2002 MOVITE FINANCIAL STATEMENT

INCOME:

		2002 To Date	2002 Adopted	Percent of Budget
1.	Dues and Penalties	$3,065.00	$3,000.00	102%
2.	Meetings	$1,828.60	$2,250.00	81%
2a.	Spring 2002 Mtg. Income	$18,540.00		
3.	Checking Account Interest	$0.00	$100.00	0%
4.	Journal Advertising	$8,425.00	$8,000.00	105%
4.	Web Advertising	$600.00	$0.00	
5.	District IV Reimbursement	$1,846.06	$500.00	369%
6.	Income from Reserves	$0.00	$3,308.00	0%
7.	Scholarship	$620.00	$700.00	89%
	TOTAL INCOME=>	**$34,924.66**	**$17,858.00**	196%

EXPENSES:

1.	Postage, Stationary and Labels	$399.23	$1,600.00	25%
2.	Journal Printing, Postage, Handling	$3,786.35	$6,000.00	63%
3.	Officer's Handbook	$0.00	$50.00	0%
4.	Meeting Guide	$0.00	$50.00	0%
5.	Meeting Advances	$2,000.00	$2,000.00	100%
6.	Spring 2002 Meeting Expense	$14,452.58	$0.00	
7.	Past President's Plaque & Pin	$85.38	$125.00	68%
8.	Award Plaques (3 total)	$410.25	$300.00	137%
9.	Student Award Travel and Certificate	$0.00	$1,050.00	0%
10.	Student Chapter Award	$1,000.00	$200.00	500%
11.	Student Chapter Start-up	$113.92	$250.00	46%
12.	Miscellaneous	$163.13	$200.00	82%
12a.	ITE Vice President Campaign	$1,250.00		
13.	President's ITE Meeting Expenses	$750.00	$1,500.00	50%
15.	MOVITE Membership / Affiliate Training	$0.00	$1,500.00	0%
16.	Contribution to District IV Meeting Expenses	$0.00	-	-
18.	Web Page	$0.00	$200.00	0%
19.	Scholarship Payment to ITE	$0.00	$700.00	0%
20.	Officer's Planning Meeting	$0.00	$1,500.00	0%
21.	Tax Return Preparation	$0.00	$300.00	0%
22.	Liability Insurance	$333.00	$333.00	100%
	TOTAL EXPENSES=>	**$24,743.84**	**$17,858.00**	139%

SUMMARY FOR CHECKING ACCOUNT:	
Initial Checking Balance	$95.78
Total Income	$34,924.66
Total Expenses	$24,743.84
Net Over Period	$10,180.82
Final Checking Balance=>	**$10,276.60**

SUMMARY FOR SAVINGS ACCOUNT			
Fidelity Account	$6,127.74		
Fidelity Account Interest	$11.92	Checking	$10,276.60
		Savings	$6,139.66
Final Savings Balance=>	$6,139.66	**Total**	$16,416.26

SCHOLARSHIP FUND:	
Initial Balance (January 1, 2002)	$28,318.34
MOVITE Contributions	$0.00
Interest	$0.00
Realized Gain (LOSS)	$0.00
Unrealized Gain (LOSS)	($5,362.11)
MOVITE Scholarships	$0.00
BALANCE=>	**$22,956.23**

11/30/2002

JASON L. HAYNES

EDUCATION:
- BSCE – University of Missouri-Rolla, 1999

PROFESSIONAL EXPERIENCE:
- 2002 – Present Project Engineer, Parking System Coordinator & Special Projects, City of Springfield, Missouri
- 2000 – 2002 Project Engineer, Planning & Development, City of Springfield, Missouri
- 1999 – 2000 Traffic Studies Engineer, City of Springfield, Missouri
- 1995 – 1999 Traffic Engineering Intern, City of Springfield, Missouri

PROFESSIONAL MEMBERSHIPS:
- ITE, MOVITE

MOVITE INVOLVEMENT:
- Chairperson of Host Committee, Fall 2003 Meeting
- District 4 Web Page Competition Committee, 2002
- Student Scholarship Paper Award Committee, 2002
- MOVITE Journal Area Editor, 2001 – Present
- Liaison to UMR ITE Student Chapter, 2001 – Present
- Member, Student Activities Committee, 2001 – Present
- Member, Teller Committee, 2001
- Spring Meeting Photographer, 1999

STATEMENT:

It is an honor to be considered for nomination for MOVITE's First Year Director for 2003. I am grateful for the opportunities that I have received from the MOVITE organization. In three years of rewarding membership in MOVITE, I have been very fortunate to attend and participate in several Board meetings, sit on various committees, provide area news for the Journal, and work with the student chapters to increase membership. The opportunity to serve MOVITE on the Board of Direction will allow me the opportunity to give back to the organization and the profession.

Young, bright students with interest in the transportation field are the backbone of the future of ITE. Providing these students with opportunities to grow and progress within the organization is crucial to developing our future leaders. We need to provide students and student chapters with additional financial help, increasing interaction with the membership, and greater technical support. As a member of the MOVITE board, I will strive to help these future professionals receive additional opportunities in MOVITE.

MOVITE has grown tremendously over the last seven years due to the diligence and hard work of past members of the Board of Direction. This membership growth reflects the satisfaction the members have received from the organization. Providing additional services and benefits to retain and grow the membership will be an exciting challenge for future leaders of MOVITE. If elected, I will dedicate my energies to such a challenge.

The history of MOVITE is rich with the legacy and tradition fostered by past-presidents from the City of Springfield. It would truly be an honor to provide the City of Springfield with its fifth representative on the MOVITE board. The support I have received from the City of Springfield is as great as my commitment to MOVITE.

I respectfully request that you vote for me for First Year Director. As First Year Director, I will represent MOVITE with dedication, enthusiasm, and integrity. I will endeavor to continue the tradition of excellence set forth over the past 51 years.

Gary S. Graham, P.E.

EDUCATION:
BSCE – University of Missouri – Rolla, 1996

PROFESSIONAL EXPERIENCE:
1996 – Present Traffic Engineer, Bucher, Willis & Ratliff Corporation
Kansas City, Missouri

PROFESSIONAL REGISTRATION:
P.E. – Kansas, 2001
P.E. – Missouri, 2001

PROFESSIONAL MEMBERSHIPS:
ITE, MOVITE, Engineers Club of Kansas City

MOVITE INVOLVEMENT:

- Audit Committee, Spring 2002
- Traffic Calming Technical Committee, 2001-Present
- Fall Meeting Finance Committee, 2000

STATEMENT:

I am honored to be nominated as a candidate for 1st year director of MOVITE. Through my membership in MOVITE, I have been able to expand my technical skills, as well as develop strong relationships with many other members. MOVITE must promote these aspects of membership to provide support and direction for the advancement of the transportation engineering community. I look forward to the opportunity to provide my time and energies and will consider it an honor to serve with the other members of the board.

SHAWN J. LEIGHT

EDUCATION

Ph.D. Dissertator - Civil Engineering,
University of Wisconsin at Madison,
Expected Degree Completion 2002
MS - Civil Engineering, 1997
University of Wisconsin at Madison
BS - Environmental Engineering, 1993
U.S. Military Academy at West Point, New York

PROFESSIONAL EXPERIENCE

2002–Present	Associate: Crawford, Bunte, Brammeier (CBB) - St. Louis, Missouri
2000–2002	Project Manager: Jacobs-Sverdrup - St. Louis, Missouri
2000 1999–2000	Course Lecturer: University of Wisconsin - Madison, Wisconsin Traffic Engineer: Edwards and Kelcey - Milwaukee, Wisconsin
1997–1999 1996-1999 1995-1999	Project Engineer: Short Elliott Hendrickson - Madison, Wisconsin Research/Teaching Assistant: University of Wisconsin - Madison, Wisconsin Captain: U.S. Army Corps of Engineers – Wisconsin Army National Guard
1993–1995	Lieutenant: U.S. Army Corps of Engineers – U.S. Army

PROFESSIONAL AFFILIATIONS

ITE; MOVITE; Transportation Engineering Association of Metropolitan St. Louis (TEAM)
ITS-A; ITS Heartland
TRB; Freeway Operations Committee Peer Review Board
ASCE; Journal of Transportation Engineering Peer Review Board

ITE LEADERSHIP

- TEAM Board of Direction, 2002 - Present
- MOVITE Spring Meeting, 2001
- ITE District 4 Annual Meeting Committee, 2001
- ITE Wisconsin ITS Forum Committee, 2000
- UW - Madison Transportation Society (UWITS) Cofounder, 1997 – President, 1997-1999

STATEMENT OF INTEREST

If elected as a 1st Year Director on the MOVITE board, I pledge to vigorously serve MOVITE's membership in both leadership and representation. Crawford, Bunte, Brammeier is also committed to these efforts.

Our profession is in a state of change. New issues and methodologies are emerging that are transforming the way we perform work and compelling us to rise to new challenges. Some examples of these changes are the new AASHTO Green Book, MUTCD, and Highway Capacity Manual. The transportation engineer's toolbox has expanded to include a plethora of new, powerful planning and analysis software packages and new field implementation options such as adaptive signal systems, SPUIs, ITS, roundabouts, and traffic calming devices. At the same time, the war on terrorism is forcing us to think of our transportation systems in new ways. ITE and MOVITE can and should play critical roles in keeping our profession ready for current and future challenges.

Local meetings and the enhanced involvement of academia are important pieces of this effort. Like many ITE sections, MOVITE meets semi-annually instead of monthly because of the section's large geographic size. As a result, we do not communicate with each other as frequently as perhaps we would like. Many independent transportation societies are thriving in our area and filling this communication void. Clearly there could be a benefit from closer associations with these organizations. If elected, I will work to build new local ITE chapters and strengthen the relationships with independent transportation societies. I have previously had experience in these efforts while helping to bring TEAM into the MOVITE community and in co-founding UWITS.

I am personally interested in joining MOVITE's board for the chance to contribute formally to such a great organization. Perhaps Gerry Schwartz, Sverdrup's Chairman and ASCE's President, stated it best in an ASCE interview: "Being a Civil Engineer provides an opportunity to contribute to the growth and vitality of our society… you're trying to improve the quality of life of the people you serve." I would be honored to serve our society through a formal role on the distinguished MOVITE Board.

Mohammad A. Qureshi

Education

BS – University of California, Berkeley, 1988
MS – University of California, Berkeley, 1990
PhD – University of Tennessee, 2000

Experience

- 2000-Present Assistant Professor
  University of Missouri, Rolla
- 1998-2000 Research Specialist
  University of Tennessee
- 1995-1997 Senior Associate
  Resource Systems Group, Inc.

Registrations

P.E., Vermont, 1997

Professional Memberships

ITE, MOVITE, ASCE, Transportation Research Board (TRB), American Society of Engineering Education (ASEE)

MOVITE Involvement

- Attended Spring Business Meeting, Spring 2002
- Informal Advisor to UMR ITE Student Chapter

Statement

Over the last decade, my involvement with ITE as both a student and associate member has shaped my professional growth. Therefore**,** I feel it is my **duty to serve ITE**. It would be an honor to serve as your First Year Director.

While I am new to MOVITE, my commitment to ITE is not. I have served as ITE student chapter president at two different institutions. In both situations, I was called upon to re-invigorate a lethargic student chapter. At UMR, these experiences were needed as an advisor our student chapter.

As First Year Director, one of my key objectives will be to **increase participation from student chapters and their members**. MOVITE encourages student participation through the waiver of fees for our meetings. I would like to build upon that base by organizing a council of student chapters and identifying resources to offset travel expenses. My experiences at Berkeley, Tennessee and UMR have highlighted the challenges our student chapters face and prepared me to take on this activity.

My commitment to MOVITE is genuine**.** I ask you vote for me for the position of First Year Director. In doing so, you will elect **an enthusiastic and dedicated** board member to serve MOVITE.

Evaluation Of The Road Diet Concept

By

Srinivas Mandavilli

ITE District # 4

1010 Kearney Street,
Apt#6,
Manhattan, KS-66502

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Evaluation Of The Road Diet Concept

Introduction

Roadway safety is a prime concern of transportation engineers and safety specialists in the United States. Traffic volumes have increased tremendously over the past years. Accommodating the increased demand while improving traffic safety, has led transportation officials to utilize various traffic control practices. The main point of using different lane configurations is to operate the transportation system more efficiently and safely.

> *"There are a large number of four-lane, undivided roadways in the metropolitan areas of the United States and many of these roadways operate at acceptable levels of service and safety. In other cases due to changes in volumes, traffic flow characteristics, and/or the corridor environment has degraded the service and/or safety of the roadway to such an extent that an improvement to its cross-section is considered necessary"* [1].

Transportation engineers and safety specialists are now facing an increased challenge of improving the safety of these four-lane, undivided roadways in the country.

The improvements to the "urban four-lane undivided roadway cross-sections are often limited to alternatives that increase its existing curb-to-curb width"[1], but recently many traffic engineers believe that the "Road Diet" concept, or conversion of four-lane, undivided roadways to three-lane cross-section (one travel lane in each direction with a Two Way Left Turn Lane (TWLTL) in the center can be considered a viable mitigation measure to enhance the safety and operation of these roadways. It is believed that the Road Diet concept would "have lower overall impacts than a widening option, and produce acceptable operational and improved safety results" [1].

Objective

The objective of this research is to evaluate the benefits or disbenefits of the Road Diet at an intersection site in University Place, Washington.

Literature Review

There has been very little research done on the conversion of four-lane, undivided roadways to three-lane roadways with a center Two-Way Left Turn Lane (TWLTL) plus bike lanes on either side. Much of the research has been on the operational effects and benefits of TWLTLs. In a paper by Knapp and Welch, [1] they presented the benefits of conversion of a four-lane, undivided roadway to a three-lane roadway with a center TWLTL and presented examples of locations where successful conversions took place. These are summarized as follows [1]:

Successful conversions have taken place in Montana, Minnesota, Iowa, California and Washington. From these conversions many benefits were achieved. In Minnesota, the conversion indicated no significant increase in delay and also a significant decrease in vehicle collisions. The conversion resulted in a general reduction of congestion and vehicle speed, and improvement of safety. In Iowa the traffic flow and safety were increased. In California there was a 17% reduction of collisions due to conversion. In Washington, the total collision rate decreased by approximately 34%.

Knapp and Welch (1999) documented examples where successful conversions have taken place on roadways with Average Daily Traffic (ADT) ranges of 20,000 to 24,000 vehicles [1]. In a study conducted by Walton and Randy, [2] they suggested that conversions to three-lane roadway configurations work well for an ADT range of 5,000 to 12,000 vehicles. In a study conducted by Nemeth (1970), he concluded that conversion

of a four-lane roadway to a three-lane roadway improved the access function of the roadway at the expense of vehicular movement because the lane reduction increased delay. He also observed that the running speeds and conflicts did not change drastically but found that vehicle braking and weaving reduced significantly after the conversion [3].

Harwood suggested that "In some situations, with high, left turn volumes and relatively low through volumes, restriping of a four-lane undivided (4U) facility as a [three-lane] facility may promote safety without sacrificing operational efficiency" [4].

Dan Burden and Peter Lagerway in their report "Road Diet- Fixing the Big Roads" have documented various examples where four-lane configurations have been converted to three lane configurations and are operating successfully [9].

Bicycle and Pedestrian Safety Issues

Four-lane roadways often tend to generate excessive speeds. As stated by Dan Burden [9]:

> *"These roadways also erode the ability for transit, walking and bicycling to succeed. Pedestrians have rugged times finding gaps across four lanes. Crash rates and severity of conflicts with autos result in almost certain death (83% of pedestrians hit at 40 mph die). Many bicyclists find four-lane roads too narrow to ride comfortably"*

The presence of a spare lane in a four-lane roadway configuration makes the motorists drive faster due than they should.

With the increase in traffic volumes, especially during peak hours, risk of high-speed driving increases. During peak hour congestion, motorists move from lanes of slowing vehicles and may crash into the backs of other motorists who have already slowed for their turns. With the inclusion of separate lanes for the bicyclists there would be enhanced safety for the bicyclists in the three-lane configuration with bike lanes on either side than in the four-lane configuration. [9]

In regard to pedestrian safety, the three-lane facility can on occasion provide a pedestrian refuge allowing pedestrians to focus on one lane of traffic at a time. If necessary, elderly and young pedestrians can stop in the two-way left turn lane, an option not available on four-lane undivided roadways. While the center lane is an active traffic lane, it would have a lower volume of traffic and slower vehicle speeds. Often this lane would be unoccupied by vehicles. Hence the three-lane configuration would be beneficial to bicyclists and pedestrians.

