

# Michigan **ite**

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

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



So, here it is on the downside of the year (and sorry to say, the summer) and I feel as though my term as Michigan Section ITE President just began. I am shocked that the year has gone by so fast. Maybe it is because I am still waiting for spring to arrive. I would like to take you on a little trip with me

this year and touch on a few things that are happening with ITE and your Michigan Section. For you time conscious folks, this is a look back AND a look forward.

I began my journey with the March Technical Session. A new venue in Lansing was selected and by all rights was a hit. This year, I have the honor to present Life Achievement Awards to two very deserving long time members in the Michigan Section: William Hartwig and Dr. William Wagoner. At the March meeting, I was pleased to pay tribute to Bill Wagoner. Congratulations to Bill and Dr. Bill for your hard work and dedication to the ITE Community.

My journey continued in April where I attended the annual Great Lakes District Meeting. This year, it was combined with the Southern District Annual Meeting in Lexington, Kentucky. Wow, was that an adventure! It was three days of sessions hitting several pertinent aspects of our transportation engineering and planning industry. This meeting was well organized with very traditional values, where pomp and circumstance have their place. I was very impressed as many Great Lakes District and Michigan folks made the trip south. Students from the Great Lakes District were well represented as teams from Western Michigan University, Purdue University and the University of Dayton faced off with Pur-

due winning the prize, which is a trip to Atlanta to compete at the International Annual Meeting. We were able to see how the Southern District ran their traffic bowl. They have been hosting one for many years, whereas at the Great Lakes District, the traffic bowl is really in its infancy. Maybe in future years, it would be fun to see the Districts face off.

The next stop on my 2012 journey was Milford in May. For several years, Mystic Creek Golf Course has been the home of the Spring Golf Outing, in support of the Educa  
*(Continued on Page 2)*

### Table of Contents

- Letter from the President . . . . . 1**
- Opportunity to Get Involved in ITE Michigan . . . . . 2**
- Synopsis of SDITE and GLDITE**
- Joint Meeting in Kentucky . . . . . 3**
- President’s Address at the SDITE and GLDITE**
- Joint Meeting in Kentucky . . . . . 4**
- For Your Entertainment . . . . . 5**
- March Technical Session Synopsis . . . . . 6**
- Congratulations to Lifetime Member**
- Dr. William Wagoner . . . . . 7**
- Michigan ITS and ITE February Meeting Highlights . . . . 8**
- Understanding Civil Engineers . . . . . 9**
- Spring Golf Outing . . . . . 10**
- New Members of ITE Michigan Section . . . . . 11**
- Treasurer Report - March 2012 . . . . . 11**
- Meet Your New Director . . . . . 12**
- Message from Your Great Lakes District Director . . . . 12**
- Executive Board/Committee Chairpersons . . . . . 13**
- News About Our Members . . . . . 13**
- ITE National Meeting Dates . . . . . 13**
- Check out Who’s Hiring . . . . . 14**
- Advertisements . . . . . 14**

## Letter From the President

tion Fund. As always fun was had by all and a healthy amount of cash was raised to be deposited into the Educational Fund, to assist our university youth achieve their goal – graduation and a job! One note to bring some pride to our Section – while I attended a breakout session at the joint Southern and Great Lakes Districts Meeting with representatives from the other ten Sections, I reported on the Spring Golf Outing and that we routinely raise around \$10,000 annually to be donated to the Educational Fund. This was stunning news to everyone in the room. I was asked “How do you accomplish this feat?” My answer was simple – Passionate Membership. Here’s to everyone that supports the Educational Fund – a hat’s off from your fellow ITE members around the Region.

My journey will continue in Atlanta in August, the home of the 2012 ITE International Annual Meeting. I expect to see a ton of my fellow Michigan Section members in attendance. This year’s agenda is filled with topics to excite the calmest of the technically minded and the ancillary events look to please everyone.

One item of note is the *MichiganITE*, our section newsletter, has been awarded **Best Newsletter** for a Section with a circulation under 250. This is quite an accomplishment and to all of you that have contributed, on behalf of the Board, I would like to say THANK-YOU for putting us on the national map. I would like to give a special congratulations and THANK-YOU to Lia Michaels, our

## Opportunity to Get Involved in ITE Michigan

Planning has begun for the annual ITE Great Lakes District meeting to be held in Grand Rapids, MI in April, 2013, and we want to hear from you! The planning committee is seeking your input on what topics and activities would interest you most and encourage your attendance. Your input will be key to shaping the program and training opportunities for this upcoming meeting and making it a rewarding experience. Please take a couple minutes of your time to fill out the short survey at [www.surveymonkey.com/s/ZQMJD5](http://www.surveymonkey.com/s/ZQMJD5) to indicate your interests and thoughts.

