David Samuelson, P.E., E.P. Ferris & Associates, Inc.

It has been a privilege serving as your Great Lakes District Director. ITE International reported that at the end of the year our total membership grew, not much, but it grew which attests in these times to the strength and value our members see in ITE. And even though ITE, like many other organizations, has struggled with some setbacks related to the economy, ITE International continues to look to the future with upcoming publications, continuing involvement with policy and legislation, member outreach services and growth.

Our Districts are also undergoing changes. Two items of note are the development of a District website and the first District Collegiate Traffic Bowl for student chapters to be held at our next Annual meeting.

Part of my position is to help provide you with answers, either at the District or International level of ITE. But my success in providing the answers depends upon the many members that help to make your Section, your District and International ITE a successful organization. Like me, those members involved in ITE enjoy the benefits for learning, networking, and friendships. A great example of this was your Annual meeting last December, where I met with the Michigan Section Board and talked with many familiar faces among a hundred or so attendees.

There are always parts of our organization where additional help is needed to keep it successful. If you have an interest in furthering your involvement with the Michigan Section of ITE, please contact your Section Board members to find out where help is needed. If you have an interest in helping on the District level, feel free to contact me.

Our next District meeting will be April 22 and 23, 2010 on the outskirts of Indianapolis. The meeting organizers have picked a great venue and are currenlty looking for speakers to fill the program. If you would like to be a speaker at this meeting, please contact the meeting organizers through your Michigan Section Board. During the meeting, you will be introduced to the three International Vice Presidential candidates. This is their chance to meet you and present their ideas for the future of ITE.

Of course, coming up in March 2010 is the Technical Conference in Savannah, Georgia, and in August 2010 is the International Meeting in Vancouver, BC. See www.ite.org for additional details.

Even though I have only completed the first of a three year term as Director, it has gone by very quickly. I have enjoyed it greatly and expect no difference for the upcoming 2010 year. By the beginning of next year, the Michigan Section will need to identify candidates for my replacement. Earlier last month, I asked your Section President, Colleen Hill, to set up a committee to search out potential candidates. If you have thought about or are just starting to think about the possibility of being our next District Director or are not sure and wonder what this position involves, do not hesitate to contact Colleen Hill or me.

In the meantime, see you in Savannah, Indianapolis, and Vancouver!

David Samuelson can be reached at (614) 299-2999 or dsamuelson@epferris.com.

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

Update on Traffic Safety Legislation Provided by the Michigan State Police Executive Division (12/01/2009)

HB 4493 First Year Drivers (Rep. LeBlanc)
Prohibits drivers with graduated level 2 licenses from transporting more than one passenger under the age of 18, other than family members, unless accompanied by a parent or guardian.
In House Transportation

SB 110 Physician Reporting to Secretary of State (Sen. Olshove)
Provides that a physician may report to secretary of state any knowledge concerning a person's mental or physical qualifications to operate a motor vehicle. Lead Agency-Department of Community Health
In Senate Transportation

HB 4644 Driver License: School Attendance (Rep. Johnson)
Requires SOS to deny or suspend license of juveniles who are repeatedly absent from school.
In House Education

HB 4726 Driver License Renewal: Parking Tickets (Rep. Schmidt)
Reduces from 6 to 3 the number of unpaid parking tickets a person may have before Secretary of State will not issue or renew the person's driver license.
Passed in House, In Senate Transportation

HB 4028/4747/4907/5254 Helmet Repeal (Rep. LeBlanc)
Abolish motorcycle helmet requirement.
In House Regulatory Reform

HB 4360 Seat Belt Use (Rep. Ball)
Exempts newspaper carrier delivering newspapers in automobile from seat belt use requirement under certain circumstances.
In House Transportation

HB 4417 Driver Training Vehicles (Rep. Booher)
Mandates that vehicles used for driver's training be equipped with a flashing, rotating or oscillating amber light.
In House Transportation

PA 57 Child Safety Seats (Rep. DeShazor)
Requires children in child restraint systems to be in the rear seat if vehicle is equipped with a rear seat. Also eliminates nursing mother exemption.
Effective 7/14/09

HB 4362 Cell Phone Use (Rep. Rocca)
Prohibits use of a cellular telephone while operating a school bus.
In House Transportation

HB 4369 Cell Phone Use (Rep. Polidori)
Prohibits use of mobile phones while operating a motor vehicle and provides penalties.
In House Transportation