Methodology

The research site studied is the intersection of 67th Avenue and 44th Avenue in University Place, Washington, where a four-lane, undivided roadway was physically converted to a three-lane roadway with a center TWLTL plus bike lanes on either side of the roadway. The initial lane width was 11feet for the two through lanes in each direction. After conversion there is one 11-foot through lane in either direction, a center 12-foot TWLTL and 5-foot bike lanes on either side of the roadway, as shown in figure 1.

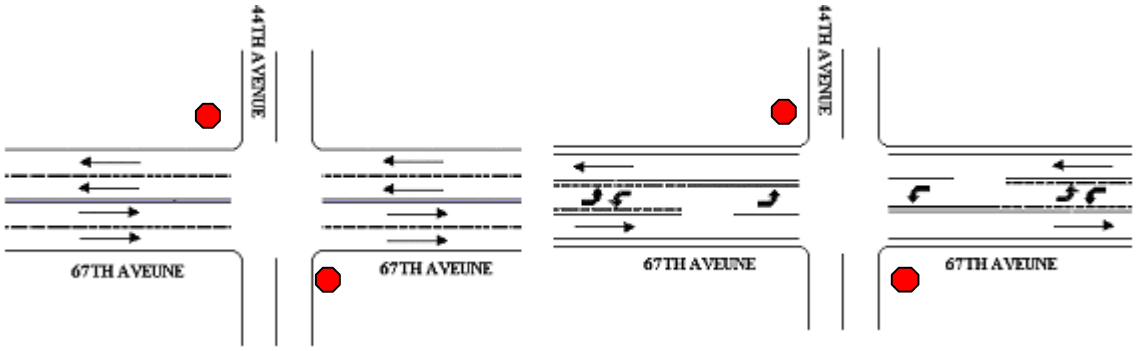

Figure 1: Figure showing the intersection in the 4-lane and 3-lane condition

Data Collection

The data collection consisted of two phases. The first phase was video data collection and the second phase was the visual data collection from the videotapes.

Phase 1: Video Data Collection: The benefit of using this method for data collection is that the all the data is recorded on video tapes and can be accessed and retrieved at a later time. In this method, all the information recorded on the tapes can be accessed for evaluation at any time and serves as a permanent record for re- verification of results. A specially designed 360° omni directional video camera and videocassette recorder were used for data collection. Two cameras were used in the study. One camera was placed near the intersection and the other on one of the approaches. This was done to see the traffic flow coming and leaving the intersection. The cameras were installed on existing poles, mounted perpendicular to the ground. The cameras were mounted approximately 6 meters (20 feet) above the ground. The camera feed went in to a TV/VCR unit placed in a recycled traffic signal controller cabinet placed on the same pole as the camera. The video images were recorded on standard VHS videotapes [8].

Data from the intersection was collected before the roadway was re-striped and after re-striping the roadway. The traffic counts from the intersection were video taped for two six hour sessions from 7:00AM-1:00PM and from 1:00PM-7:00PM. The traffic was videotaped for five days in the before (four-lane) condition and for five days in after (three-lane) condition.

Phase 2: Visual Data Collection: In this phase the data was visually collected from the videotapes. Traffic counts; traffic conflicts, and queuing at the intersection were recorded. The counts were recorded for fifteen-minute intervals. Hourly counts were used

as input data for analysis using the computer program aaSIDRA (Signalized and Un-signalized Intersection Design and Research Aid). The tapes were also watched for conflicts and queuing separately for each fifteen-minute interval. For this research purpose traffic conflicts are defined as

> *"a traffic event involving two or more road users, in which one user performs some atypical or unusual action, such as a change in direction or speed, that places another user in jeopardy of a collision unless an evasive maneuver is undertaken."* [5].

Software Selection

The software used for data analysis is a.a.SIDRA. Version 1.0. The Australian Road Research Board (ARRB), Transport Research Ltd., has developed the SIDRA package as an aid for design and evaluation of intersections such as signalized intersections; roundabouts, two-way stop control, and yield-sign control intersections.

> *"In evaluating and computing the performance of intersection controls there are some advantages that the SIDRA model has over any other software model. The SIDRA method emphasizes the consistency of capacity and performance analysis methods for roundabouts, sign-controlled, and signalized intersections through the use of an integrated modeling framework. This software provides reliable estimates of geometric delays and related slowdown effects for the various intersection types. Another strength of SIDRA is that it is based on the US Highway Capacity Manual (HCM) as well as Australian Road Research Board (ARRB) research results. Therefore SIDRA provides the same level of service (LOS) criteria for roundabouts and traffic signals under the assumption that the performance of roundabouts is expected to be close to that of traffic signals for a wide range of flow conditions."* [10].

The input to the software includes the road geometry, traffic counts, turning movements, and speed of the vehicles. The SIDRA software analyzes the data and the output provides measures of effectiveness from which the performance of the roadway can be determined. There are 19 measures of effectiveness given in SIDRA output but only six of them were considered relevant to the project. The six measures of effectiveness used in evaluating the performance are: [6]

> ***"Average Queue Length**: The average queue length represents the value below which 50 per cent of all observed cycle queue lengths fall. By using this value we were able to clearly show the change in queue length for the two roadway configurations. This measure was checked for both the major and minor approaches.*
> ***Degree Of Saturation:** This measure gives us a measure of the congestion on the roadway that is being used by the traffic. It is the ratio of volume to capacity. Here the volume of the vehicles is input and the capacity is calculated by SIDRA.*
> ***Average Intersection Delay:** This measure gives the average vehicle delay for all the vehicles entering the intersection.*
> ***Maximum approach Delay:** This measure gives the average vehicle delay for the approach with the highest average delay.*
> ***Proportion Of Vehicles Stopped:** This measure gives the proportion of vehicles that are approaching the intersection and are required to stop due to the vehicles already present in the intersection.*
> ***Maximum Proportion Of Vehicles Stopped:** This measure gives the highest proportion of vehicles that are stopped on one approach due to the vehicles already present in the intersection".*

Data Analysis

The data collected from videotapes for the AM and PM periods was recorded manually in 15-minute periods, and hourly data was then input to the SIDRA software for analysis. All the Measures of Effectiveness (MOEs) were statistically compared using the standard statistical procedures as described below. The data analysis was done separately for the AM and PM hourly volumes but the procedure followed was the same for both sets of data. This was done to see whether the results differed due to the differences in before and after traffic volumes for both AM and PM traffic counts, as there was more traffic during the PM period than during the AM period.

Conflict Analysis

Crashes are statistically rare events and in order to make valid conclusions several years of data should be used. In the absence of sufficient crash data, conflict analysis techniques can be used as a surrogate to evaluate the safety of the roadway. The first step is to observe the number of conflict points for the roadway condition. From Figure 2, it can be seen that there are fewer conflict points in the case of a three-lane roadway

configuration. Since the number of conflict points has decreased, the roadway should be operating with less risk in that condition. "The three-lane configuration basically reduces the risk of rear end collisions and sideswipe collisions" [1]. The types of conflicts that might not decrease, and could possibly increase, are those between the through vehicles and the right turning vehicles.

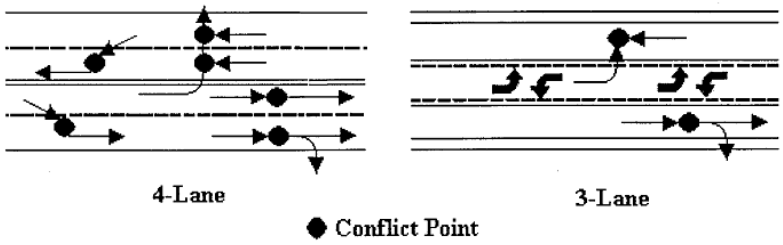

Figure 2: Reduced conflict points in a 3-Lane Roadway

The conflicts data was visually collected from watching the tapes. The types of conflicts observed are shown in Appendix A. Very few conflicts occurred in the AM period. Almost all the conflicts occurred in the PM period. The conflicts were observed for every 15-minute interval for the AM and PM periods and the Northbound and Southbound vehicles were tabulated separately. Dividing the total number of observed conflicts with the respective approach volumes and then multiplying the obtained values by 100,000 gives a standard conflict rate. The multiplication by 100,000 results in convenient numbers [7]. See Tables 1 and 2 for conflict rates.

Table 1: Conflict Rate for Intersection

Conflict Rate for Intersection			
4-Lane Condition		**3-Lane Condition**	
No. Of Conflicts	11	No. Of Conflicts	7
Total App.Vehicles	34,169	Total App.Vehicles	39,253
Conflict Rate	(11/34,169)*100,000 = 32.19	Conflict Rate	(7/39,253)*100,00 = 17.83
Decrease in Conflict Rate = 44.61%			

Table 2: Conflict Rates by Approach

Northbound Vehicles			
4-Lane Condition		**3-Lane Condition**	
No. Of Conflicts	7	No. Of Conflicts	3
Total App.Vehicles	17,149	Total App.Vehicles	19,741
Conflict Rate	(7/17,149)*100,000 = 40.81	Conflict Rate	(3/19,741)*100,000 = 15.19
Decrease in Conflict Rate = 62.77%			
Southbound Vehicles			
4-Lane Condition		**3-Lane Condition**	
No. Of Conflicts	4	No. Of Conflicts	4
Total App.Vehicles	17,020	Total App.Vehicles	19,512
Conflict Rate	(4/17,020)*100,000 = 23.50	Conflict Rate	(4/19,512)*100,000 = 20.50
Decrease in Conflict Rate = 12.76%			

Results

Statistical analysis techniques were used to compare the outputs from the SIDRA. The statistical analysis of the MOEs helps determine if and how the four-lane and three-lane roadway conditions differed in operation. The analysis provides information to assess characteristics of the three-lane roadway configuration and the four-lane roadway configuration. The statistical testing was done separately for the AM and PM periods in

order to find out the operation of the roadway during these separate periods. Statistical tests were not run to compare the statistical significance of the conflicts for the before and after condition as the number of conflicts observed was very few and a meaningful statistical inference is not possible from the small sample. The overall results of statistical testing and conflict analysis are given in Table 3.

Table 3: Final Results-Road Diet Concept

Final Results Table						
University Place, Washington: 44th and 67th Avenue.						
Measures Of Effectiveness	**AM Period**			**PM Period**		
	4-Lane	**3-Lane**	**St.Diff.**	**4-Lane**	**3-Lane**	**St.Diff.**
Avg. Intersection Delay (Sec/Veh)	5.2	6.5	No	7.3	7.3	No
Max App. Delay -44th Ave. (Sec/Veh)	36.9	59.4	Yes	70.2	88.0	No
Avg. Queue Length-44th Ave. (Feet)	19	33	No	30	41	No
Avg. Queue Length -67th Ave. (Feet)	11	1	Yes	18	2	Yes
Deg. Of Saturation -Intersection (v/c)	0.33	0.45	No	0.44	0.55	Yes
Proportion Stopped-Intersection (%)	31	11	Yes	33	10	Yes
Max Prop Stopped-44th Avenue (%)	84	86	No	88	94	Yes

4 Lane Condition: Two vehicle travel lanes in North and South directions.

3-Lane Condition: One vehicle travel lane North and South, with center two way left turn lane and, outside bike lanes

Discussion

- The Average Intersection Delay (Seconds/Vehicle) increased by 25% for the three-lane condition during the AM period. The increase in the delay was anticipated because the three-lane condition had only one through lane for the through vehicles and the right turning vehicles. However, Statistical tests showed that the increased delay is not statistically different from the delay that occurred in the four-lane condition. For the PM period there was no change.
- The Maximum Approach Delay (Seconds/Vehicle) on the 44th Avenue was 61% higher during AM period and 25% higher during PM period in the three-lane condition. The Maximum Approach Delay (Seconds/Vehicle) is due to the unavailability of sufficient gaps for the vehicles that are approaching the intersection from the minor approach (44th Avenue). The major approach (67th Avenue) had one through lane dropped in each direction in the three-lane condition and it would be difficult to find more vehicular gaps in this condition than in the four-lane condition. Hence, there is an increase in Maximum Approach Delay (Seconds/Vehicle). Statistical tests showed that this increase is significantly higher than the delay that occurred in the four-lane condition for the AM period only.
- There was a 77% increase during the AM period and a 36% increase during the PM period, in the Average Queue Length (ft) on the minor approach (44th Avenue) in the three-lane condition. This increase on the minor approach (44th Avenue) is likely due to the unavailability of sufficient gaps for the vehicles approaching the intersection from this minor approach (44th Avenue). Statistical

tests showed that this increase is significantly higher from the average queuing that occurred in the four-lane condition for AM and PM periods.

- There was a 91% decrease for AM and PM periods in the Average Queue Length (ft) on the major approach (67^{th} Avenue) in the three-lane condition. This decrease on the major approach (67^{th} Avenue) is likely due to the separation of the left-turning vehicles from the through and right-turning vehicles. Statistical tests have shown that this decrease is significantly lower than the average queuing that occurred in the four-lane condition.
- There was a 37% increase during AM period and 26% increase during PM period, in the Degree Of Saturation (v/c) in the three-lane condition. This measure gives us the amount of capacity that is consumed by the existing traffic loading, and thus, is a measure of congestion. This factor is very important as we can decide whether the three-lane condition is handling the traffic as well as the four-lane condition or not. Statistical tests show that this increase is not significantly different from the Degree Of Saturation (v/c) in the four-lane condition. Hence the three-lane condition is handling the traffic as well as the four-lane condition.
- There was a 66% decrease during AM period and 71% decrease during PM period, in Proportion Of Vehicles Stopped (%) in the three-lane condition. Statistical tests showed that this decrease is significantly lower from the Proportion Of Vehicles Stopped (%) in the four-lane condition.
- There was a 2% increase during AM period and 4% increase during PM period, in Maximum Proportion Of Vehicles Stopped (%) in the three-lane condition. The increase in Maximum Proportion Of Vehicles Stopped (%) at the intersection is

likely due to the insufficient gaps and increased queuing on the minor approach (44^{th} Avenue). The reasons for insufficient gaps have been explained earlier. Statistical tests showed that this increase is not significantly different from the Maximum Proportion Of Vehicles Stopped (%) in the four-lane condition.

Conclusions

- The reduction in the number of conflict points decreased the total number of vehicle conflicts. An increase in safety can be logically assumed from the conversion from four-lane to a three-lane configuration based on reduced conflict points and the literature cited previously.
- Based on the videotape data analysis, there is a decrease in the conflict rate for the three-lane configuration. Conflicts have long been considered a valid surrogate for crashes; therefore, the three-lane configuration should experience less crashes.
- There is an increase in the Average Intersection Delay (Seconds/Vehicle) in the three-lane condition. However, this increase was observed only for the AM period and the increase was not statistically significant. There was no change for the PM period.
- There was an increase in the Maximum Approach Delay (Seconds/Vehicle) in the three-lane condition for both AM and PM periods but the increase was statistically significant only for the AM period and not statistically significant for the PM period.

- There was an increase in the Average Queue Length (feet) in the three-lane condition on the minor approach (44th Avenue) for both AM and PM periods but the increase was not statistically significant.
- There was a decrease in the Average Queue Length on the major approach (67th Avenue) for both AM and PM periods and the decrease was statistically significant for both the AM and PM periods.
- There was an increase in the Degree Of Saturation (v/c) for the three-lane condition in both AM and PM periods but the increase was not statistically significant for the AM period.
- There was decrease in Proportion Of Vehicles Stopped (%) at the intersection in the after condition for both AM and PM periods and the decrease was statistically significant for both the AM and PM periods.
- There was increase in the Maximum Proportion Of Vehicles Stopped (%) on the minor approach (44th Avenue) for both AM and PM periods but the increase was not statistically significant for the AM period.
- The conclusions of this research are based on the data collected from one location and may not apply to all situations. This research serves as a good example to demonstrate the benefits of a three-lane roadway configuration vs. a four-lane roadway configuration and operational performance of various types of Intersection Control.

Overall Conclusion

The decrease in conflict rate, enhancement of pedestrian and bicycle safety (due to decrease in number of conflict points and separate bike lanes in each direction),

effective or almost equal operational performance of the three-lane configuration as opposed to the four-lane configuration, all suggest that the Road Diet concept can be adopted as a viable, safer alternative to the problematic undivided four-lane roadway configurations.