Should you wish to contact the planning committee and share additional thoughts outside of the survey, please

## Cont’d from Page 1

fine Editor-in-Chief. We appreciate everything you do.

Come September and October, we touch on one of the Great Lake District focus areas - Student Engagement. We are trying to find ways to bring students closer and be more active in ITE, both from a Student Chapter and regular Section perspective. The Traffic Bowl is one area where we have started making progress and hope to continue to support the students in preparing and participating in this popular annual event. The Section Board members plan to take a more active role this year by making trips to each of the University Student Chapters where we will make presentations and answer questions to explain how the ITE Section can help them in their careers. Watch for reports on this activity in future newsletters.

Moving the calendar forward to November 1st, thanks to efforts by Jeff Bagdade and his planning group, following up on last year’s successful MiTEC (Michigan Transportation Engineering Conference) event may seem to be difficult, but this group thrives on a challenge. Planning for this event is well underway and without revealing the agenda, let me say that the committee is looking at how to keep us all connected in ways that lead our industry into the future. Look for announcements soon and mark your calendar.

*William Zipp can be reached at (313) 963-4114 or [Zipp@pbworld.com](mailto:Zipp@pbworld.com)*

do not hesitate to contact William Zipp at (313) 963-4114 or [Zipp@pbworld.com](mailto:Zipp@pbworld.com)),

Are you interested in being further involved and want to help plan this wonderful event? Is so, contact Lou Davenport at (616) 574-8377 or [Lou.Davenport@urs.com](mailto:Lou.Davenport@urs.com).

Want to know more about the host City of Grand Rapids, Michigan? Check out their website: [www.michigan.org/Partners/Downtown-Grand-Rapids](http://www.michigan.org/Partners/Downtown-Grand-Rapids)

The planning committee looks forward to seeing you in April in beautiful Grand Rapids, Michigan!

## Synopsis of SDITE and GLDITE Joint Meeting in Kentucky

### By Lou Davenport, P.E., PTOE, URS

Every eighth year, the Southern District of ITE (SDITE) (AL, GA, KY, LA, MS, NC, SC, TN, VA) invites the Great Lakes District of ITE (GLDITE) (MI, IN, OH) to join them in Kentucky for a combined district meeting. The event was held in Lexington in April of this year, and the SDITE lived up to its reputation of hosting a district meeting filled with southern hospitality, engaging technical content, and apparent history of tradition. The attendance included more than 450 members, vendors and spouses. The SDITE's hospitality even extended to the spouses visiting Lexington. While the engineers and planners were deep in their technical sessions, the spouses were transported around the city and countryside for sight-seeing and entertainment. The spouses were also invited to join the group for all the dinners and vendor events.

The conference was organized around three tracks: Safety, Operations and Planning. All three tracks included topics that were appealing to both engineers and planners, and it was often difficult to choose one over another. The presenters representing the Michigan Section included:

- Charles Hart, Hubbell, Roth & Clark, Inc., *Central Campus Transit Center*
- Tracie Leix, Michigan Department of Transportation, *Wrong-Way Freeway Crashes in Michigan*
- Brad Strader, LSL Planning, Inc., *Planning Urban Roadway Systems: ITE Proposed Recommended Practice*

In addition to the traditional technical sessions, the conference also included a tour of the Lexington traffic management center, round table discussions about topics such as the construction and operations of the local double crossover diamond (diverging diamond) interchange, a student poster session, and the student traffic bowl finals.

The local arrangements committee and the vendor organization made sure there was plenty to enjoy after the sessions were finished for the day as well. Some of the highlights included a visit to the Red Mile Kentucky Harness Racing Track, a scramble golf tournament at the University of Kentucky, a

walking tour of downtown Lexington, and of course Kentucky Bourbon tasting.

The attending board members from all eleven sections were given an opportunity to meet together in a round table format to share the strengths and best practices from their section, and to discuss lessons learned.

In summary, the event was considered a great success as it raised a significant amount of money for the student scholarship fund, provided an opportunity for continuing education, and promoted collaboration among transportation engineers and planners from across the country.

Please mark your calendars for April 2013 when the Great Lakes District meeting will be held in Grand Rapids, Michigan!

Lou Davenport can be reached at (616) 574-8377 or Lou.Davenport@urs.com.