HB 4394 Text Messaging (Rep. Gonzales)
Prohibits reading, writing or sending text messages while driving and provides penalties.
Reported with recommendation- House Transportation

HB 4225 Construction Zone Signs (Rep. Ebli)
Require placement of signs in construction zones.
Passed in House, In Senate Transportation

HB 4336 Drunk Driving: Repeat Offenders (Rep. Lori)
Requires Secretary of State to issue a restricted license to a repeat drunk driver if they have an ignition interlock device installed on their vehicle.
In House Judiciary

HB 5004 Drunk Driving: Watercraft (Rep. Lori)
Lowers permissible BAC while operating a watercraft to .08. Also, adopts same standard for OWPD as that of a motor vehicle.
In House Tourism

HB 4482/SB 80 Flee and Elude Penalties (Rep. Espinoza/ Sen. Gleason)
Provides an increased mandatory minimum sentence for fleeing and eluding.
In House Judiciary/ In Senate Judiciary

HB 4648 Motor Vehicle Pursuits (Rep. Johnson)
Regulates motor vehicle pursuits by peace officers.
In House Judiciary

HB 4960 Driver's Training: Bicyclist Safety (Rep. Leland)

(Continued on Page 19)

Update on Traffic Safety Legislation

Cont'd from Page18

Requires that driver education classroom instruction include information about laws related to bicycles and emphasize the awareness of bicycles.
In House Transportation

HB 5054 Motorcycle Safety Training Act (Rep. Jones)
Creates the motorcycle safety training act: provides for the approval and certification of motorcycle training programs/instructors; establishes training requirements/standards.
In House Transportation

SB 920 Graduated Licensee Registration Requirements (Rep. Switalski)
Requires a person operating on a graduated license to attach a sticker to their registration plate.
In Senate Transportation

HB 5143 Speed Limits (Rep. Dean)
Creates new procedures for setting of municipal speed limits.
In House Transportation

HB 5506/5600/SB 977 Speed on Gravel Roads
(Rep. Kowall/Rep McMillin/Sen Cassis)
Validates speed limits posted on gravel roads prior to November, 2006.
In House Transportation

HB 4205 Reckless Endangement (Rep. Pearce)
Prohibit and provide penalties for placing obstruction in a roadway.
Passed in House, Referred to Senate Judiciary

HB 4163 Headlight Use (Rep. LeBlanc)
Require use of headlights while operating a motor vehicle in precipitation.
In House Transportation

HB 4343 Tinted Windows (Rep. Green)
Prohibits operating or allowing the operation of a motor vehicle with tinted windows under certain circumstances and requires placement of an identifying sticker on a motor vehicle when the owner has a medical exemption.
In House Transportation

HB 4495 MOPEDS
Remove horsepower threshold on mopeds.
In House Transportation

SB 276 Dangling Ornament (Sen. Jelinek)
Remove prohibition on dangling ornaments.
Passed in Senate, In House Transportation

HB 4614 Aggressive Driving (Rep. Dean)
Prohibits and provides penalties for aggressive driving.
In House Transportation

HB 4748 Lane Change in Intersection (Rep. LeBlanc)
Prohibits changing lanes within an intersection.
In House Transportation

HB 4958 Vulnerable Roadway Users
(Rep. Knollenberg)
Increases penalties for traffic crashes that cause the death/serious impairment of a vulnerable roadway user.
In House Transportation

HB 5140 Quick Clearance (Rep. Byrnes)
Requires drivers involved in accidents to move their vehicles off the traveled portion of the roadway in certain circumstances.
Passed in House, In Senate Transportation

HB 5287/SB 741 Ticket Quotas
(Rep. LeBlanc/Sen. Anderson)
Prohibits law enforcement from requiring a specified number of citations to be issued as part of performance evaluation system.
In House Transportation

SB 746 Escort Vehicles (Sen. Barcia)
Requires use of flashing or rotating amber light on escort vehicle in place of signage.
In Senate Transportation

SB 980 Snow Removal Vehicles (Sen Gilbert)
Requires warning lights and alarms on commercial snow removal vehicles.
In Senate Transportation

PA 37 Towing Slasher/Saw Units (Rep. Ebli)
Permit a truck tractor to tow a log slasher and log saw unit simultaneously.
Effective 06/04/09