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"A Comparison of Operational Performance Between Modern Roundabouts and Two-Way Stop Controlled Intersections"

-- A Before After Study

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INTRODUCTION

The evolution of the circular shape of cities and towns dates back to the middle ages and especially during the renaissance up to the 19th Century. Circular cities had convergent road systems. This feature is most evident in the reconstruction of Paris, Vienna and other cities with the establishment of imposing places at the intersection of wide boulevards and other radiating roads. 'In Haussamann's grand design for Paris, there were many places where traffic can be induced to circulate around a central monument'(Brown, 1995). The idea of gyratory operation of roads dates from at least 1877, which is indicated by the proposals for reconstruction of major junctions in Lisbon by Fredrico Ressano Garcia. Eugene Henard, a contemporary of Fredrico, suggested gyratory operation of traffic in busy city centers in the year 1903. This "circus" idea as some call it, continued to spread in Europe in the early 19thcentury and was frequently recommended for busy junctions of more than four roads. In the year 1929, Britain formally recognized the use of roundabouts and came up with an engineering based design guide with the issue of Ministry of Transport (MOT) Circular No 302.

Gyratory Systems were used in USA in the early 1900's, but there was a great difficulty in regulating traffic with them. Local ordinances were unenforceable and there was no uniform rule in the country. The earliest use of gyratory system in United States was in Columbus Circle, installed by William Phelps Eno in New York City in 1905. Traffic circles have not always been favorable for citizens of United States. "The state government of New Jersey removed traffic circles claiming that they were high-accident locations causing long delay"(Meyers, 1994). The concept of modern

roundabouts was introduced by the British government in the year 1963, in which the circulating vehicles were given priority. The concepts of flare and deflection further assisted roundabouts to regain popularity as safe and convenient intersection control devices in Europe and Australia. “The advantages of roundabouts over other forms of intersection control include safety, increased capacity, reduced delay, lower capital cost, improved aesthetics, U-turn opportunities and traffic calming”(Meyers, 1994).

DESCRIPTION

The circular intersection has evolved in its operation and design from the time it was first conceived. Modern roundabouts have a number of operational and physical characteristics that make them a unique and functional intersection configuration. The term ‘Modern Roundabout’ is used to differentiate from its predecessors, traffic circles, rotaries and gyratories. “A modern roundabout has three characteristics, i.e., yield-at-entry, deflection and flare”(Jacquemart, 1998).

The ‘yield-at-entry’ or ‘off-side priority’ rule at a roundabout assigns priority to the circulating vehicles. They operate like a set of T-junctions. A yield sign is posted at the entry to maintain fluidity and control. All entering vehicles on the approaches have to evaluate a gap in the circulating flow before going through the intersection. The original method of operation for drivers in a roundabout consisted of vehicles in the circle yielding to vehicles entering from approaches. This often resulted in traffic lock up during heavy entering volumes and hence the priority rule was changed. ‘Studies have proven that the yield-at-entry rule increases the capacity of roundabouts by 10% and decreases delays by approximately 40%’(Blackmore, 1963). Modern roundabouts have deflection for the entering traffic. Entering traffic points toward the central island, which deflects vehicles to the right, thus causing lower speeds and improving safety at merger

points. The old designs treated roundabouts as weaving sections and were built to facilitate high entry and circulating speeds. Many modern roundabouts also have flared approaches. The widening of the approach road allows additional entrance lanes, thus increasing the flexibility of operation for drivers and enhancing capacity. 'Modern roundabouts range in size from mini-roundabouts (outside diameters as small as 15m [50ft]), to compact roundabouts (outside diameters between 30-35m [98-115ft]), to large multilane roundabouts (up to 150m or [492ft] in diameter) with more than four entry points' (FHWA, 2000).

'Two-way Stop Control (TWSC) intersections are one of the most prevalent types of intersection control in the United States'(HCM, 1994). Stop signs assign right of way at such intersections. The approaches that are controlled by stop sign are called 'minor street approaches' and the approaches that have no control are called 'major street approaches'. At a TWSC intersection, drivers on the controlled approaches are required to select gaps in the major street flow and execute crossing or turning maneuvers. In the presence of a queue, each driver on the controlled approach uses some measurable amount of time moving into the front-of-queue position and evaluating gaps in the major street flow.

A TWSC favors the predominant traffic flow, often delaying movements on the minor street. This can lead to unsafe behavior when volumes are high and gaps are hard to find. Traffic signals improve safety when warranted, but signalization is also known to have high investment and maintenance costs. All-Way stop control (AWSC) facilitates crossing movements, but that occurs at the expense of overall delays reducing intersection capacity. A roundabout cost less, has low maintenance, increases safety and decreases delay at an intersection.

LITERATURE REVIEW

Two most common problems faced at TWSC intersections are congestion on the minor street because of the demand that exceeds capacity and queues that form on the major street because of inadequate provision for left turning vehicles, which yield to opposing traffic. The *Roundabouts: An Informational Guide* states "roundabouts offer an effective solution to traffic problems at TWSC intersections with heavy left turns from the major route"(FHWA, 2000). The *Florida Roundabout Design Guide* compares one and two lane roundabouts to signalized intersections with one or two approach lanes and an exclusive left turn lane. It concludes in terms of delay that the 'performance of signalized intersections is superior under heavy entering volume, while the roundabout works better under light entering volumes'(FDOT, 1996). The *Florida Roundabout Design Guide* and the *Roundabouts: An Informational Guide,* recommends '*Signalized and Unsignalized Intersection Design and Research Aid*' (SIDRA) for studying roundabouts. In 1997 Akcelik used this computer program for capacity and performance analysis of intersections.

OBJECTIVES

The objective of this study was to compare the operational performance of modern roundabout and two-way stop control (TWSC) at intersections, under similar traffic conditions. 'Similar traffic condition' means that the traffic volumes for both of the intersection alternatives were statistically similar during the study. The study sites were initially controlled by two-way stop signs and roundabout replaced them at a later stage. Traffic volume data was collected for both intersection controls for a before and after study. The operational performance of the two intersection types was analyzed using a set of six measures of effectiveness given as output by the SIDRA software.

METHODOLOGY

This study was developed in a Before-After format. In the before condition the intersection control was a two-way stop control and in the after condition it was a modern roundabout. Traffic volumes were collected and checked for statistical similarity. SIDRA software was used in the analysis and the measures of effectiveness were taken from its output, which were indicative of the operational performance of the intersection control. The results were statistically compared before drawing any conclusions.

Location of Test Sites

a) Hutchinson, Kansas: This is the intersection of the 23rd Avenue and Severance street in Hutchinson, Kansas. The major street, 23rd Avenue, is a two-lane collector road that runs in the East-West direction. The minor street is Severance Street, a two-lane local road running North-South and is controlled by stop signs. A roundabout was constructed and put into operation in September 2000. The intersection had a severe crash history prior to roundabout installation, i.e, 19 right angle crashes in a 19-month period.

b) Reno Nevada: This is the intersection of Wedekind Road and Clearacre Lane in Reno, Nevada. The major street is Wedekind Road, a two-lane collector road, which runs in the East-West direction. The minor street is the Clearacre Lane, a two-lane local road, which runs North-South and is controlled by stop signs. A roundabout was constructed and put into operation in September 2000.

c) Harford County Maryland: This is the intersection of state routes MD165 and MD24 in Hartford County, Maryland. The major street is MD165, a two-lane collector road, which runs in the East-West direction. The minor street is MD24, a two-lane local road, which runs North-South and is controlled by stop signs. A roundabout was constructed and put into operation in September 2000.

Data Collection

The data collection for this project was done in two phases. The first phase consisted of video recordings of the intersections traffic in the before (two-way stop control) and after (roundabout) conditions. A specially designed omni-directional video camera, which provides a 360-degree view, was installed on a pole near the intersection for recording traffic on a VHS tape. The mounting height was approximately 30ft (10m) above the ground and was perpendicular to it for having a distortion free image up to the horizon in all directions. This mounting height provided a focal plane approximately 135ft (45.5m) by 165ft (54m). Traffic volumes were recorded during the AM (7:00AM to 12:00 Noon) and PM (12:00 noon to 6:00 PM) time periods. The second phase of data collection involved extraction of traffic counts by watching the videotapes. Turning movements were recorded on pre-prepared data sheets in 15-minute intervals. Hourly traffic volumes were calculated from them and used as an input into SIDRA for further analysis. 'The advantages of video data collection are 1) data collected can be examined at a later stage 2) tapes can be reviewed during any phase of the project if necessary'(Russell, 2000).

SIDRA Software

The SIDRA (Signalized & Unsignalized Intersection Design and Research Aid) software has been developed by the Australian Road Research Board (ARRB) Transport Research Ltd, as a tool for design and evaluation of intersections. SIDRA uses detailed analytical traffic models coupled with iterative approximation methods to provide estimates of capacity and performance statistics. SIDRA uses the path-traced method for estimating delay. This delay includes the total delay that an average vehicle experiences directly or indirectly due to the intersection. Although SIDRA is a single intersection package, traffic signal analysis can be performed in both isolated and coordinated conditions. The

US Highway Capacity Manual version of SIDRA is based on the calibration of model parameters against the 1994 Highway Capacity Manual. "The SIDRA method emphasizes the consistency of capacity and performance analysis methods for roundabouts, sign-controlled intersections and signalized intersections through the use of an integrated modeling framework. Hence it provides reliable estimates of geometric delays and related slowdown effects for the various intersection types"(Akcelik, 1997). This property is very important for simultaneous evaluation of various intersection types.

Measures of Effectiveness

SIDRA evaluates the performance of an intersection in terms of measures of effectiveness (MOEs). The six MOEs provided by SIDRA software that were used in this study provide a comprehensive look at performance of an intersection control type. The MOEs are shown in Table 1. The HCM recommends use of delay and level of service (LOS) for evaluating an intersection performance. "The narrow range of LOS values do not allow meaningful analysis"(Russell, 2000). Hence, more precise measures were used for analysis of operational performance of intersection control types.

Table 1: Intersection Measure of Effectiveness (MOE's)

Measure of Effectiveness	Description
95% Queue	Length of Queue for all approaches at the 95% confidence level
Average Delay	Average vehicle delay for all entering vehicles
Maximum Approach Delay	Average vehicle delay for the approach with the highest average delay
Proportion Stopped	Proportion of entering vehicles that are required to stop due to vehicles already in the intersection
Maximum Proportion Stopped	Proportion of entering vehicles that are required to stop due to vehicles already in the intersection on the approach with the highest proportion stopped value
Degree of Saturation	Amount of capacity that is consumed by the current traffic loading (commonly referred to as the v/c ratio)

Source: Russell E.R., Rys M.J, and Luttrell.G 2000., "Modeling Traffic Flows and Conflicts at Roundabouts" Mc-Blackwell Report.

ANALYSIS & RESULTS

The analysis of the intersections was done separately for the AM (7:00AM to 12:00 Noon) and the PM (12:00 noon to 6:00 PM) conditions. Traffic volumes were compared between before and after condition at each location. The hypothesis "Traffic volumes for before and after conditions are similar" was statistically tested at 95% confidence level. This was done to make sure that the intersections were evaluated under similar traffic loadings. The range of traffic volumes observed at three sites in AM and PM condition is given in Table 2. The major street traffic volume varied from 42% - 67% and the left turns varied from 13%-30% in the traffic loadings that were observed at the three sites.

Table 2: Traffic Volume Ranges at Three Locations

Location	**Traffic Volume Range**			
	AM Condition		PM Condition	
	Before	After	Before	After
Kansas	285 - 1140	330 - 860	510 - 1110	390 - 1110
Nevada	355 - 1010	380 - 910	340 - 710	300 - 1000
Maryland	420 - 690	350 - 660	450 - 1085	595 - 910

The results for SIDRA output were analyzed and are presented in the form of graphs and tables to help make comparisons of the two intersection controls for the three study sites. The graphs are given as figures in Appendix 1. Figures 1&2 shows the comparison of 95% Queue Length between the before (TWSC) and after (Roundabout) conditions for AM and PM time periods. Table 3 gives the mean values and standard deviations of 95% Queue Length computed by SIDRA. It can be observed that the 95% queue lengths decreased by more than 50% in all the three sites during the AM and PM time periods. This might be due to the fact that the roundabout operates on yield control. The vehicles choose an appropriate gap in the circulating stream and move continuously. Hence, the number of vehicles stopping is reduced and that results in smaller queues at a roundabout.

Table 3: 95th Percentile Queue Length

	95% Queue Lengths on Minor Approach (ft)			
	AM Time Period		PM Time Period	
	Before	After	Before	After
	Mean (Std. Dev)	Mean (Std. Dev)	Mean (Std. Dev)	Mean (Std. Dev)
Nevada	88 (47.8)	27.2 (10.8)	202.2 (32.3)	41.0 (8.3)
Maryland	200.9 (63.0)	32.8 (16.8)	165.1 (50.5)	33.7 (11.5)
Kansas	111.3 (47.5)	43.2 (16.9)	193.5 (37.3)	60.8 (22.2)

Figures 3&4 compare the average delay of vehicles at the three locations for both types of intersection control types. The average delay does not decrease much between the two intersection control types because the decrease in delay achieved by the roundabout on the minor approach is compensated by the increase in delay at the major approach. Hence to better appreciate the decrease in delay at roundabouts, one must look at maximum approach delay, which is usually the minor approach. The maximum approach delays at the three locations decreased by around 50%, as represented by figures 5&6. The roundabout treats all the approaches equally hence delays on the minor street are reduced at the expense of a small increase in delays on the major street. This aspect proves useful when the volume of traffic on minor-street is almost close to major-street or when there is high a percentage of left turns in the minor street flow. The values of average intersection delay and maximum approach delay are given in Tables 4&5.

Table 4: Average Intersection Delay

	Average Intersection Delay (sec)			
	AM Time Period		PM Time Period	
	Before	After	Before	After
	Mean (Std. Dev)	Mean (Std. Dev)	Mean (Std. Dev)	Mean (Std. Dev)
Nevada	10.8 (2.05)	10.6 (0.32)	13.9 (3.02)	10.9 (0.10)
Maryland	14.6 (2.31)	10.9 (0.45)	13.6 (4.5)	13.5 (5.03)
Kansas	11.7 (3.87)	11.3 (0.47)	16.7 (2.2)	11.7 (0.77)

Table 5: Maximum Approach Delay

	Maximum Approach Delay (sec)			
	AM Time Period		PM Time Period	
	Before	After	Before	After
	Mean (Std. Dev)	Mean (Std. Dev)	Mean (Std. Dev)	Mean (Std. Dev)
Nevada	19.0 (2.37)	11.8 (0.28)	35.0 (3.37)	12.4 (0.22)
Maryland	24.5 (2.45)	12.1 (0.39)	20.5 (3.90)	11.7 (0.33)
Kansas	24.6 (3.01)	12.3 (0.46)	34.1(3.11)	12.3 (0.57)

Figures 7&8 show the comparison of proportion stopped for the two intersection control types at the three sites. As the roundabouts operate on yield control, not all vehicles stop, decreasing the proportion of stopped vehicles. The positive effects of the proportion stopped can be appreciated more if one looks at the maximum proportion stopped shown by figures 9&10. The maximum proportion stopped decreased by 30% for roundabouts. This decrease affects the stopped delay, hence indirectly affect the delay of vehicles going through the intersection. The mean values of proportion stopped and maximum proportion stopped is given in Table 6&7 respectively.

Table 6: Proportion Stopped

	Proportion Stopped			
	AM Time Period		PM Time Period	
	Before	After	Before	After
	Mean (Std. Dev)	Mean (Std. Dev)	Mean (Std. Dev)	Mean (Std. Dev)
Nevada	0.4 (0.05)	0.26 (0.005)	0.51 (0.01)	0.31 (0.01)
Maryland	0.44 (0.01)	0.26 (0.01)	0.38 (0.01)	0.27 (0.01)
Kansas	0.48 (0.01)	0.41 (0.01)	0.54 (0.10)	0.47 (0.10)

Table 7: Maximum Proportion Stopped

	Maximum Proportion Stopped			
	AM Time Period		PM Time Period	
	Before	After	Before	After
	Mean (Std. Dev)	Mean (Std. Dev)	Mean (Std. Dev)	Mean (Std. Dev)
Nevada	0.55 (0.01)	0.42 (0.01)	0.73 (0.01)	0.51 (0.01)
Maryland	0.58 (0.14)	0.37 (0.1)	0.51 (0.15)	0.32 (0.05)
Kansas	0.66 (0.14)	0.46 (0.01)	0.75 (0.14)	0.54 (0.01)

Figures 11&12 summarize the comparison of degree of saturation between the two intersection control types at three locations. The degree of saturation decreased by about 58% in both time periods at the three locations for roundabouts in comparison to TWSCs. For a given traffic loading, the roundabouts offer better capacity and hence the degree of saturation is less than the two-way stop controlled intersections. The mean value of degree of saturation is given in Table 8.