**Engineers from Michigan Enjoying the Joint Meeting**

## President's Address at the SDITE and GLDITE Joint Meeting in Kentucky Delivered By Becky White, PTP, Southern District of ITE President

The following was delivered by the Southern District of ITE's (SDITE) President Becky White at the SDITE/GLDITE (Great Lakes District of ITE) Joint Annual Meeting in Lexington, Kentucky on April 17th, 2012.



"It seems to me that my tenure as SDITE President is proof that God has a sense of humor. I might best be described as the 'accidental transportation planner', because transportation was not in my plan as a young

person. My scholastic training was in the arts, and I drifted into this field by way of a drafting table. It was through the mentorship of several distinguished traffic engineers, now former ITE and SDITE Presidents that I was persuaded to take up transportation planning as a permanent career. I owe ITE a great debt of gratitude for providing the technical training that has been absolutely crucial to my ability to function in this industry. I also owe a lot of people in ITE a personal thank you for the investment they have made in me.

My story might be a cautionary tale to young people about the risks of fixating on where your career will be in 20 or 30 years. The people and events that come into your life on a yearly basis may change your trajectory. Like me, you may find yourself with a different end result: one that is far more challenging and rewarding than the one you had in mind. To live that way requires us to adopt an attitude of trust and faith that living according to a set of core values today will naturally lead us in the correct path for tomorrow. That's a scary proposition for folks who like to plan everything! But to release the future from the illusion of our control may indeed release its potential to be better than we imagined.

So what has this art major turned transportation planner learned while climbing the career ladder?

- I've learned there is always something new to learn and that I'm best prepared by knowing where to find the most reliable sources for help. ITE is my number one, go-to resource.

- Somewhere along the way I learned to ask "why" multiple times. It usually helps me get to the bottom of things and is a good test for my own preconceived notions.

- I've learned to choose my battles carefully. Some things aren't worth fighting for, and others will demand every ounce of energy we can muster. I don't want to go through my life fighting about every little thing, some stuff just needs to float on by.

- I continue to learn to listen more attentively to others. Sometimes the most significant thing I can do is give my full attention to another person. It is the gift of self, a most precious thing.

- Through some experiences with doing public involvement with road safety projects, I learned that people can hide a lot of brokenness behind their anger. As professionals we must learn how to communicate facts with sensitivity and compassion for the feelings that others carry. Truth cannot help people if they block it because we tried to beat them over the head with it.

- I've learned there is no substitute for good communication skills.

- Some bad experiences have taught me that there is no substitute for character. Character flaws are fixed by the Almighty, not by well meaning bosses.

- Many folks in ITE have taught me that to be mentored by another is a gift that lasts a lifetime and yields multiple dividends.

- Some recent personal crises with coworkers at my office have re-focused my understanding that workplaces are critical areas of support in people's lives. The office is not just about work. It's about community and strengthening each other to live better lives and have courage through adversity.

- I've learned that I need lots of friends that I can call on when I need help. There is no shame in asking for help. The shame is in failing because you would not ask.

*(Continued on Page 5)*

## President's Address at the Annual Meeting in Kentucky

Cont'd from Page 4

- After age 40, I learned to trust my intuition. For those of you under the middle age mark, tuck that away as a bright spot to look toward.

- As a working wife and mother, I've learned to juggle a lot of demands. Sometimes I needed to be reminded that work is important, but family is forever. Keeping things in proper priority has been critical for me and my experiences have created opportunities to help my employer create a more family friendly workplace.

Looking back, this is a pretty generic list of life lessons, but they are common denominators that we all share. Some of these lessons came to me with a substantial amount of pain and anxiety. At many points during my work life I have found myself saying "I can't do this. I'm not prepared for this. This is way too hard for me." A great help has come from a scripture verse. In 2 Corinthians 12:9 the apostle Paul quotes Christ as saying to him "My grace is sufficient for you, for my power is made

perfect in weakness." This verse has been an encouragement to me to keep going with the assurance that a power beyond my own is at work, reconciling all things and guiding my path. We all have the opportunity to tap into that life-giving power, one that strengthens, guides, and encourages us.

No matter what our daily tasks, we all are called to live lives that respect others, dignify our professions and personal lives, and build community in our work places, organizations, and public settings. If we did all those things, couldn't we all say life had been successful? My hope for our organization is that we will encourage and mentor each other to be transformational in our families and communities. May we act with courage, compassion, wisdom, and a servant's heart to leave a legacy worthy of the one who gave us life."