INSTITUTE OF TRANSPORTATION ENGINEERS

MICHIGAN SECTION

Technical Session – March 11, 2010
Lansing, Michigan

Location: Days Inn (previously Midway)
7711 West Saginaw Highway (M-43)
Lansing, Michigan 48917
(517) 627-8471

Host: Bob & Kim Lariviere
2916 Pinto Circle
Lansing, MI 48906
Bob Phone: 517-282-4703 Kim Phone: 517-373-3889
Email: larivierek@michigan.gov

Meeting Schedule

9:00-9:30 Registration and Coffee

9:30- 10:25 **Roundabouts: Balancing Pedetrian Mobility against Motorist Safety**
Wes Butch, DLZ Corporation, Lansing

10:25-10:45 **Video Presentation: The Present, as Seen from the 1950's**

10:45-11:10 Break

11:10-11:30 **Back-in Angle Parking at Ann Arbor City Hall**
Les Sipowski, City of Ann Arbor

11:30-12:00 **Use of Micro-Simulation in Construction Staging on Major Projects**
Catherine Jensen, MDOT Planning—Southfield Metro Office

12:00-1:00 LUNCH

1:00-1:40 **Recent Experiences with Establishing Reasonable Speed Limits**
Gary Megge, Michigan State Police

1:40-2:15 **Overview of High-Tension Cable Barriers**
Carlos Torres, MDOT Traffic and Safety

2:15-2:30 Break

2:30-2:55 **New Local Mandatory Bicycle Parking Ordinance**
Julie Brixie, Meridian Township (Ingham County)

2:55-3:25 **RCOC's ADA Compliance Test on Roundabouts**
Tom Blust, Road Commission for Oakland County

COST FOR TECHNICAL SESSION: Member - $28.00, Student $5.00, Non-Member - $33.00
Advanced Paid reservation **Only** for the full amount must be received by March 5, 2010. Lunch is included with paid meeting cost. The noon meal will be a choice of: Michigan Chicken with Cherry Onion Marmalade and Garlic Roasted Red Skin Potatoes or Fettuccini Primavera, fresh garden vegetable Alfredo
.
Please make ___ reservations for the March 11, 2010 ITE Meeting. Enclosed is a check for $____ made payable to MICHIGAN SECTION – ITE.
Menu Choice: Chicken ___ Vegetarian ____

Names: _____
_____
_____
_____

Mail this reservation with payment to:
Bob Lariviere
2916 Pinto Circle
Lansing, MI 48906

2010 Schedule of Activities

Date	Location	Type	Host
February 11, 2010	Southfield	Lunch & Learn	Dick Beaubien 248.454.6381
March 11, 2010	Lansing	Technical Session	Kim Lariviere 517.373.3889
March 14–17, 2010	Savannah, Georgia	ITE Technical Conference and Exhibit	National ITE
April 22-23, 2010	Indianapolis	Great Lakes District Annual Meeting	
May 19-20, 2010	Dearborn	"Transforming Transportation through Collaboration"	ITS Michigan, ITE, WTS, IMSA, and ASCE
June 3, 2010	Mystic Creek GC, Milford	Education Fund Golf Outing	Aimee Giacherio 616.363.8181
August 8-11, 2010	Vancouver, British Columbia	Annual International ITE Meeting	National ITE
September 23, 2010	Willow Wood GC, Portland	Fall Golf Outing	Tim Haagsma 616.242.6923 Aimee Giacherio 616.363.8181
October, 2010	Battle Creek	Technical Session	
December 2, 2010	Farmington Hills	Annual Meeting/ Technical Session	Kevin McCarthy 248.871.2570

2010 Schedule of National Activities

Mar. 14-17 - ITE Technical Conference and Exhibit, Savannah, Georgia

Aug. 8-11 - ITE Annual Meeting Vancouver, British Columbia

Save the Date!

Mark your calendars for the **2010 Great Lakes District Conference** in **Indianapolis, Indiana.**

Plans are underway for an exciting event! Conference details will be sent in the coming months. Bring your family! Visit the Indianapolis Children's Museum, the Indianapolis Zoo and Indianapolis Motor Speedway. The hotel also has an indoor pool!

Date & Time: 1:00 PM on April 22nd, 2010 to 1:00 PM on April 23rd, 2010.
Where: Sheraton Indianapolis Hotel & Suites, Keystone Crossing.
Make your reservation by March 21st to receive the special rate of $89.