Table 8: Degree of Saturation

	Degree of Saturation			
	AM Time Period		PM Time Period	
	Before	After	Before	After
	Mean (Std. Dev)	Mean (Std. Dev)	Mean (Std. Dev)	Mean (Std. Dev)
Nevada	0.39 (0.1)	0.16 (0.017)	0.6 (0.01)	0.24 (0.01)
Maryland	0.57 (0.02)	0.21 (0.01)	0.49 (0.20)	0.2 (0.01)
Kansas	0.47 (0.017)	0.21 (0.01)	0.62 (0.020	0.28 (0.010

The final phase of analysis included statistical analysis of the measure of effectiveness given by SIDRA output. Each measure of effectiveness was tested for statistical similarity between their means for the before and after condition. One-way ANOVA was performed to test the null hypothesis; “The population mean of a measure of effectiveness was equal for before and after condition”. The assumptions (data independence, normality and equality of variances) were checked before proceeding with the F-test. The null hypothesis was rejected for all measure of effectiveness at the 95% level of confidence except for average intersection delay. The mean values of average intersection delay were too close to be statistically different. The mean values of all other measures of effectiveness and the percent decrease for the two-way stop control and roundabouts were statistically different.

CONCLUSIONS

The performance of roundabouts was evaluated in terms of six measures of effectiveness and compared to two-way stop control at three locations. The study found that roundabouts perform better than two-way stop control at all three locations. The average intersection delay was reduced by 10-15% at all three sites. The proportion of stopped vehicles and the queue lengths were also less (15%-37% decrease) for roundabouts in comparison to two-way stop control. The percentage decrease was statistically significant for all measures of effectiveness except for average intersection delay. The average intersection delay decreased but was not statistically significant because the effects on the major street traffic flow negated the positive effects of roundabouts on the minor street traffic flow. An increase in delays of 3-5 % was observed for the major street traffic flow. Overall roundabouts proved to be more efficient in comparison to two-way stop control at all three locations.

LIMITATIONS

The findings from this study are based on geometric, traffic and traffic control conditions specific to sites under study. The results from the study may not apply at all other locations. However, the study gives us an insight into the conditions in which roundabouts can perform better than two-way stop control devices. It should be realized that installation and successful operation of a roundabout depends on various other conditions like right-of-way restrictions, adjacent traffic control devices etc. Hence, installation of a roundabout at a location must be evaluated by considering the conditions specific to that particular site. This study is limited to comparison of two-way stop control devices to single lane roundabouts and a further study is recommended to see where roundabouts fit in the spectrum of traffic control devices at intersections.

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APPENDIX-1

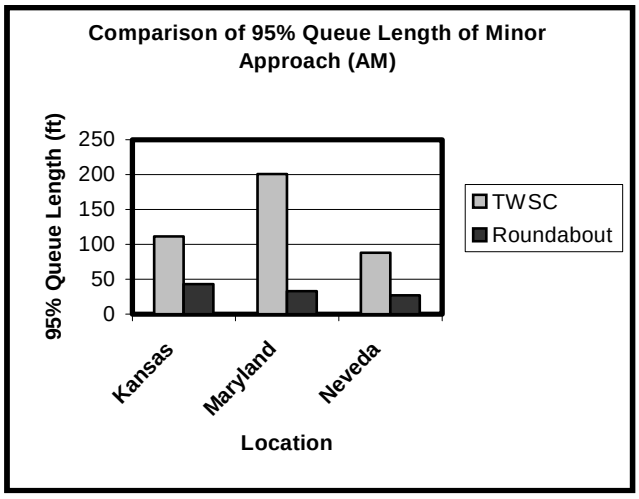
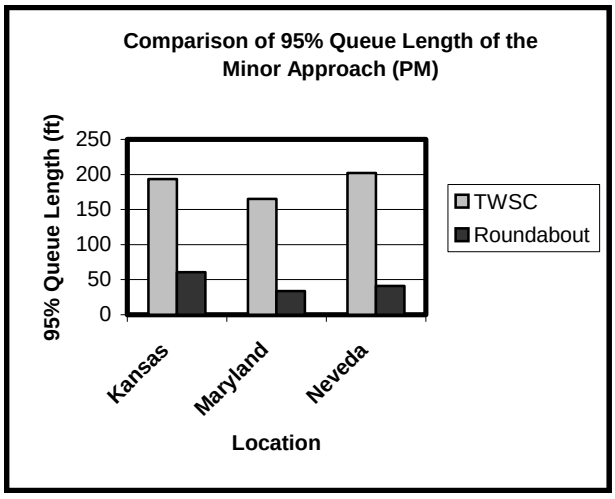


Figure1: Comparison of 95% Queue Length -AM



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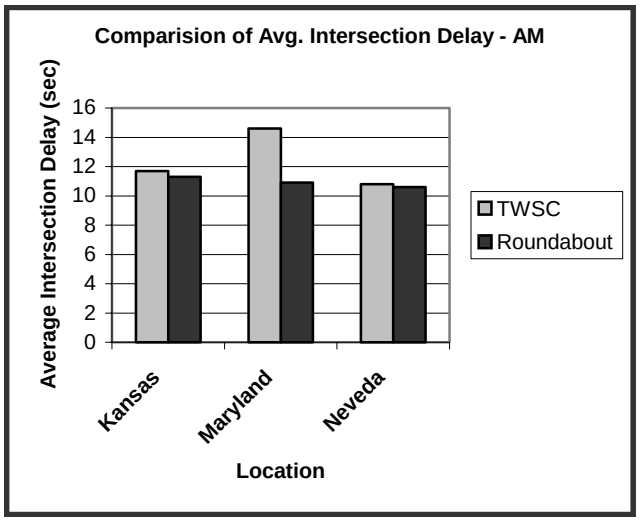


Figure 3: Comparison of Avg. Intersection Delay – AM

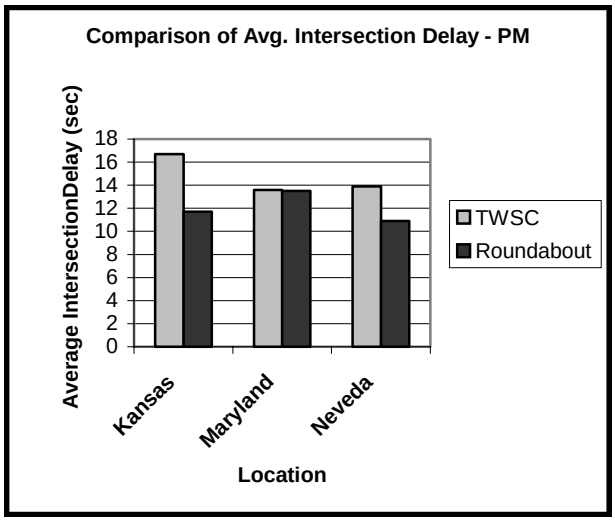


Figure 4: Comparison of Avg. Intersection Delay - PM

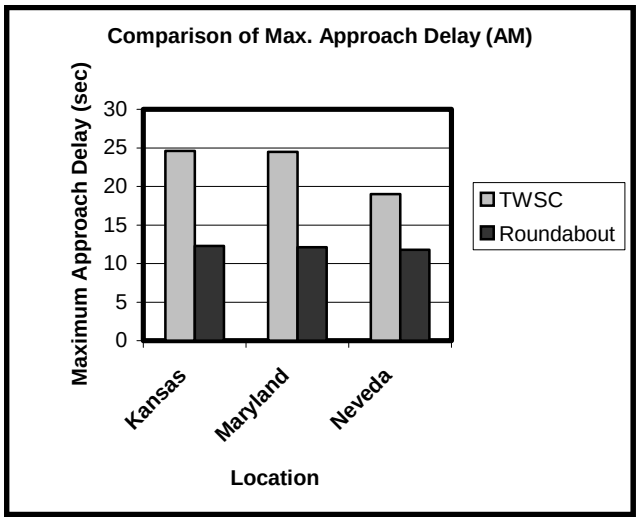


Figure 5: Comparison of Max. Approach Delay – AM

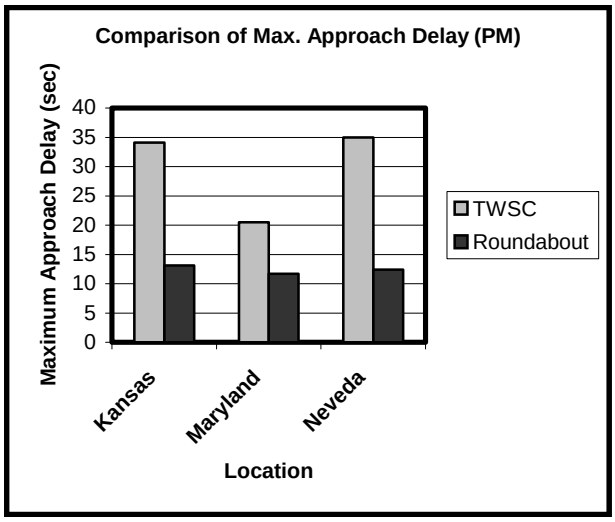


Figure 6: Comparison of Max. Approach Delay – PM

APPENDIX-1

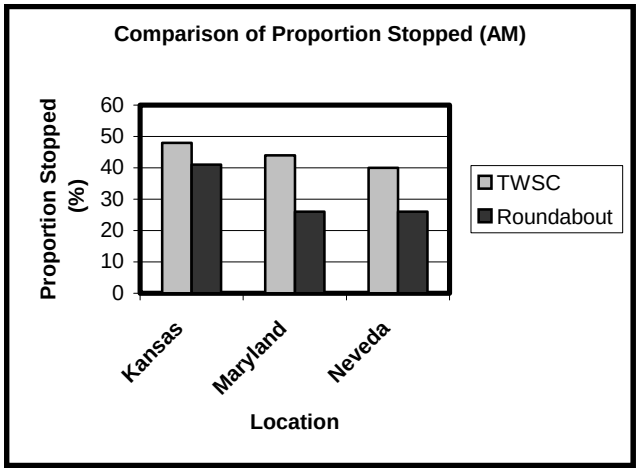


Figure 7: Comparison of Proportion Stopped – AM

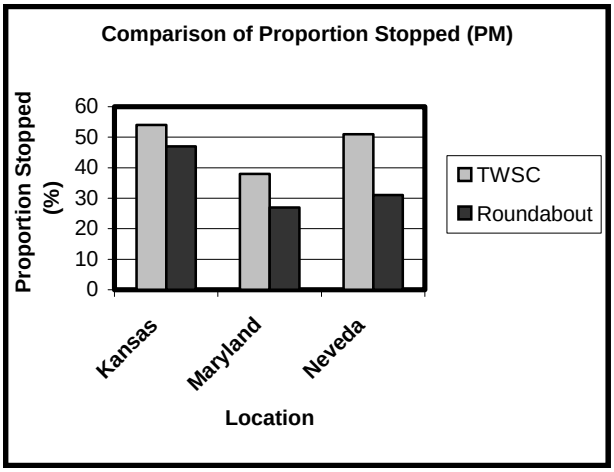


Figure 8: Comparison of Proportion Stopped - PM

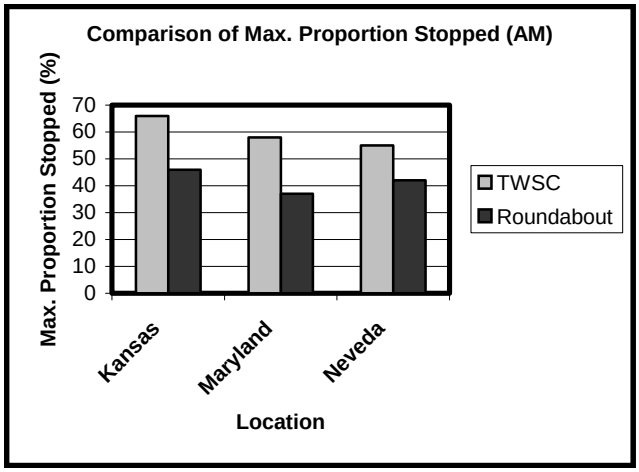


Figure 9: Comparison of Max. Proportion Stopped – AM

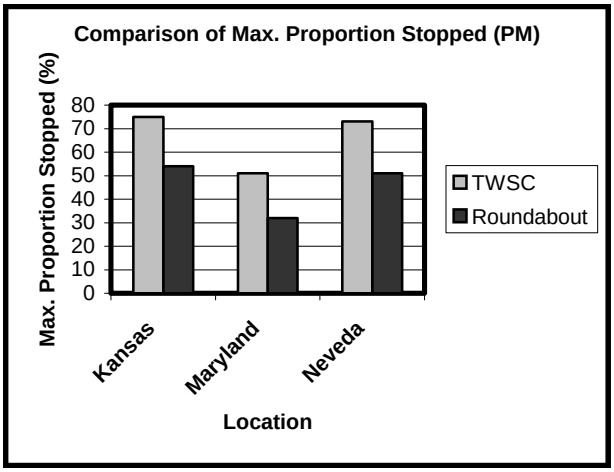


Figure 10: Comparison of Max. Proportion Stopped - PM

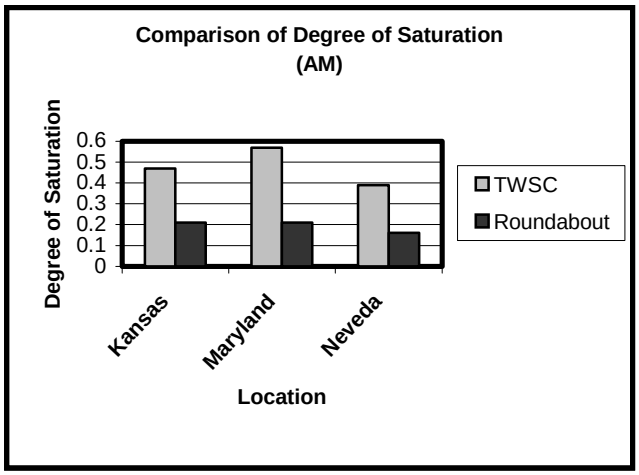


Figure 11: Comparison of Degree of Saturation – AM

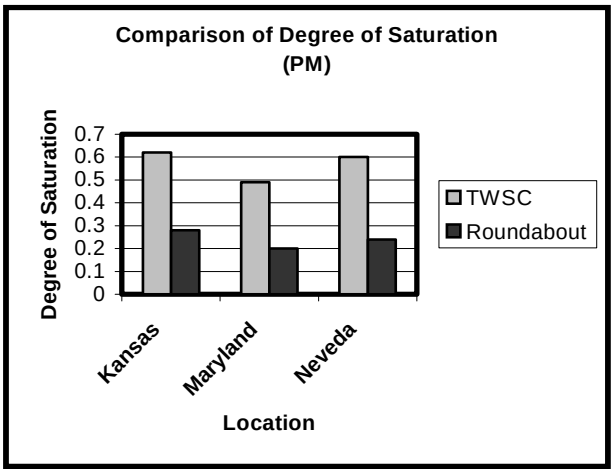


Figure 12: Comparison of Degree of Saturation – PM

Todd Butler

EDUCATION:

BSCE – University of Oklahoma, 1985

PROFESSIONAL EXPERIENCE

1986 – 1987 Traffic Engineer,
City of Oklahoma City, Oklahoma

1987 - 1988 Acting Chief Traffic Engineer,
City of Oklahoma City, Oklahoma

1988 – Present Vice President,
Traffic Engineering Consultants, Inc.
Oklahoma City, Oklahoma

PROFESSIONAL REGISTRATION

Oklahoma, 1990
Louisiana, 1995
Colorado, 1997
New Mexico, 1997
Nebraska, 1997

PROFESSIONAL MEMBERSHIPS

ITE, MOVITE, OTEA, ASCE,

STATEMENT:

It is great honor to be able to continue to serve on the MOVITE board. I look forward to providing the duties of Secretary for the next year. I feel that MOVITE is an organization that serves a needed service to both the traffic engineers that work in the field daily as well as to the general public. I look forward to helping the organization to improve communications between the public and the profession and to provide progress in the safe and efficient movement of traffic in the 21st century. I also look forward to sharing in the knowledge and technical expertise of the members of this organization to enable the profession to become a recognized entity in the safeguarding of the traveling public. I pledge to do my best to serve the organization to meet the goals and objectives of the members.