*Becky White can be reached at [bwhite@sain.com](mailto:bwhite@sain.com).*

## For Your Entertainment . . . Adapted From OddlySpecific.com



## March Technical Session Synopsis By Kim Lariviere, P.E., MDOT

There were 45 people in attendance at the March Technical session in Lansing. The meeting was held for the first time at the Royal Scott Banquet Center. So far only positive comments regarding the new venue and lunch have been heard. Please let Kimberly Lariviere know if there is some reason next year's March Technical Session should not be scheduled at this location.

Kim Lariviere welcomed everyone and then introduced Art Slabosky who kept the meeting flowing for the remainder of the day. The technical session began with a presentation by Lloyd Baldwin from MDOT on what MDOT is doing with some Old Bridges. He discussed recent construction on US-2 over the Cut River Bridge.

The day continued with presentations on Effecting Seamless Intermodal Transportation in Michigan. Ody Norkin from the Michigan Flyer Program discussed the politics and Ken Henry from Indian Trails Motorcoach Services discussed the operations.

Staff from MDOT's Bay Region spoke on the Break-In-Access ramp on I-675 in the City of Saginaw. The presentation included the following:

- how the project came to be;
- the stakeholders involved;
- the challenges encountered;
- how social media was used with traditional dissemination methods to get information to the road users; and
- how it is operating since it was opened to traffic in December of 2011.

The next presentation was on the Real-Time Traffic Data Collection and Uses from Pete Costello, Public Sector

Manager for INRIX.

After a last minute cancellation from the proposed agenda, Lieutenant Gary Megge of the Michigan State Police stepped in with a slideshow of inappropriate and unnecessary signs. He was able to create discussion and even some laughs during his presentation.

The last presentation scheduled was the Pros and Cons of the Prevailing Wage Laws on Public Works Projects: Are they good for the Community? Dale Belman, Professor of Economics and Labor Relations at Michigan State University was going to present on the Pros; however he was unable to attend. Paul Kersey, Attorney, Director of Labor Policy at the Mackinaw Center, Midland was able to still attend and presented on the Cons.

The session ended with Michigan Section of ITE President William Zipp recognizing Dr. William Wagoner as a lifetime ITE member (see photo below and article on page 7). Congratulations Dr. Wagoner!!

*Kim Lariviere can be reached at (517) 373-3889 or larivierek@michigan.gov.*



**William Zipp recognizing Dr. William Wagoner as Lifetime ITE Member**

The Board of Directors is looking for someone to take over Kelly Ferencz's position as Chairperson of Technical Programs.

If interested, please contact William Zipp at (313) 963-4114 or Zipp@pbworld.com.

## Congratulations to Lifetime Member Dr. William Wagoner

Dr. William D. Wagoner was recently recognized as a lifetime member of the Michigan Section of ITE. Dr. Wagoner has worked in this industry for many years and has accomplished many things. This is a great opportunity to note on some of the highlights of Dr. Wagoner's career.

Dr. Wagoner began his career in service by teaching history and political science at a public high school in Clarkston, Michigan. After earning his master's degree in urban planning from Wayne State University, Dr. Wagoner started his career as a planner in the City of Berkley. During this time, he also continued to receive his doctoral degree in Public Administration from Nova Southeastern University.

During his 18 years with the City of Berkley, Dr. Wagoner worked as City Planner then Director of Community Development, Planning and Research followed by Assistant City Manager. For the next 16 years, Dr. Wagoner worked as Director of Planning for Livingston County, the fastest growing county in Michigan. Before retiring, Dr. Wagoner was the Director of Planning for the City of Warren.

Dr. Wagoner has served as author/principle contributor, department director and/or project director for numerous published professional management and planning studies. Some notable reports include:

- Removal of Multiway Stop Sign with Minimum Hazard for US Department of Transportation - Federal Highway Administration in December 1984
- Driver Behavior at Right-Turn-On-Red Locations for the Institute of Transportation Engineers - Technical Council Committee in Summer 1991
- Transportation Coordination Study for Livingston County, Michigan in April 1995
- Regulation of Private Roads, Presentation to the St. Clair County Metropolitan Planning Commission Winter Training Program, February 1996
- Transportation & Land Use for Livingston County in 2001 (recipient 2002 NACo Achievement Award)

- Gravel Road Capacity Analysis for Livingston County, Summer 2005 (recipient 2006 NACo Achievement Award)