Questions??? Contact Kelli McNamara at (317) 287-3416, mcnamara@pbworld.com or Ellie Stanoch at (765) 430-6344, ellie.stanoch@gmail.com.

Industry News

Beata Lamparski from Hubbell Roth & Clark, Inc. passed the Professional Transportation Planner Exam in 2009. Congratulations Beata on becoming a PTP!!

Kevin McCarthy from the City of Farmington Hills was recently promoted to the Department of Public Works Superintendent. Congratulations Kevin!!

Dr. Snehamay Khasnabis will be retiring from Wayne State University this Spring. Good luck with everything you do in the future Dr. Khasnabis!!

David Samuelson has recently accepted a new job as Senior Traffic Engineer for E.P. Ferris & Associates, Inc. in Columbus, Ohio. Good luck with your new job David!!

Do you have news about an ITE member that you would like to share with the Section? If so, please contact the MichiganITE Editor, Lia Grillo at (248) 454-6812 or lgrillo@hrc-engr.com.

New Members of ITE Michigan Section

Dr. Utpal Dutta, University of Detroit Mercy
Diana Fasset, Spalding DeDecker Associates
Eric Tenazas, University of Detroit Mercy

Welcome to the Michigan Section of ITE!!

Do you want to become a member of the Michigan Section of ITE? If so, please contact the Section Secretary, Adam Merchant at (586) 463-8671 or amerchant@rcmcweb.org.

Treasurer Report
by William Zipp, Parsons Brinckerhoff

Treasurer's Report - February 15, 2010

Section Fund Balance (As Of January 29, 2010)		**$ 30,572.73**
Regular Fund Balance	$ 26,634.94	
Educational Fund Balance	$ 2,853.35	
Technical Projects Fund Balance	$ 1,084.44	
ACTIVITIES for January 1 through January 29, 2010		
Income - Section Regular Fund		**$ 70.00**
Meetings	$ 70.00	
Expenses - Section Regular Fund		**$ 6,080.28**
Plaques/Awards	$ 63.78	
Other	$ 6,016.50	
Income - Section Education Fund		**$ 6,250.00**
Member Contributions	$ 6,000.00	
Golf Outing: Miscellaneous	$ 250.00	
Expenses - Section Education Fund		**$ 15,250.00**
Transfer to National	$ 15,250.00	

2010 Executive Board

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

Vice President:
Christopher Zull
City of Grand Rapids
(616) 456-4639, czull@ci.grand-rapids.mi.us

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

Secretary:
Adam Merchant
Road Commission of Macomb County
(586) 463-8671, amerchant@rcmcweb.org

Director:
Steven Loveland
Orchard, Hiltz and McCliment, Inc.
(734) 522-6711, Steven.Loveland@ohm-advisors.com

Immediate Past President:
Matthew Smith
Michigan Department of Transportation
(248) 483-5120, SmithMatt@michigan.gov

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

Great Lakes District Director:
David Samuelson
Stantec Consulting Services Inc.
(614) 299-2999, dsamuelson@epferris.com

2010 Committee Chairpersons

Technical Programs:
Kelly Ferencz
Bergmann Associates
(517) 272-9835, kferencz@bergmannpc.com

Newsletter Editor:
Lia Grillo
Hubbell, Roth & Clark
(248) 454-6812, lgrillo@hrc-engr.com

Website:
Sarah Binkowski
Parsons Brinckerhoff
(313) 963-4679, binkowski@pbworld.com

Education & Scholarships:
Bill Savage
Michigan State University
(517) 339-3933, MSUSavage@aol.com

Public Relations
Kevin McCarthy
City of Farmington Hills
(248) 871-2858, kmccarthy@fhgov.com

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

Legislative Federal
Dave Morena
Federal Highway Administration
(517) 702-1836, David.Morena@dot.gov

Nominating & Audit:
Sheryl Soderholm Siddall
Washtenaw County Road Commission
(734) 327-6687, siddalls@wcroads.org

ITE Michigan would like to thank LSL Planning, Inc. for their $250 contribution to the ITE Michigan Section Educational Fund!!

Thanks to all of our *MichiganITE* Newsletter Advertisers!! For information on how **YOU** can advertise in the *MichiganITE*, contact Lia Grillo at (248) 454-6812 or lgrillo@hrc-engr.com.