Perry Franklin

EDUCATION:

Oklahoma State Tech - 1969

PROFESSIONAL EXPERIENCE

1970 – 1972 Engineering Department
City of Fayetteville, Arkansas

1972- Present Traffic Division Superintendent
City of Fayetteville, Arkansas

PROFESSIONAL MEMBERSHIPS

MOVITE, APWA, IMSA

STATEMENT:

It is great honor to be nominated to serve as MOVITE Affiliate Director. As I near the end of my career, it would be a pleasure to serve the organization that has helped me so much through the years. I would like to thank all of the MOVITE membership (Professional Engineers, Affiliates, and Vendors) that have so willingly shared their expertise to help the City of Fayetteville Traffic Division. If elected, I will focus my energy and available time in any way to help increase the MOVITE membership and enhance the sharing of this wealth of transportation knowledge.

Dan Fuchs

Education:

- Lincoln Land Community College – Springfield, Il.
- DeVry Institute of Technology – Chicago, Il.

Experience:

- City of Arlington Heights, IL. - 1981 - 1983
  Traffic Signal Technician

- Bell and Gustus, Inc – Chicago, IL. - 1983 - 1991
  Traffic Signal Technician

- Brown Traffic, Inc. – Davenport, IA. - 1991 – Present
  Marketing Manager

Professional Memberships:
Affiliate Member MOVITE, IMSA Midwestern Section Certification Chairman, ITS Heartland Board of Directors Public Sector Representative, ITE and ITCSA

Statement:
I am excited to serve as an appointed Affiliate Director (Vendor representative) for MOVITE. This position allows me and other manufacturers representatives the opportunity to disseminate valuable technical information to our members. The opportunity to keep our traffic engineering and operations departments up to date with state-of-the-art equipment, software, and applications is a key role in ensuring the safety and efficiency of our public transportation systems.

Michael N. Gorman

EDUCATION:

BSCE – Construction Engineering,
Iowa State University

MSCE – Transportation Engineering,
University of Nebraska-Lincoln

PROFESSIONAL EXPERIENCE

1979 – 1982 Traffic Planning Control Engineer
Iowa Department of Transportation
Ames, IA

1982 – 1985 Public Works Superintendent
City of Casper
Casper, WY

1985 – 1992 Traffic and Transportation Planning Director
City of Omaha
Omaha, NE

1992 – 1995 Traffic and Transportation
Planning Director
Barton Aschman and Associates
Minneapolis, MN

1995 – Present Vice President –
Transportation Services
HWS Consulting Group, Inc.
Omaha, NE

PROFESSIONAL REGISTRATION

Iowa, Nebraska, Minnesota, North Dakota, Wyoming

PROFESSIONAL MEMBERSHIPS

ITE, MOVITE, APWA, Omaha Engineers Club

STATEMENT:

I am honored to be nominated to be President of MOVITE in 2002. The past five (5) years on the MOVITE Board have helped me gain a better understanding of what goes on behind the scenes to provide the programs and services we have all come to expect. Just in the past five (5) years, we have seen improvements in the area of communications to members. The MOVITE web page is an outstanding example of the way MOVITE has become more relevant in our day to day careers and continuing education. In addition, MOVITE continues to provide informative and entertaining meetings in the fall and spring that are well planned and well attended. We should all be proud of the accomplishments of our organization, not only recently but since its inception 50 years ago.

One area that continues to be a challenge is encouraging information sharing and recognizing the outstanding students and professionals within our organization. Every year we announce in the Journal, and more recently on our web site, awards that are available to our members. But unfortunately, we usually receive only a handful of papers and applications. Since the purpose of these awards is to encourage excellence and share technology, the more participation we have, the better the organization. If elected, I am going to work with Universities, public agencies, and private companies to make people aware of the opportunities the MOVITE awards program provides, and encourage greater participation. In this way, MOVITE can become an even greater resource for its members.

Steve Schooley, PE, PTOE

EDUCATION:

BSCE – Iowa State University, 1983
MS – Municipal Engineering
Iowa State University, 1985

PROFESSIONAL EXPERIENCE

1986 – 1996 Traffic Engineer, JBM/TranSystems
Kansas City, Missouri

1996- Present Transportation Manager
City of Lenexa, Kansas

PROFESSIONAL REGISTRATION

P.E., Missouri, 1989 and Kansas, 1996
P.T.O.E., 1999

PROFESSIONAL MEMBERSHIPS

ITE, MOVITE, KAUTC, ASCE, APWA, Chi Epsilon, IMSA

STATEMENT:

It is great honor to be nominated to serve on the MOVITE board. I feel that ITE is an exemplary organization that very closely fits with my goals and objectives. I look forward to helping the organization progress into the 21st century. I pledge to do my best to serve the organization to meet the goals and objectives of the members. Having served on the board as a First and Second Year Director, I am very encouraged by the direction the board is preceding. I feel that the technical programs and the fellowship that the organization provides is extremely valuable, we all together help to strengthen our organization through the sharing of our technical expertise. By sharing our knowledge and experiences we can be come a stronger organization as well as becoming better individuals.

MATTHEW J. SELINGER

EDUCATION:

BSCE – University of Nebraska, 1993

PROFESSIONAL EXPERIENCE:

- 1999 – Present Manager, Traffic Engineering & Transportation Planning, HDR Engineering, Inc.
- 1998 – 1999 Transportation Engineer, Kirkham Michael
- 1993 – 1998 Project Engineer, Olsson Associates

PROFESSIONAL REGISTRATION:

- P.E. Nebraska, 1997
- Professional Traffic Operations Engineer, 2000

PROFESSIONAL MEMBERSHIPS:

ITE, MOVITE, ITS Heartland, ASCE, ACEC

MOVITE INVOLVEMENT:

- Jan Kibbe Scholarship Committee, 2001
- Web Page Administrator, 2000-01
- Attended Spring Business Meeting, 2001
- Co-chair Right-Turn Lane Tech. Committee, 2000-01
- Fall Meeting Photographer, 2000
- Attended Fall Business Meeting, 2000
- Attended Fall Officers' Retreat in St. Louis, 2000
- Student Paper Award Committee, 1999
- Student Scholarship Committee, 1998
- Teller Committee, 1997

STATEMENT:

"Service is an honor with its own rewards." This is the pledge I offer to you for your support and vote for my nomination as MOVITE's First Year Director for 2002. During the past five years my involvement in MOVITE has grown steadily. As a new member I attended the semi-annual meetings primarily for the opportunity to network with colleagues and to gain insights from the technical programs. However, I soon found that as I became more deeply involved in MOVITE activities, the more I benefited and enjoyed the experience. It is this sense of reward that leads me to seek the position of First Year Director. This is the best way I can imagine to formalize my commitment to MOVITE and our members and I need your help to do it.

Proactive communications has produced a supportive and involved membership that has made MOVITE an outstanding organization for over 50 years. Thus, as First Year Director, **one of my key objectives will be to strengthen communications with all MOVITE members.** This will be accomplished through active management of the Section's updated web site and through the use of enhanced communication tools, such as a *list server*, which will allow Section-wide email messaging. I believe these actions will foster the type of frequent, open communications that is the catalyst for keeping our current membership actively engaged in the Section's activities and initiatives. New members will be attracted to MOVITE because of positive interactions with active members.

As Manager of Traffic Engineering & Transportation Planning at HDR Engineering, Inc. I have received full support for all my MOVITE activities. This is reflected in the commitment of support staff and resources during the redevelopment and hosting of the updated MOVITE web site (http://www.movite.org). HDR's support will be a key asset in performing my duties as First Year Director.

My commitment to MOVITE is genuine. I ask you to make a genuine commitment to MOVITE by voting for me for the position of First Year Director. You will elect an enthusiastic, knowledgeable and dedicated board member who desires to enhance the value of MOVITE for all members.

CHAD J. SMITH

EDUCATION:

BSCE, Iowa State University, 1991

PROFESSIONAL REGISTRATION

Iowa

PROFESSIONAL EXPERIENCE

1998-Present	Staff Traffic Engineer Office of Traffic Engineering and Safety Iowa Department of Transportation Ames, Iowa
1993-1998	Project Manager Snyder & Associates, Inc. Ankeny, Iowa
1991-1993	Project Engineer JBM Engineers & Planners Des Moines, Iowa
1990-1991	Undergraduate Research Assistant Technology Transfer Center Iowa State University Ames, Iowa

PROFESSIONAL MEMBERSHIPS:

ITE, MOVITE

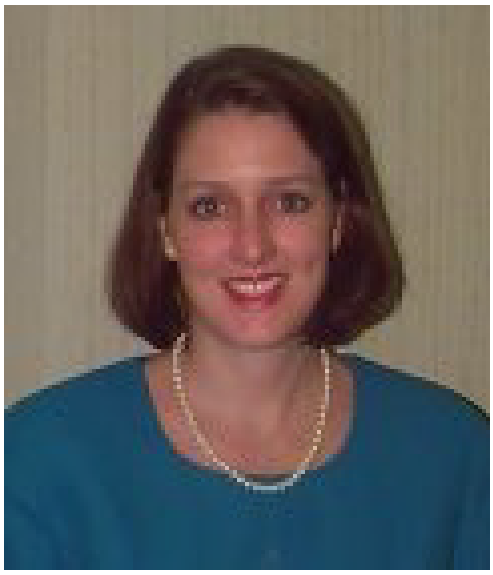
STATEMENT:

It is a great honor to be nominated to serve as a MOVITE Board Member. I look forward to serving as a Second Year Director and chairing the By-Laws and Policies Committee. I will also work to continue the growth and outstanding tradition of MOVITE.

Nicci Tiner

EDUCATION:

BSCE – University of Arkansas, 1988



PROFESSIONAL EXPERIENCE

1988 – 1991 Civil Engineer
US Army Corps of Engineers
Little Rock, Arkansas

1991- Present Senior Project Engineer
Garver Engineers
Little Rock, Arkansas

PROFESSIONAL REGISTRATION

Arkansas, 1993
Alabama, 2000
Mississippi, 2001
Tennessee, 2001

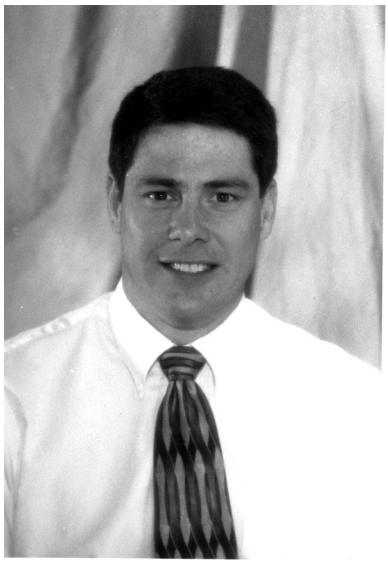
PROFESSIONAL MEMBERSHIPS

ITE, MOVITE, Chi Epsilon

STATEMENT:

I have enjoyed my two years on the MOVITE Board, and I look forward to working for the organization next year. If elected treasurer, I feel that I could learn more about how the organization functions behind the scenes. Having served as Third Year Director and Chairman of the Finance Committee, I am already familiar with MOVITE's financial statements. This past two years' experiences on the board have enabled me to make professional friendships that I would not have been able to make otherwise. I look forward to developing those even more in the coming years.

Vice-President



C. Jay Wynn, P.E., P.T.O.E., L.S.I.T.

Education:

1984-1988	University of Kentucky, Lexington, Kentucky; BSCE Civil Engineering
1988-1994	University of Kentucky, Lexington, Kentucky; MSCE Transportation Engineering & Construction Management

Professional Registration:

Missouri

Professional Experience:

1987-1988	Computer Consultant for Foster & Thompson Engineering, Inc., Lexington, Kentucky
1988-1992	Traffic Engineer/Supervisor for Lexington Fayette Urban County Government, Lexington, Kentucky
1992-1994	Traffic Operations Engineer, City of Springfield, Springfield Missouri
1994-1999	Signal Systems Engineer, City of Springfield, Springfield Missouri
1999-2001	Transportation Manager, Mathews & Associates, Inc. Springfield, Missouri

Statement:

It is a great honor to a part of the MOVITE board. The past year has been both rewarding and challenging for me. If elected to the position of Vice-President I will continue to take the time needed to accomplish the goals and objectives of MOVITE. As the requirements of our profession continues to expand, it is important to provide opportunities to develop professionally through our membership. I look forward to working with other MOVITE members for the betterment of the MOVITE organization.

MINUTES
MOVITE BOARD
FALL RETREAT

Saturday, December 6, 2002
Argosy Casino – Kansas City, Missouri

ATTENDEES:

Board Members

Mike Gorman	Past President
Jay Wynn	President
Nicci Tiner	Secretary
Steve Schooley	Treasurer
Doug Ripley	3rd Year Director
Matt Selinger	2nd Year Director
Shawn Leight	1st Year Director
Perry Franklin	Affiliate Director
Louis Glover	Affiliate Director
Steve Hofener	Section Administrator, ITE Vice President

Visitors

Earl Newman	District IV Director
Neal Hawkins	Past President, 2002
Lisa Richardson	Web Page Administrator
Danielle Vachal	Journal Editor

CALL TO ORDER

1. Welcome and introductions:
The annual Fall Retreat for the MOVITE Board was held on December 6, 2002 in Kansas City. The 2003 MOVITE President, Jay Wynn, called the meeting to order at 8:25 AM. A meeting agenda was distributed. A special thanks was given to Steve Schooley for organizing the meeting.

2. Address to the MOVITE Board – Steve Hofener, ITE Vice President
Steve takes over as ITE Vice President on January 1, 2003. It is a transitional process. Steve has already been involved in all the executive committee meetings via conference calls. He will go to Washington DC in the middle of December to set the goals for the next 3 years. Steve promised that he would try to attend all of the MOVITE meetings.

3. Address to the MOVITE Board – Earl Newman, District IV Director
Earl noted that 2002 had been successful for MOVITE, District IV and ITE. He stated that he was proud of Steve's election and at the board meeting in Washington DC, they had discussed a procedure for getting good candidates and controlling the expenses of the campaign. Earl then gave a report on the status of ITE.

Earl noted that the Fall meeting in Springfield would like to offer the PTOE refresher course. The TEAM Chapter in the MOVITE Section sponsored a PTOE test site. TEAM was responsible for the advertising, registration and refresher course. Everything else was handled by ITE.

4. Transfer of officer information and current duty overview

A. Neal Hawkins, 2002 Immediate Past President
The responsibilities of the Immediate Past President include getting candidates for the next election. Oklahoma will be the next state to submit a 1st year director. Perry's replacement as Affiliate Director on the technical side will be tough to fill. Responsibilities of the Immediate Past President at the District IV level take a lot of time.

B. Mike Gorman, 2003 Immediate Past President / 2002 President
The office of the President requires time every week to get things done. An additional responsibility is getting the awards lined up.

C. Jay Wynn, 2003 President / 2002 Vice President
Jay will call Todd to transfer information.

D. Todd Butler, 2003 Vice President / 2002 Secretary
Todd was not available to provide a transfer of information to the new secretary, Nicci Tiner. Nicci will call Todd to get the information. From his experience, Jay suggested that the minutes be submitted soon after the meeting instead of waiting until they are due.

E. Nicci Tiner, 2003 Secretary / 2002 Treasurer
The Treasurer is responsible for writing the checks and mailing out the next year's scholarship donations and affiliate dues. The Treasurer works closely with the Section Administrator. The checking account for MOVITE will need to be transferred to the Kansas City area so that the Section Administrator has access to it. There was discussion of sending scholarship donation forms to the corporate level.

F. Steve Schooley, 2003 Treasurer / 2002 3rd Year Director
The 3rd Year Director is responsible for auditing the books and preparing the next year's budget. A couple of the budget items for next year were discussed. These included officer travel to the student chapters, student chapter support of $100 for any chapter that turns in an annual report, and the student competition (Derby) with a grand prize of $1,000.

G. Doug Ripley, 2003 3rd Year Director / 2002 2nd Year Director
The 2nd Year Director is responsible for the by-laws and policies. The current version of these is on the web page. The by-laws and/or policies will need to updated to include the student chapter $1,000 support.

H. Matt Selinger, 2003 2nd Year Director / 2002 1st Year Director

The 1st Year Director is in charge of membership outreach. Kip Strauss will work with this director position. In addition the membership committee should work with the Web Page Administrator.