His work in the area of emergency response is quite extensive. Dr. Wagoner was elected a Fellow of the British Institute of Civil Defense and Disaster Studies where he was awarded the Diploma of the Institute and the 1999 Sir John Hodsoll Published Works Award for his work in the "Integration of Emergency Management into the Community Planning Process". He is a past chair of the Certified Emergency Manager Commission of the International Association of Emergency Managers. Dr. Wagoner also serves on the adjunct faculty of the Michigan Department of State Police Division of Emergency Management Training Academy, is a lecturer in the graduate program in Public Administration at Oakland University, and was appointed by the Governor to serve on the Michigan Hazard Mitigation Coordinating Council. Dr. Wagoner also served as 1995 chair of the Emergency Management Institute Board of Visitors of the Federal Emergency Management Agency.

Congratulations to Dr. William Wagoner for all you have done and for becoming a lifetime member of ITE!

*Dr. William Wagoner can be reached at (248) 543-8521 or billd17@aol.com.*

### Save-the-Date for the 2nd Annual MiTEC Conference

The Second Annual Michigan  
Transportation Engineering Conference (MiTEC)  
is scheduled for November 1, 2012.

Planning is underway to include  
coordination with Connected Vehicle Safety  
Pilot Demonstrations and a visit from the  
ITE International President.

For more information or to learn how you  
can get involved, contact William Zipp at  
(313) 963-4114 or Zipp@pbworld.com

## Michigan ITS and ITE February Meeting Highlights By Richard Beaubien, P.E., PTOE, Beaubien Engineering

On February 8, 2012 the ITS Michigan quarterly meeting was combined with the Michigan Section of ITE meeting at the Rackham Conference Center on the University of Michigan campus in Ann Arbor. Jim Sayer from the University of Michigan Transportation Research Institute provided an update on the U. S. Department of Transportation Safety Pilot Demonstration which will feature more than 3000 connected vehicles in northeast Ann Arbor. The vehicles will demonstrate how vehicle to vehicle and vehicle to infrastructure communications can improve traffic safety. The demonstration will include 73 miles of roadway instrumented with 29 roadside equipment installations. The key information the vehicles will be transmitting are latitude, longitude, speed, and heading.

Dave Miller, Director of Engineering for Siemens ITS in Austin, Texas, discussed preparation of the infrastructure for connected vehicles. He noted that there are three classes of on board equipment (OBE) for vehicles. Class 1 OBE is permanently installed. Class 2 OBE is carry on after-market equipment. Class 3 OBE is consumer grade (GPS or Smartphone). The Connected Vehicle Basic Elements are the vehicle elements (OBE), the stationary infrastructure (roadside equipment), and the "message set" (SAE J2735). The traffic controller industry estimates that 96,000 of the 307,000 traffic signal controllers currently in place in the United States have the capability to communicate with vehicle on board equipment. The cost to upgrade the remaining traffic signals is estimated to be \$352 million.

Danielle Deneau, Director of Traffic & Safety for the Road Commission for Oakland County (RCOC), described the SCATS adaptive traffic signal system control used at 675 of the county's signals. RCOC wanted a system that was cutting edge with real-time traffic signal plan generation. SCATS uses degree of saturation and volumes to adjust splits, cycle lengths, and offsets. The system marries signals to the system when required but divorces the signals when traffic patterns change. SCATS uses a variety of communications systems from 9600 baud phone lines to 900 MHz radios. The benefits of the systems have been a reduction of traffic crash severity, a reduction in travel times, and a reduction in stopped delay.

Les Sipowski from the City of Ann Arbor described the SCOOT adaptive traffic signal system used in Ann Arbor. Ann Arbor chose SCOOT because of the city's familiarity with Eagle/Siemens equipment. It was an off-the-shelf system used by hundreds of communities and had positive reports from its applications in Toronto and Ontario, Canada. SCOOT monitors all detectors four times per second and reports back to the central computer once per second. Eight seconds before the new cycle, it evaluates conditions and recommends changes based on detector inputs. The cycle can be adjusted by four, eight or 16 seconds, and splits may be extended as needed. Offsets can be adjusted by four seconds. SCOOT generally keeps saturation levels below 80%. The Ann Arbor experience is that SCOOT provides fast response with advanced detection. It has a bus priority package, and it handles pedestrians well. It responds well to freeway incidents and is very helpful in handling traffic on football Saturdays. For signal phasing, lagging left turns generally work better than leading left turns.

Eric Gannaway, Regional Account Manager for Rhythm Engineering explained the InSynch Adaptive Traffic Signal Technology. The InSynch adaptive traffic control system uses artificial intelligence to optimize traffic signals at individual intersections and coordinate traffic signals along arterial corridors to reduce traffic congestion. By reviewing the system's main hardware and software components, its optimization methodologies and available add-on modules, InSynch overlays existing traffic cabinets and controllers to intelligently and immediately adapt to real-time traffic demand. InSynch's adaptive technology works in real-world scenarios to improve traffic flow, thus improving safety and travel time for motorists while also decreasing wasted fuel and harmful emissions.

The essential components of the InSynch system – digital internet protocol (IP) cameras, the InSynch processor and the selected method of connecting to the controller through detector cards or cabling are compatible with existing digital controllers, functioning as an overlay system that simply plugs into the existing traffic cabinet hardware. Typically installed on the mast arms of traffic signals, the IP digital cameras detect presence like

*(Continued on Page 9)*

## Michigan ITS and ITE February Meeting Highlights

Cont'd from Page 8

traditional image detection cameras, but also measure occupancy, queue length, and delay every second and communicate that information through an Ethernet connection to the InSynch processor, which resides at the local traffic cabinet. Based on the information from the cameras showing the real-time traffic demands at the intersection, the InSynch processor determines the priority for service for each approach. Because the processor is a modern, digital state machine (non-linear and non-sequential) the system is able to serve traffic demand without being inhibited by pre-determined cycles or splits. The InSynch processor requests a green signal for the state that is most appropriate to serve by inputting the appropriate calls into the signal controller, which runs in free mode to allow for the acceptance of the detector calls. InSynch's artificial intelligence is comprised of a local optimization algorithm for each intersection and global coordination between all the intersections on a corridor. The intelligent actuation and global coordination work in tandem to reduce stops and delay along the corridor.

Mark Hudgins, Adaptive Systems Project Manager for Siemens, described the use of ACS Lite for adaptive traffic signal control. ACS Lite uses time of day patterns and optimizes splits and offsets. It does not change signal cycle length. ACS-Lite employs the concept that a Time of Day (TOD) schedule is an appropriate way to manage traffic demand over the day and by days of the week. Within the context of a TOD schedule, ACS-Lite will adapt the particular plans that are implemented at each time of day based on the overall performance of that plan for the similar previous day. This approach to adaptive behav-

ior uses the traditional traffic engineering assumption that average behavior of traffic on, for example, Tuesday at 3:00 PM, is roughly the same on every Tuesday at 3:00 PM, but drifts slowly with long-term changes in population, construction, new routes, etc.

If the performance of the baseline plan is determined to be improvable by changing cycle, splits, or offsets, then those changes will be made to the "optimized" plan stored in ACS-Lite and downloaded to the local controllers for use on the next day. The goal of being appropriately adaptive at this level is the maintenance of the timing plan over long periods of time to address the typical degradation of plan effectiveness (e.g., 4% worse per year) and replace the very expensive task of re-timing signals on a periodic basis.

The next level of adaptivity used by ACS-Lite is on-line modification of the TOD plan parameters as the plan is running. With the assumption that the baseline optimized TOD plan is a good starting point, ACS-Lite will adapt the cycle, split, and offsets of the plan within some neighborhood of the baseline settings over the plan's intended implementation duration. ACS-Lite may also adapt the start and end time of the plan from the baseline TOD schedule according to the current conditions, considering the effectiveness of the new plan versus the one that is currently running. ACS-Lite also identifies and selects the best strategy to transition between timing plans.

*Richard Beaubien can be reached at [rfaubienpe@gmail.com](mailto:rfaubienpe@gmail.com).*

## Understanding Civil Engineers

An engineer was crossing a road one day, when a frog called out to him and said, "If you kiss me, I'll turn into a beautiful princess." He bent over, picked up the frog and put it in his pocket.

The frog then cried out, "If you kiss me and turn me back into a princess, I'll stay with you for one week and do ANYTHING you want."

Again, the engineer took the frog out, smiled at it and put

it back into his pocket.

Finally, the frog asked, "What is the matter? I've told you I'm a beautiful princess and that I'll stay with you for one week and do anything you want. Why won't you kiss me?"

The engineer said, "Look, I'm an engineer. I don't have time for a girlfriend, but a talking frog, now that's cool."