I. Shawn Leight, 2003 1st Year Director

No items to discuss.

J. Steve Hofener, Section Administrator

Steve explained that the finances have been worked out. The database is a continual challenge. Steve will meet with Tom Swenson to transfer the Section Administrator duties. Tom was unable to attend this meeting. Jay commented that Steve will be missed on the board.

K. Perry Franklin, Affiliate Director

Perry has a list of affiliate members. He plans to get out a letter before the Spring meeting. He also suggested a meeting of the affiliates during the Spring meeting.

L. Louis Glover, Affiliate Director

No items to discuss.

M. Lisa Richardson, Web Site Editor

Lisa passed around a list of information that was needed for the web page. She encourages everyone to get back with her as soon as possible on the requested information. Discussion was held about incorporating the MOVITE Web Page with the ITE Web Page. It was decided that MOVITE would hold off doing that for the next year or two.

N. Danielle Vachal, Journal Editor

As part of the next journal, Danielle plans to publish 3 personal notes and Earl's information on the late Dr. Pat McCoy. Earl had written a tribute for Dr. Pat McCoy and what he did for students.

5. Section Administrator Replacement – Mike Gorman

Mike sent a letter to all of the past Presidents. He personally talked to Bruce Wacker. Bruce would prefer to have some time off and let others participate. Mike stated that Tom Swensen indicated interest in the Section Administrator position. Mike then nominated Tom and Steve Schooley seconded the nomination. Tom was unanimously voted as the new Section Administrator. Since Tom was the past historian, it was suggested that one of the duties of the new Section Administrator would be to try to get some of the historical information scanned. Steve Hofenor commented that he would close things out as Administrator by late January or early February.

6. Competition Committee – Jay Wynn

The Jay Wynn discussed the MOVITE Derby rules. The Derby is scheduled for the Spring 2003 meeting. The rules had been reviewed by Dr. Jim Gattis, Matt Selinger, and two other MOVITE members. The participation of SISU in the MOVITE Derby was discussed. SISU is in the "TEAM" Chapter area, but not in the MOVITE area. The $1,000 grand prize money from the Derby would not be a voucher.

The Board decided to authorize Jay to form a competition committee. Several MOVITE members have indicated an interest in getting more involved with MOVITE. These members are Gary Graham, Jason Haynes, and Dr. Hareshi.

7. MOVITE Chapters – Earl Newman

The Chapter Presidents should be invited to the MOVITE meetings. Steve needs to get an electronic database for TEAM. Earl encourages the Board members to try to start Chapters in other parts of the MOVITE region. Kansas City, Oklahoma City and Springfield were mentioned specifically.

8. Awards for Fall Meeting

Jay wants to award winners in all of the categories in the Fall. The Board members should all make an effort to encourage and/or nominate people for all of the categories. It was discussed that technical papers for the various awards should be submitted in both electronic format and hard copy. In addition, the papers should include a one page executive summary.

9. New Business

A. MOVITE Committee Development Group

Lisa Richardson, Danielle Vachal, and Doug Ripley have looked at the following committees and have recruited chairmen for each.

- **Student Liaison Chairman** – Mike Gorman - He noted that the key to getting the chapters involved is personal contact, such as a direct liason for each school.
- **Event Chairman** – Brian Ray
- **Membership Chairman** – Kip Strauss
- **Legislative Activities Chairman** – Bill Kerry
- **Technical Committee Chairman** – Tom Staudt - Tom needs to be given a charge. The committees should be reviewed to determine if progress is being made or if they need to be dropped. The committee heads will be put on the Executive page.

B. Student Chapters

MOVITE should work on activating the student chapters. Ideas were discussed on how to do this. If the advisor is not a member of ITE, MOVITE

would provide a $200 voucher for 1st year for the advisor to join ITE/MOVITE.

There are now 8 student chapters. However, most of them do not turn in chapter performance reports. It was suggested that we let the students know they will be rewarded for turning in an annual report. There are standard guidelines for the report. MOVITE will give an award for the best student chapter based upon this report.

Mike suggested that there be student chapter incentives. If any chapter submits and meets the minimum requirements of the annual report, the chapter will get $100. The winning chapter would get $300. Mike made a motion to provide these incentives. Doug seconded the motion. It was unanimously approved.

C. MOVITE Membership Brochures

Matt Selinger brought examples of the new MOVITE membership brochure. He will make revisions based on any comments that he gets.

D. Dr. Pat McCoy

Mike Gorman had information on an ongoing fund drive for an endowment scholarship in Dr. McCoy's name. Mike made a motion to change the "Educator of the Year" Award to the "Dr. Pat McCoy Educator of the Year Award" in honor of its first recipient, Dr. McCoy. Matt Selinger seconded the motion. It was approved unanimously.

E. MOVITE Checking Account

There was a discussion about the healthy balance in the MOVITE checking account ($10,000+/-). Steve Hofener noted that there is not a specific income level that needs to be maintained from a tax standpoint. He suggested that 50% of the reserves of the budget should probably be maintained.

F. Fall Meeting 2002

The Fall 2002 meeting was a great success. Mike Gorman noted that the meeting made $3,600 above the $2,000 seed money that had been provided by MOVITE. If we continue to be financially successful at the meetings, we should consider putting more money into scholarships.

G. Spring Meeting 2003

Nicci Tiner discussed the plans for the Spring meeting to be held in Fayetteville, Arkansas. Grant Zammit with FHWA in Atlanta will be presenting the technical session on Wednesday. Dr. Jim Gattis has been working on other speakers. Perry Franklin and Marty Pinkley are working on the golf tournament. The committee will be meeting in Fayetteville in late January to see where things are.

Several items for the Spring meeting were suggested by the board members.

- Spend up to $1000 for banquet entertainment
- Make accommodate for vegetarians
- Provide a sheet for Professional Development Units
- Have a consent agenda with several items at the board meeting
- Think about an afternoon board meeting if it would not conflict with the golf tournament
- Send out emails with information on the Spring meeting
- Registration information should be sent to each of the active student chapters
- Students would pay up to $30 for meals, but there registration would be free

H. Fall Retreat 2003

The annual fall retreat for next year was set for December 5, 2003 in Kansas City.

Nicci moved to adjourn the meeting and Doug seconded the motion. The board voted and the motion was unanimously approved. The meeting was adjourned at 1:45 PM.

2002 MOVITE Student Chapter Competition

An annual award will be offered annually by MOVITE to the student chapter whose annual report of activities is selected as the most outstanding based upon guidelines established by ITE for this competition. The annual report should be based on the student chapter's activities for the current academic year.

Participating Qualifications

To qualify for the student chapter award, the chapter must a) be affiliated with a recognized college or university in the MOVITE; and b) have submitted an annual report of the activities for the current academic year.

Procedures for Selecting the Student Chapter Award

A review board appointed by the President will judge the student chapter annual reports. The winner of the student chapter award will be determined by May 1, 2002

Schedule of Submission for Award Consideration

The annual report should be submitted to the Section President no later than **April 1, 2002**. If mailed, the postmark must be March 31, 2002, or earlier. The mailing address is as follows:

Michael N. Gorman
2002 MOVITE President
HWS Consulting Group Inc.
10844 Old Mill Rd, Suite 1
Omaha, NE 68154
(402) 333-5792

The Student Chapter Award

Upon selection of the outstanding student chapter, the President shall present a plaque commemorating and citing the student chapter along with a cash award of $100. The Faculty Advisor shall insure that the cash award is utilized to promote the technical activities of the student chapter. The cash award can not be utilized to support social functions.

Questions

Contact C. Jay Wynn, 2002 MOVITE Vice-President, during business hours at (417) 869-6009 during business hours.

Section Activities Award
Report To ITE

MISSOURI VALLEY SECTION
FOUNDED 1951

ite

January to December 2002

2002 ANNUAL REPORT AND SUPPORTING DOCUMENTATION TO ITE

2002 Officers

President	Michael N. Gorman	HWS Consulting Group
Immediate Past President	Neal Hawkins	Howard R. Green Company
Vice President (Student Chapter Coordinator)	C. Jay Wynn	Matthews & Associates
Secretary	Todd Butler	Traffic Engineering Consultants
Treasurer	Nicci D. Tiner	Garver Engineers, Inc.
Director (Finance)	Steve R. Schooley	City of Lenexa
Director (By-Law and Policy)	Douglas A. Ripley	Howard R. Green Company
Director (Membership)	Matthew J. Selinger	HDR Engineering Inc.
Affiliate Director	Dan Fuchs	Brown Traffic, Inc.
Affiliate Director	Jon Fischer	Kansas Department of Transportation

New Officers for 2003

President	C. Jay Wynn	Matthews & Associates
Immediate Past President	Michael N. Gorman	HWS Consulting Group
Vice President (Student Chapter Coordinator)	Todd Butler	Traffic Engineering Consultants
Secretary	Nicci D. Tiner	Garver Engineers, Inc.
Treasurer	Steve R. Schooley	City of Lenexa
Director (Finance)	Douglas A. Ripley	Howard R. Green Company
Director (By-Law and Policy)	Matthew J. Selinger	HDR Engineering Inc.
Director (Membership)	Shawn J. Leight	Crawford, Bunte, Brammeier.
Affiliate Director	Perry L. Franklin	City of Fayetteville
Affiliate Director	Louis L. Glover	General Traffic Controls

2002 Committee Members

By-Laws & Policy Committee
Doug Ripley, Chairman
Perry Franklin
Mike Gorman, Ex-Officio

Program & Technical Activities Committee
Jay Wynn, Chairman
Mike Gorman, Ex-Officio

Membership Committee
Matt Selinger, Chairman
Mike Gorman, Ex-Oficio

Audit Committee
Steve Schooley, Chairman
Mike Gorman, Ex-Officio

Web Page Committee
Lisa Richardson, Administrator
Matt Selinger
Mike Gorman, Ex-Officio

Finance Committee
Steve Schooley, Chairman
Nicci Tiner, Ex-Officio
Mike Gorman, Ex-Officio

Student Chapter & Awards Committee
C. Jay Wynn, Chairman
Mike Gorman, Ex-Officio

Publication & Handbook Committee
Doug Ripley, Chairman
Mike Gorman, Ex-Officio

Teller Committee
Todd Butler, Chairman
Mike Gorman, Ex-Officio

Movite Journal Committee
Danielle Vachel, Editor
Mike Gorman, Ex-Officio

Transportation Awards Committee
Mike Gorman, Chairman
Neal Hawkins
Bruce Wacker

Nominating Committee
Neal Hawkins, Chairman

Membership

Membership Grade	Number	Section Annual Dues Rate
Associate Member	237	$12.00
Member	238	$12.00
Fellow Member	46	$12.00
Section Affiliate Member	75	$12.00
ITE Affiliate Member	13	$12.00
Life Member	8	$0.00
Esteemed Colleagues	0	$0.00
Student Member	79	$0.00
Total	**696**	

Student Chapter Activities

Active Student Chapters	University of Arkansas Iowa State University University of Nebraska University of Missouri – Rolla
Inactive Student Chapters	University of Oklahoma Oklahoma State University Washington University University of Kansas

Interested in Forming Student Chapter	Kansas State University University of Missouri – Columbia
Other Colleges/Universities	University of Iowa

The Iowa State University Student Chapter won the MOVITE Outstanding Student Chapter Award by submitting their annual student chapter report. The University of Nebraska was recognized at the fall meeting for 20 years of continuous active status.

The various active student chapters hold regular meetings that host a speaker who makes a technical presentation to the chapter members. Some of the student chapters also take technical tours to enhance their understanding about various processes relating to transportation engineering.

Students are also encouraged to attend the MOVITE Spring and Fall Meetings. The registration costs are complimentary to student members. Students are only required to cover the cost of meals and hotel accommodations.

Each year, the Vice President of MOVITE contacts each student chapter in regard to announcements for MOVITE Student Chapter Awards, etc. This year, the executive board assisted the University of Missouri-Columbia student chapter find, confirm and coordinate a speaker from the transportation profession to make a presentation at their meeting.

Financial

Balance of Funds Beginning of Reporting Period	**$6,223.52**
Income for the Reporting Period	
Membership Dues	$3,065.00
Meetings	$25,478.60
Interest	$0.00
Advertising Income	$9,025.00
Affiliate Members from ITE	$ 0.00
District IV Reimbursement	$1,846.06
Income from Reserves	$0.00
Scholarship fund	$620.00
Total Income	**$40,034.66**
Expenditures for the Reporting Period	
Postage	$696.62
Stationary & Labels	$0.00
Journal Printing	$3,786.35
Officer's Handbook	$0.00
Meeting Guide	$0.00
Meeting Advance	$3,000.00
Spring 2002 Meeting Expense	$14,452.58

Past Presidents Plaque & Pin	$85.38
Award Plaques (3 total)	$2,010.25
Student Award Travel & Certificate	$0.00
Student Chapter Award	$0.00
Student Chapter Startup	$113.92
Miscellaneous	$163.13
ITE Vice President Campaign	$1,250.00
Presidents ITE Annual Meeting Expenses	$1,340.73
MOVITE Member/Affil Training	$0.00
Web Page	$0.00
Insurance	$333.00
Scholarship pmt to ITE	$0.00
Officer's Planning Meeting	$434.89
Tax Preparation	$450.00
Total Expenditures	**$28,116.85**
Net Income	**$11,917.81**
Balance of Funds End of Reporting Period	**$18,141.33**

Section Federal Employer Identification Number **43-1306703**
MOVITE Student Scholarship Identification Number **43-1376860**

Meetings

April 24-26, 2002	Oklahoma City, OK	Spring Meeting Board and Business Meetings
September 25-27, 2002	Omaha, NE	Annual Fall Meeting Board and Business Meetings
Dec. 6, 2002	Kansas City, MO	Fall Officer's Retreat New Officer Orientation and Planning Session
April 30-May 2, 2003	Fayetteville, AK	Spring Meeting Board and Business Meetings
Sept. 24-26, 2003	Springfield, MO	Annual Fall Meeting Board and Business Meetings
December 5, 2003	Kansas City, MO	Fall Officer's Retreat

MOVITE Officers Planning Meeting

On Saturday, December 6, 2002, MOVITE held the 4th Annual Officers planning meeting in Kansas City Missouri at the Argosy Casino. Given that MOVITE only meets twice per year, this planning meeting provides the opportunity to transfer officer information to incoming members, focus on current issues for the chapter, and set some vision as to activities and benefits to provide for the coming year.

Policy Changes

There were no Policy or By-Law changes in 2002.

Awards Presented

Outstanding Student Chapter Award
Iowa State University. Awarded to a MOVITE student chapter based upon their annual report to ITE.
Form of Award: Plaque and $100

Jan Kibbe Student Scholarship
Ryan R. Huff, University of Nebraska - Lincoln. The scholarship is intended to encourage engineering students to pursue a career in traffic or transportation engineering.
Form of Award: $1,000 cash scholarship (after enrollment in traffic/transportation curriculum) and a Certificate.

Thomas J. Seburn Award
This award is offered annually to the MOVITE student engineer whose paper is selected as the most significant contribution to transportation engineering.

1st Place	Srinivas Mandavilli	$500
2nd Place	David Venziano	$200
3rd Place	Venu G. Nemani	$100

The winner of first place also received travel expenses up to $250 to attend the Fall MOVITE meeting and present their paper.

Special Recognition
The **University of Nebraska** was presented a plaque in recognition of 20 years of continued activity and recognized with Iowa State University as one of the two most active student chapters.

Technical Committees

Background of Technical Committees:
Technical committees were originally formed to provide a forum for research and idea exchange within the members of the MOVITE geographical area. Many ideas and local practices have been developed into standards or have been improved through information sharing. Other committees have compiled survey data from the membership of practicing professionals that has been helpful in determining a particular course of action. Thus, technical committees have generally focused on topics that are of mutual benefit and interest to the overall MOVITE area.

The recommendations that are a result of the research and study may serve as a technical presentation topic at the spring or fall MOVITE meetings.

Purpose of Technical Committees:
The purpose of a technical committee is to attempt to:

- Gather information on current engineering practices or practices that require further research in the traffic/transportation community
- Study the differences between practices within the context of each participating entity
- Determine the basis or reasoning behind each current practice
- Provide a standard recommended practice within the guidelines of sound engineering study and judgment based on the gathered data
- Attempt to reconcile differences within the practicing traffic/transportation engineering community for purposes of developing a uniform standard among the MOVITE area

Technical Topic Selection:
A technical topic should be selected based on:

- Current inconsistencies within the traffic/transportation community that could be improved to provide a more uniform practice within the MOVITE area
- General applicability within the MOVITE area as opposed to an individual application
- A current practice that needs to be changed or modified based on changes made at a federal, state, or local government level of which requires research prior to implementing
- New technology that needs to be studied or evaluated that would have potential impact on engineering in the MOVITE area
- Current procedures that could be modified to provide a safer environment to the traveling public
- Other ideas are welcome as long as the topic focuses on and is in the best interest of the MOVITE region and members

Process of Initiating a Technical Committee:
The current vice-president of MOVITE is assigned the duty of developing technical committee assignments. The vice-president will provide a list of typical topics meeting the above criteria. The list may be used to either generate additional topic ideas within the MOVITE community that require further study or to serve as a topic for a newly formed technical committee.

The vice-president will solicit interest from the membership to be committee chair(s). Once the chair of the committee is selected, the vice-president will assist them in contacting other members in the remaining six-state region to act as committee members. It is strongly recommended that one representative from each of the six states be a participating member of each technical committee.

Data Gathering:
The duty of each state representative will be to serve as the local committee liaison in their own state region. They should attempt to contact a representative sample of practicing professionals within their own state from state and local governments, consultants, etc., during the data gathering process. It is desirable to get as wide of a cross-section as possible to achieve the desired result of obtaining consensus in the final recommendation. As such, the representative

should stay in contact with the participating entities throughout the process, especially during the recommendation phase.

Time Schedule:
The current vice-president of MOVITE will assist the technical committee chair in developing a schedule for timely completion of major milestones. The purpose for the schedule is to keep the committee members focused on their duties so the process continues to fruition. Some major milestones may be:

- Selection of committee topic
- Completion of recruiting process for committee member representatives
- Submission of the committees goals and objectives
- Completion of data gathering
- Preliminary analysis of data complete
- Submission of preliminary status report (summary of data)
- Submission of intermediate status report (preliminary formation of recommendations)
- Report abstract submitted to MOVITE vice-president
- Submit preliminary draft of report with recommendations
- Submit final report
- Possible presentation to MOVITE

Recommended Deliverable Items:
It is recommended that each technical committee provide a summary of their actions to the current MOVITE vice-president for consideration of publishing in the MOVITE Journal. The summary should be presented as a technical paper that outlines the process of the committee, the range of data gathered, method of data analysis, recommendation and supporting documentation. The paper should not exceed fifteen typewritten, double-spaced pages (8.5" by 11" white paper). An abstract of approximately 300 words is to be submitted with the paper.

Current Technical Committee Chair Contacts and Goals:
Red Light Violation Camera Monitoring
Committee Chair: Brian Shields, City of Overland Park

- What are the current legal restraints per each state that are blocking the procedure?
- What are the enforcement issues and how would enforcement be implemented?
- What is the best implementation process?
- What are the experiences of other states that utilize this procedure?
- Are there any state statutes or city ordinances that would need to be changed?
- How is "running the red" defined in the MOVITE area states? (eg. 2 sec from the stop bar; entering intersection on a red light)
- Is clearing the intersection on amber consistent between states?
- Do traffic engineering clearance times match the enforcement policies of the police?
- What are the various type of equipment and pro's and con's?

Fiber Optic Interconnect Practices
Committee Chair: Neal Hawkins, Howard R. Green Company Consulting Engineers

- What size and type of conduit is being used and why?
- What size and type of service boxes are being used and why?
- How many fibers are being used in the cable and why?

- Multi mode or Single mode fiber and why?
- What should service box spacing be based on number of access points and ease of cable pulling?
- How many fibers per tube are being specified and why?
- What is the color of the conduit and how is the location marked?
- Is there a locating cable installed in the conduit and ground rods in the service boxes for locating purposes?
- What type of locating cable should be installed if any?
- Should the interconnect conduit and service boxes be separated from the normal signal conduit and service boxes at signalized intersections or is it acceptable to run in the same conduit and service boxes?
- Rules of thumb for minimum conduit bend radius, controller and service box entry?
- How much extra cable should be coiled in the access points?
- Should the color on the individual fiber tubes be color coded uniformly in our industry?
- Recommended depth for conduit installation?

Vehicle Detection Methods and Practices

Committee Chairs: James St. Clair, City of Springfield and Derek Townsend, Control Technologies of Texas

- What different loop technology is available? (eg, video, inductance loops, micro loops, preformed loops, etc.)
- What are the recommended uses for each loop technology?
- What are the strengths and weakness of each method?
- What are the installation requirements?
- What are the current inductance loop configurations? (eg, multi-diamond, quadruple, single diamond, circular, etc.)
- Which loop configuration is best and why? List strengths and weaknesses.
- How long should presence loops be?
- Where should advance loops be placed for proper dilemma zone protection and passage?
- How many advance loops should be used for various approach speeds?
- Are advance loops required for 35 mph and lower streets?
- What equipment is required for video detection?
- When is video detection the preferred method?
- What are the current practices of the MOVITE area?
- What are the problems associated with the current practices?
- What are the maintenance issues with various detection methods?

Traffic Calming Policies and Devices

Committee Chair: Steve Schooley, City of Lenexa

- What are the current policies, if any of the MOVITE area?
- What are the most common traffic problems confronting the MOVITE area which could be improved through traffic calming?
- What are the threshold values for speed, volume, cut-through traffic, accidents, etc. in determining when to install a particular traffic calming device?
- When, if ever, should implementation be proactive (installed on perceptions during new street design improvements) rather than reactive (after the problem occurs)?

- How should requests for traffic calming devices be prioritized? (eg. Per council member district, first come/first serve, coincidental with neighborhood street improvement areas, etc.)
- Should they be installed temporary or permanent?
- Should cities attempt to limit the number of traffic calming devices to implement instead of using the entire laundry list?
- What type of public involvement process should be employed?
- What design standards should be adopted?
- Are there minimum taper lengths, sight distances, street widths, etc.
- How do the various devices affect emergency response time?

Right Turn Lane Geometric Treatment

Committee Chairs: Mike Malone, Olsson Associates Consulting Engineers and Matt Selinger, HDR Engineering, Inc

- What are storage bay length determination methods throughout MOVITE?
- What taper lengths or ratios are currently being used throughout MOVITE?
- Are and should escape tapers downstream of the intersection be used? If so, how long should they be?
- Are and should channelization islands at the intersections be used?
- Free-flow versus signal control?
- Should right turn lanes be carried through intersections or should they be physically broken downstream?
- What criteria is used to determine which treatment is appropriate?
- Provide recommended practice.

Pedestrian Crossing Timings with/without Crossing Guards

Committee Chair: David Church, Kansas Department of Transportation

- What are the crossing guard procedures in the MOVITE area?
- Are normal pedestrian crossing and clearance times per HCM adequate for school crossings with or without crossing guards?
- How should pedestrian timings be determined at school crossing locations with crossing guards?
- How should pedestrian timings be determined at school crossing locations without crossing guards?
- How much time is too much time?
- What type of data gathering is required?
- Provide guidance for revised equation for determination of WALK, FDW and DW for school crossing areas with and without crossing guards.
- What are the impacts on intersection LOS?
- What are the impacts on crossing locations?

The technical committees have been formed and are in the process of soliciting additional members and information pertinent to their specific committee.

Officer Handbook Revisions

An update of the MOVITE Officer Handbook was completed. The handbook identifies the duties of every one of the executive board members and standing committee chairs. The revised edition includes a more comprehensive task breakdown with detail explanations of duties and specific tasks.

The edition includes more than 200 exhibits that can be used as examples for correspondence, certificates, forms, brochures, etc. It is a comprehensive document that contains all the pertinent information regarding the operation of the Section.

The handbook was submitted both in a CD format that contains direct links between the table of contents, exhibit references and the sample documents as well as a hard copy bound in a binder. The handbook was provided to the incoming officers at the 2002 Fall Officer's Retreat and will be posted on the web site.

Membership Handbook Revisions

The MOVITE Membership Handbook was revised. The handbook contains the following sections dating back to 1951 (Founding):

- Section History
- Meeting List
- Officer's List
- MOVITE Policies
- MOVITE By-Laws
- ITE District Charter
- District Section Charter
- District IV By-Laws

In the past, the revised handbook was compiled in a binder and mailed to all the current members. Because of the annual changes required to the various sections, and the fact that pending changes to the by-laws and policies were never complete by the targeted mailing date, the revision and distribution process was not efficient or cost effective. It has been four years since an update was mailed to the members.

Therefore, all of the revised information has been included on the MOVITE web page. This will allow dynamic revisions to take place so the members of MOVITE have the most recent and reliable information available. Hard copies will still be made available by request for members who do not have web access or would prefer them.

Web Page Update

The MOVITE web page in continuously updated.

There is a "President's Page" that includes the president's messages and a web welcome as well as a statement of the year's goals and pictures of all the executive board members. Other navigation buttons include "About MOVITE" with printable membership forms and instructions; "MOVITE Journal" which allows a full download of the Journal comparable to the hard mailed copy; "Meetings" with a calendar of events, meeting programs and hotel information; "History" that includes all the information once contained in the membership handbook; "By-Laws and Policies" containing the most current editions regarding the government of MOVITE; "Awards" that contains all the MOVITE award announcements and current and past winners with links to the winning papers; "Technical Committees" that lists the various technical committees that have been formed with contact information; Links to other organizations; Scrolling advertisers bar and much more. Additional enhancements are currently being planned such as an "Affiliate Member" navigation button to include new product information, etc. as well as possibilities for on-line voting for officer positions and by-law changes.

A new standing committee "Web Page Administrator" was formed to emphasize the Board's commitment to providing resources for the membership and to maintain and update the web page during the course of the year to ensure that the most current information is available to the members. MOVITE gratefully acknowledges Lisa Richardson for accepting this position and to HDR Engineering, Inc. for hosting the site. The address of the web site is http://www.movite.org/

MOVITE Journal

The MOVITE Journal is published a minimum of three times a year and sent to an audience of almost 700 members.

Each edition contains technical papers, award announcements, area news, officer contact information, president's message and District Director's message, meeting information and registration forms, etc. The MOVITE Journal was entered in the ITE Newsletter Award competition. Complimentary editions were sent out to MPO's, DOT's and other organizations in an attempt to foster interest and growth in MOVITE and the transportation engineering profession.

The MOVITE Journal continues to be a high quality publication that receives the accolades of our membership.

2002 MOVITE Fall Meeting—Omaha, Nebraska

The 2002 Fall Meeting was held in Omaha, NE on September 25-27. This is the first time the meeting was held in Omaha since 1997. The meeting kicked off on Wednesday with an Intersection Improvement workshop. After the workshop many enjoyed beautiful weather, and the opportunity to commune with nature while looking for golf balls in the rough at Dodge Park in Council Bluffs. This year's golf tournament featured a four person scramble.

The MOVITE Board met Wednesday evening with International ITE Vice-President Elect Steve Hofener and District IV ITE Director Earl Newman participating.

Thursday morning was kicked off by Omaha Mayor Mike Fahey. The agenda included a variety of topics and perspectives on such issues as Lincoln and Omaha Downtown Redevelopment, Omaha Riverfront Improvements, NASCAR Safety, NASA's Small Aircraft Transportation Study and University of Iowa Driver Simulation Facility.

During the Thursday Business meeting a number of honors and awards were given:

Iowa State University—MOVITE Student Chapter of the Year
Ryan Huff – Jan Kibbe Award
Srinivas Mandavilli – 1st Place Thomas J. Sebour Award
David Venziano – 2nd Place Thomas J. Sebour Award
Venu G. Nemani – 3rd Place Thomas J. Sebour Award

Thursday night featured a magician who provided entertainment after the banquet. The evening was "livened up" with a social/cocktail hour sponsored by a number of MOVITE member companies.

The conference continued on Friday with another great line-up of presenters and topics. All-in-all, more than 130 people attended the events throughout the three days of the meeting. The local arrangements committee are to be congratulated for their efforts. Hopefully, it won't be another 6 years before Omaha is host to another MOVITE meeting.

Other MOVITE 2002 Highlights

Oklahoma City, Oklahoma – Spring Meeting
Todd Butler and the rest of the local arrangements committee in Oklahoma City put together a fine program in April. It was nice to meet members of the Oklahoma Traffic Engineers Association (OTEA) and it was a pleasure to hear from Gary Ridley, the Director of the Oklahoma Department of Transportation. The meeting cam off almost flawlessly and would have been perfect if Todd and his committee could have done something about the weather Thursday night that rained out the planned baseball game. Everyone had a good time anyway spending the evening in the downtown area enjoying the entertainment and hospitality.

TEAM Becomes a MOVITE Chapter
Shawn Leight and other members of TEAM (Traffic Engineering Association of Metropolitan) St. Louis petitioned MOVITE to make their organization a chapter. The MOVITE Board approved the request at the Spring Meeting and forwarded the proposed charter and by-laws to ITE international headquarters. We received word from Thomas Brahms, Executive Director, that the charter has been approved. Many thanks to Shawn and other officers within TEAM for their efforts working through the details necessary to become a MOVITE chapter.

Student Chapter Competition
Dr. Gary Spring, a professor at the University of Missouri – Rolla, has proposed creation of a competition between the Universities that have active ITE Student chapters. The idea that had the greatest support is to test various designs of crash cushions using a ramp system, model car and egg. Various ways of stopping the car carrying the egg would be designed by students. The chapter with the best design would then be awarded a monetary prize and plaque. Jay Wynn, MOVITE Vice President, is working out the logistics with Dr. Spring. The first competition will be held in Fayetteville, Arkansas at the 2003 Spring Meeting.

Joint District IV/District VII Meeting
Earl Newman and Mike Gorman traveled to Ottawa, Ontario in May of this year to attend the District VII (Canadian) ITE meeting. The purpose was to learn firsthand how they conduct their meetings to see if it would be compatible with a combined meeting with District IV. Several representatives of the District VII Board were in attendance, including Joanna Musters, President and James Gough, Vice President as well as Jenny Grote, International President. It was mutually decided that a combined meeting in June 2003 would be an outstanding opportunity for District IV members to meet with and understand issues facing the Canadian District as well as giving the Canadians a chance to learn more about the American approach to the transportation

challenges that face each of our countries. Some of the details of the joint meeting have already been worked out. Earl Newman will be meeting in St. Paul, Minnesota with District VII leadership again to work out more of the details. More information regarding this meeting will be provided in the next MOVITE Journal.

MOVITE membership has contributed and kept abreast of legislative issues within the six-state region.

Legislative Issues

National Legislative Issues

National ITE publishes a weekly newsletter, Washington Weekly, to keep members up to date on the activities going on in Washington, D.C. Click here to go to the Washington Weekly page at ITE.org.
Check out the other government information that ITE has put together on ITE.org.

MOVITE Area Legislative Issues

Arkansas
Currently nothing to report.
Iowa
Currently nothing to report.
Kansas
Currently nothing to report.
Missouri
Currently nothing to report.
Nebraska
Currently nothing to report.
Oklahoma
Currently nothing to report.

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2001 MOVITE Student Paper Competition

Thomas J. Seburn Award

An award is offered annually by MOVITE to the student engineer whose paper is selected as the most significant contribution to transportation engineering. The paper should be based on the student's personal efforts and may be on any subject, study or experience of the student's selection, which pertains to the advancement of transportation engineering. The paper is not to exceed fifteen typewritten, double-spaced pages (8.5" by 11" white paper). An abstract of approximately 300 words is to be submitted with the paper.

Participating Qualifications

To qualify for the student award, a candidate must a) be a student in a recognized college or university in the MOVITE area and enrolled in a program which is related to transportation and/or traffic engineering at the time the award is given and certified thereto by a faculty member in charge of transportation and/or traffic engineering course at the college; and b) have conducted or been a major participant in the conduct of some independent or original technical study or other accomplishment and must furnish evidence of important responsibility in this activity.

Procedures for Selecting the Student Award

The paper(s) will be judged on originality, significance, scope and format, validity and applicability. No award will be made if in the judgment of the selection committee, none of the papers meet these criteria. The President will appoint a review board comprised of Student Chapters and Awards Committee. The winners of the Thomas J. Seburn Student Paper Award will be determined by May 1, 2003. If a student who submits a paper has a relative or a faculty member from the student's school on the selection committee, that person will not be permitted to participate and a replacement will be appointed by the President for the selection of the student award.