## Spring Golf Outing By Aimee Giacherio, P.E., Wade Trim

The ITE Educational Fund Golf Outing held its 20th annual benefit golf outing at Mystic Creek Golf Club in Milford, Michigan on Thursday, May 31st. The Michigan Section ITE Golf Committee would like to extend our thanks to all participants and firms that generously supported this year's benefit golf tournament. This year's golf outing was a success with a total of 116 golfers and beautiful weather. There were 27 hole sponsors (see graphic below), numerous door prize contributors and lunch sponsors (listed below).

### Door Prize Contributors

- |                             |                            |
|-----------------------------|----------------------------|
| Alpha Tehnologies Ltd.      | Liz Harding                |
| Annette Stroman             | Mansell Associates, Inc.   |
| Billy Field Cookies         | Michigan Tech University - |
| Colleen Hill-Stramsak       | Bill Sproule               |
| Danielle Deneau             | Orchard, Hiltz & McCliment |
| Hubbell, Roth & Clark, Inc. | Tapan Datta                |
| Joseph Marson               | Tim Haagsma                |
| Kevin McCarthy              | Victoria Holland           |
| Kimley-Horn & Associates    |                            |



**Fun Foursome of Paul Arends, Lou Davenport,  
Chris Zull & Jim Stankiewicz**

### Lunch Sponsors

- |                 |  |
|-----------------|--|
| Carrier & Gable | Traffic Control Corporation                            |
| Iteris, Inc.    | Trinity Highway Products/<br>Energy Absorption Systems |
| Parsons         |  |
| Siemens         |  |



**Winning Team for Second Year in a Row  
Alonso Uzcategui, Merv Teague & Joe McAtee**

This year, profits from the event totaled \$8,813, all of which is deposited directly into the Michigan Section ITE Educational Fund. This fund is used to provide free attendance at Michigan Section meetings, to provide monetary awards for annual student research paper competition, to help defray students' costs for attending national ITE and Transportation Research Board meetings, and to provide scholarships to worthy transportation engineering students at Michigan State University, Michigan Technological University, and Wayne State University. Thanks to all who made this event a success!

Aimee Giacherio can be reached at (616) 363-8181 or [agiacherio@wadetrim.com](mailto:agiacherio@wadetrim.com).

## Benefit Golf Outing

Michigan Section

### HOLE SPONSORS


# The 20<sup>th</sup> Annual

## New Members of ITE Michigan Section

Kimberly Ault  
Michigan Department of Transportation

Justin Schenkel  
Michigan Department of Transportation

Samantha Cook  
Hubbell, Roth & Clark, Inc.

Monica Uribe-Montes  
Alfred Benesch & Company

Diana Fassett  
Spalding DeDecker Associates, Inc.

Michael Vigneron  
Anderson, Eckstein & Westrick, Inc

Ahmad Jawad  
Road Commission for Oakland County

Welcome to the Michigan Section of ITE!!

Gavali Priyadarshi Papa  
Student at Western Michigan University

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

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

### Section Fund Balance (As Of March 6, 2012) \$ 12,476.75

Regular Fund Balance	\$ 20,324.96
Educational Fund Balance	\$ (8,932.65)
Technical Projects Fund Balance	\$ 1,084.44

### ACTIVITIES for January 1 through July 9, 2012

### Income - Section Regular Fund \$ 2,810.38

Dues	\$ 1,950.32
Meetings	\$ 860.00
Other	\$ 0.06

### Expenses - Section Regular Fund \$ 1,414.40

Postage & Supplies	\$ 89.50
Meetings	\$ 734.90
General liability Insurance	\$ 500.00
Other	\$ 20.00
Bank Charges	\$ 70.00

### Income - Section Education Fund \$ 801.00

Member Contributions	\$ 801.00
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### Expenses - Section Education Fund \$ 12,615.59

Golf Outing: Postage/Printing	\$ 103.95
Golf Outing: Golfer Fees	\$ 6,460.00
Golf Outing: Gifts/Prizes	\$ 3,551.64
Golf Outing: Course Fee (Golf/Cart/Lunch)	\$ 1,000.00
Student Group Trips	\$ 1,200.00
Student Paper Competition	\$ 300.00

## Meet Your New Director! Lou Davenport, P.E., PTOE, URS



Lou Davenport graduated from Calvin College and has worked for URS for the last nine years. While he is based out of Grand Rapids, his work has included projects across the state of Michigan. Lou has maintained a broad ITS/Traffic engineering background and obtained

his certification as a Profession Traffic Operations Engineer, while specializing in maintenance of traffic during construction, ITS design, ITS System Manager, and ITS operations.

Lou has been involved with the Michigan Section of ITE in several areas. As of 2011, he took on the role as webmaster for the [itemichigan.org](http://itemichigan.org) website in order to provide a consistent conduit for members to stay informed of ITE Michigan activities. Lou is currently leading an ITE technical project researching the establishment

of speed limits in Michigan, and he recently presented his findings on this topic at the October ITE meeting in Kalamazoo. Following his lead role in the successful startup of the West Michigan Traffic Operations Center (WMTOC) in 2006, Lou has also presented at ITE conferences on the topics of traffic incident management and the WMTOC.

Lou has a passion for learning new aspects of transportation engineering, as well as mentoring junior engineers. As a member of the Board, he hopes to be able to serve the community of transportation engineers and planners in Michigan.

Lou also recently added being a father to his resume as he and his wife, Hannah, became parents to a beautiful baby girl.

*Lou Davenport can be reached at (616) 574-8377 or [Lou.Davenport@urs.com](mailto:Lou.Davenport@urs.com).*

## Message from Your Great Lakes District Director By Colleen Hill-Stramsak, P.E., PTOE, Hubbell, Roth & Clark, Inc.

So far it has been an exciting experience being your Director for the Great Lakes District. The Great Lakes District has three section (MI, IN, OH) and the Lake Erie Chapter. I have already been involved in many wonderful events and met some great new people. I would like to take this opportunity to highlight some of the recent events around the District.

The Indiana Section of ITE sponsored technical sessions recapping Super Bowl coordination and held the ITE Road School Banquet in conjunction with the Purdue Road School event which was attended by over 2,200 transportation professionals.

The Ohio Section of ITE held a joint social event with American Public Works Association (APWA), Women's Transportation Seminar (WTS) and Engineers Club of Columbus where they all attended a Columbus Clippers minor league baseball game.

The Michigan Section of ITE held its 20th Annual Schol-

arship Fund Golf Outing with a great turnout of golfers and sponsors (see article on page 10).

I would also like to congratulate Purdue University for winning the 2012 District Traffic Bowl that was held April 17 at the Joint District Meeting in Lexington, Kentucky!

Members from the Great Lake District are continuing to present to student sections and potential student chapters to highlight benefits of membership. If you are interested in volunteering to conduct one of these presentations at a University in your area, please let me know.

Thank you for giving me the opportunity to serve as your Director. I look forward to being a part of the future events planned for the Great Lake District.

*Colleen Hill-Stramsak can be reached at (248) 454-6571 or [chill@hrc-engr.com](mailto:chill@hrc-engr.com).*

## 2012 Executive Board

### President:

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

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(586) 463-8671, amerchant@rcmcweb.org

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### Director:

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

### Immediate Past President:

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### Affiliate Director:

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(248) 477-8700, timdewitt@carriergable.com

### Great Lakes District Director:

Colleen Hill-Stramsak  
Hubbell, Roth & Clark, Inc.  
(313) 454-6571, chill@hrc-engr.com

## 2012 Committee Chairpersons

### Technical Programs:

Position Available

### Newsletter Editor:

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

### Website:

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

### Education & Scholarships:

Bill Savage  
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(517) 339-3933, MSUSavage@aol.com

### Public Relations:

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(248) 871-2858, kmccarthy@fhgov.com

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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@wccroads.org

## News About Our Members

Lou Davenport from URS, Steven Loveland from OHM and Christina Michael-Shenouda from Genesee County Road Commission all welcomed new babies into the world this past year. Congrats on your bundles of joy!

Danielle Deneau was promoted to Director of Traffic Safety at the Road Commission for Oakland County. Congratulations Danielle!

## ITE National Meeting Dates

### ITE 2012 Annual Meeting and Exhibit

August 12-15, 2012 at Westin Peachtree Plaza, Atlanta, Georgia  
<http://www.ite.org/annualmeeting/>

## Check Out Who's Hiring

Iteris, Inc. leads the traffic management market in the development and application of advanced technologies that reduce traffic congestion, minimize environmental impact and improve the safety of our surface transportation system. We have created a dynamic team of professionals who are passionate about transportation and making an impact in the industry. We are seeking a Transportation Engineer to join our team in Troy, Michigan.

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

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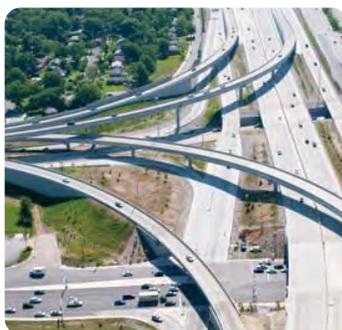
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