Schedule of Submission for Award Consideration

The paper and abstract, along with a completed application form, shall be submitted to the MOVITE Vice President no later than **April 1, 2003**. If mailed, the postmark must be March 31, 2003, or earlier. The mailing address is provided on the application form.

The Thomas J. Seburn Award

Upon selection of the paper deemed outstanding, the President shall, at the Spring meeting, present a suitable certificate commemorating and citing the student along with a cash award of $500. Second and third place prizes of $200 and $100 may also be awarded. Up to $250 in travel expenses will provided to the first place winner to attend the Fall meeting and present the paper.

Questions

Contact Todd Butler, 2003 MOVITE Vice-President, during business hours at (405) 720-7721.

Information and Application Packet
for the academic year 2003-2004

Jan Kibbe Student Scholarship

for Study in

Traffic/Transportation Engineering

offered by

MOVITE

Missouri Valley Section
of the
Institute of Transportation Engineers

MOVITE

MOVITE is the Missouri Valley Section of the Institute of Transportation Engineers (ITE). Covering the states of Nebraska, Iowa, Kansas, Missouri, Oklahoma and Arkansas, MOVITE includes traffic and transportation professionals and affiliates representing cities, counties, states, the federal government, academic institutions, private industry and consulting.

SCHOLARSHIP

Transportation is important to the economy of not only middle America but to the world. As such, it is critical that professionals be available to maintain and expand our systems of delivering goods and services. To further this effort, MOVITE is offering a ***$1,000 cash scholarship*** to a deserving student pursuing course work in traffic and/or transportation engineering in the hope that the recipient will continue into a career in the traffic/transportation field.

ELIGIBILITY

To qualify for the Jan Kibbe Student Scholarship, a candidate must meet the requirements listed below.

(A) Be, or plan to be, a student at one of the following universities in the MOVITE area:

University of Arkansas
University of Iowa
Iowa State University
University of Kansas
Kansas State University
Univ. of Missouri - Columbia
University of Missouri - Rolla
University of Nebraska
University of Oklahoma
Oklahoma State University
Washington University

(B) Be a senior or graduate student in the upcoming academic year.

(C) Be a full-time student enrolled in at least two courses in traffic and/or transportation engineering in the upcoming academic year.

(D) Become a student member of the Institute of Transportation Engineers and, if available at the university, a member of the ITE Student Chapter during the upcoming academic year.

Applicants for this scholarship may also compete in the MOVITE Thomas J. Seburn Student Paper Contest.

Previous recipients of this scholarship are not eligible.

TERMS AND CONDITIONS

Course work must begin within six months of notification of award. Recipients are not eligible to reapply for the scholarship.

The MOVITE scholarship will be paid directly to the selected student upon receipt of:

(A) Proof of enrollment as a full-time student.

(B) Acknowledgment from a traffic/transportation engineering professor at the university (ITE Student Chapter faculty advisor if applicable) that the student meets all of the eligibility requirements.

SELECTION CRITERIA

Candidates will be evaluated on the basis of their proposed program of study, career objectives and recommendation from their university professor.

Applicants who do not meet the eligibility requirements and/or fail to comply with the application process will not be considered.

APPLICATION

To apply for the MOVITE Jan Kibbe Student Scholarship, each student must:

- Complete the enclosed application form.
- Prepare an essay stating his/her reasons for pursuing course work in traffic and/or transportation engineering and career objectives. The essay shall be no longer than two single-spaced typewritten pages.
- Have a letter of recommendation prepared by his/her traffic/transportation engineering professor at the university (ITE Student Chapter faculty advisor if applicable). The letter may be submitted with the application or sent separately by the professor.

Submit all information to:

Todd Butler
2003 MOVITE Vice-President
Traffic Engineering Conslts, Inc.
6000 S Western, Suite 300
Oklahoma City, OK 73139
Phone (405) 720-7721

DEADLINE FOR APPLICATION

Each application packet shall include the application form, essay and letter of recommendation. All material must be received by MOVITE by **April 1, 2003**. If mailed, the postmark must be March 31, 2003, or earlier.

NOTIFICATION OF AWARD

All applications will be evaluated by May 1, 2003. All applicants will be notified by May 15, 2003.

QUESTIONS

Contact Todd Butler at the above address or call (405) 720-7721 during business hours.

2003 MOVITE Student Chapter Competition

An annual award will be offered annually by MOVITE to the student chapter whose annual report of activities is selected as the most outstanding based upon guidelines established by ITE for this competition. The annual report should be based on the student chapter's activities for the current academic year.

Participating Qualifications

To qualify for the student chapter award, the chapter must a) be affiliated with a recognized college or university in the MOVITE; and b) have submitted an annual report of the activities for the current academic year.

Procedures for Selecting the Student Chapter Award

A review board appointed by the President will judge the student chapter annual reports. The winner of the student chapter award will be determined by May 1, 2003

Schedule of Submission for Award Consideration

The annual report should be submitted to the Section President no later than **April 1, 2003**. If mailed, the postmark must be March 31, 2003, or earlier. The mailing address is as follows:

C. Jay Wynn
2003 MOVITE President
Mathews & Associates
1661 W. Elfindale
Springfield, MO 65807
Phone (417) 869-6009

The Student Chapter Award

Upon selection of the outstanding student chapter, the President shall present a plaque commemorating and citing the student chapter along with a cash award of $100. The Faculty Advisor shall insure that the cash award is utilized to promote the technical activities of the student chapter. The cash award can not be utilized to support social functions.

Questions

Contact Todd Butler, 2003 MOVITE Vice-President, during business hours at (405) 720-7721 during business hours.

2003 MOVITE Technical Research Scholarship Competition

A research scholarship is offered annually by MOVITE to the graduate or doctorate student engineer whose technical research project is selected as the most significant contribution to transportation engineering and the most beneficial to the practicing professionals within the MOVITE area. The technical research project should be based on the graduate or doctorate student's personal efforts and may be on any subject, study or experience of the student's selection, which pertains to the advancement of transportation engineering and would provide value or assistance in practical issues which would be beneficial to practicing professionals of the MOVITE area. The scope of the technical research project to be submitted should not to exceed five typewritten, double-spaced pages (8.5" by 11" white paper). An abstract of approximately 300 words and a time schedule for completion is to be submitted with the technical research project scope. At the conclusion of the technical research project, a written report will be presented by the graduate or doctorate student summarizing the research project and providing recommendations or conclusions of the study. The report will be printed in the next edition of the MOVITE Journal.

Participating Qualifications

To qualify for the research scholarship, a candidate must a) be a full-time graduate or doctorate student enrolled in a transportation/traffic engineering program in a recognized college or university in the MOVITE area; b) be conducting research or prepared to begin conducting research within 6 months of the award in a program which is related to transportation and/or traffic engineering and is of particular interest and benefit to the practicing professionals within the MOVITE area at the time the award is given and certified thereto by a faculty member in charge of transportation and/or traffic engineering course at the college; and c) Be able to complete the research within the specified time while still enrolled in the transportation program in any of the above recognized colleges or universities in the MOVITE area.

Procedures for Selecting the Technical Research Scholarship Award

The scope of the research scholarship(s) will be judged on originality, significance, defined goals, technical merit, format, validity and applicability to practicing professionals within the MOVITE area. The topic should be related to existing standards of practice that need further development or clarification and/or new standards of practice that need additional research. The President will appoint a review board comprised of Student Chapters and Awards Committee. The review board will evaluate the submitted scope and determine whether the topic satisfies the above criteria. No award will be made if in the judgment of the selection committee, none of the submittals meet these criteria. If a graduate or doctorate student who submits a scope for a research grant has a relative or a faculty member from the student's school on the selection committee, that person will not be permitted to participate and a replacement will be appointed by the President for the selection of the technical research scholarship award.

Schedule of Submission for Technical Research Scholarship Consideration

The research project scope and abstract, along with a completed application form, shall be submitted to the MOVITE Vice President no later than April 1, 2003. If mailed, the postmark must be March 31, 2003, or earlier. The mailing address is provided on the application form.

The Technical Research Scholarship Award

Upon selection of the research project scope and abstract deemed outstanding and most beneficial to practicing professionals, the President shall, at the Fall meeting, present a suitable certificate commemorating and citing the graduate or doctorate student along with an initial cash award of $500. An additional $500 will be awarded at the conclusion of the research project and at the time the results of the research are summarized in the MOVITE Journal. Up to $250 in travel expenses will provided to the first place winner to attend the Fall meeting with an opportunity to present the findings of the research project. This award can be used to exclusively fund or subsidize existing research projects.

Questions

Contact Todd Butler, 2003 MOVITE Vice-President, during business hours at (405) 720-7721.

MINUTES
MOVITE BOARD
FALL RETREAT

Saturday, December 6, 2002
Argosy Casino – Kansas City, Missouri

ATTENDEES:

Board Members

Mike Gorman	Past President
Jay Wynn	President
Nicci Tiner	Secretary
Steve Schooley	Treasurer
Doug Ripley	3rd Year Director
Matt Selinger	2nd Year Director
Shawn Leight	1st Year Director
Perry Franklin	Affiliate Director
Louis Glover	Affiliate Director
Steve Hofener	Section Administrator, ITE Vice President

Visitors

Earl Newman	District IV Director
Neal Hawkins	Past President, 2002
Lisa Richardson	Web Page Administrator
Danielle Vachal	Journal Editor

CALL TO ORDER

1. Welcome and introductions:
The annual Fall Retreat for the MOVITE Board was held on December 6, 2002 in Kansas City. The 2003 MOVITE President, Jay Wynn, called the meeting to order at 8:25 AM. A meeting agenda was distributed. A special thanks was given to Steve Schooley for organizing the meeting.

2. Address to the MOVITE Board – Steve Hofener, ITE Vice President
Steve takes over as ITE Vice President on January 1, 2003. It is a transitional process. Steve has already been involved in all the executive committee meetings via conference calls. He will go to Washington DC in the middle of December to set the goals for the next 3 years. Steve promised that he would try to attend all of the MOVITE meetings.

3. Address to the MOVITE Board – Earl Newman, District IV Director
Earl noted that 2002 had been successful for MOVITE, District IV and ITE. He stated that he was proud of Steve's election and at the board meeting in Washington DC, they had discussed a procedure for getting good candidates and controlling the expenses of the campaign. Earl then gave a report on the status of ITE.

Earl noted that the Fall meeting in Springfield would like to offer the PTOE refresher course. The TEAM Chapter in the MOVITE Section sponsored a PTOE test site. TEAM was responsible for the advertising, registration and refresher course. Everything else was handled by ITE.

4. Transfer of officer information and current duty overview

A. Neal Hawkins, 2002 Immediate Past President

The responsibilities of the Immediate Past President include getting candidates for the next election. Oklahoma will be the next state to submit a 1st year director. Perry's replacement as Affiliate Director on the technical side will be tough to fill. Responsibilities of the Immediate Past President at the District IV level take a lot of time.

B. Mike Gorman, 2003 Immediate Past President / 2002 President

The office of the President requires time every week to get things done. An additional responsibility is getting the awards lined up.

C. Jay Wynn, 2003 President / 2002 Vice President

Jay will call Todd to transfer information.

D. Todd Butler, 2003 Vice President / 2002 Secretary

Todd was not available to provide a transfer of information to the new secretary, Nicci Tiner. Nicci will call Todd to get the information. From his experience, Jay suggested that the minutes be submitted soon after the meeting instead of waiting until they are due.

E. Nicci Tiner, 2003 Secretary / 2002 Treasurer

The Treasurer is responsible for writing the checks and mailing out the next year's scholarship donations and affiliate dues. The Treasurer works closely with the Section Administrator. The checking account for MOVITE will need to be transferred to the Kansas City area so that the Section Administrator has access to it. There was discussion of sending scholarship donation forms to the corporate level.

F. Steve Schooley, 2003 Treasurer / 2002 3rd Year Director

The 3rd Year Director is responsible for auditing the books and preparing the next year's budget. A couple of the budget items for next year were discussed. These included officer travel to the student chapters, student chapter support of $100 for any chapter that turns in an annual report, and the student competition (Derby) with a grand prize of $1,000.

G. Doug Ripley, 2003 3rd Year Director / 2002 2nd Year Director

The 2nd Year Director is responsible for the by-laws and policies. The current version of these is on the web page. The by-laws and/or policies will need to updated to include the student chapter $1,000 support.

H. Matt Selinger, 2003 2nd Year Director / 2002 1st Year Director

The 1st Year Director is in charge of membership outreach. Kip Strauss will work with this director position. In addition the membership committee should work with the Web Page Administrator.

I. Shawn Leight, 2003 1st Year Director

No items to discuss.

J. Steve Hofener, Section Administrator

Steve explained that the finances have been worked out. The database is a continual challenge. Steve will meet with Tom Swenson to transfer the Section Administrator duties. Tom was unable to attend this meeting. Jay commented that Steve will be missed on the board.

K. Perry Franklin, Affiliate Director

Perry has a list of affiliate members. He plans to get out a letter before the Spring meeting. He also suggested a meeting of the affiliates during the Spring meeting.

L. Louis Glover, Affiliate Director

No items to discuss.

M. Lisa Richardson, Web Site Editor

Lisa passed around a list of information that was needed for the web page. She encourages everyone to get back with her as soon as possible on the requested information. Discussion was held about incorporating the MOVITE Web Page with the ITE Web Page. It was decided that MOVITE would hold off doing that for the next year or two.

N Danielle Vachal, Journal Editor

As part of the next journal, Danielle plans to publish 3 personal notes and Earl's information on the late Dr. Pat McCoy. Earl had written a tribute for Dr. Pat McCoy and what he did for students.

5. Section Administrator Replacement – Mike Gorman

Mike sent a letter to all of the past Presidents. He personally talked to Bruce Wacker. Bruce would prefer to have some time off and let others participate. Mike stated that Tom Swensen indicated interest in the Section Administrator position. Mike then nominated Tom and Steve Schooley seconded the nomination. Tom was unanimously voted as the new Section Administrator. Since Tom was the past historian, it was suggested that one of the duties of the new Section Administrator would be to try to get some of the historical information scanned. Steve Hofener commented that he would close things out as Administrator by late January or early February.

6. Competition Committee – Jay Wynn

The Jay Wynn discussed the MOVITE Derby rules. The Derby is scheduled for the Spring 2003 meeting. The rules had been reviewed by Dr. Jim Gattis, Matt Selinger, and two other MOVITE members. The participation of SISU in the MOVITE Derby was discussed. SISU is in the "TEAM" Chapter area, but not in the MOVITE area. The $1,000 grand prize money from the Derby would not be a voucher.

The Board decided to authorize Jay to form a competition committee. Several MOVITE members have indicated an interest in getting more involved with MOVITE. These members are Gary Graham, Jason Haynes, and Dr. Hareshi.

7. MOVITE Chapters – Earl Newman

The Chapter Presidents should be invited to the MOVITE meetings. Steve needs to get an electronic database for TEAM. Earl encourages the Board members to try to start

Chapters in other parts of the MOVITE region. Kansas City, Oklahoma City and Springfield were mentioned specifically.

8. Awards for Fall Meeting

Jay wants to award winners in all of the categories in the Fall. The Board members should all make an effort to encourage and/or nominate people for all of the categories. It was discussed that technical papers for the various awards should be submitted in both electronic format and hard copy. In addition, the papers should include a one page executive summary.

9. New Business

A. MOVITE Committee Development Group

Lisa Richardson, Danielle Vachal, and Doug Ripley have looked at the following committees and have recruited chairmen for each.

- **Student Liaison Chairman** – Mike Gorman - He noted that the key to getting the chapters involved is personal contact, such as a direct liaison for each school.
- **Event Chairman** – Brian Ray
- **Membership Chairman** – Kip Strauss
- **Legislative Activities Chairman** – Bill Kerry
- **Technical Committee Chairman** – Tom Staudt - Tom needs to be given a charge. The committees should be reviewed to determine if progress is being made or if they need to be dropped. The committee heads will be put on the Executive page.

B. Student Chapters

MOVITE should work on activating the student chapters. Ideas were discussed on how to do this. If the advisor is not a member of ITE, MOVITE would provide a $200 voucher for 1st year for the advisor to join ITE/MOVITE.

There are now 8 student chapters. However, most of them do not turn in chapter performance reports. It was suggested that we let the students know they will be rewarded for turning in an annual report. There are standard guidelines for the report. MOVITE will give an award for the best student chapter based upon this report.

Mike suggested that there be student chapter incentives. If any chapter submits and meets the minimum requirements of the annual report, the chapter will get $100. The winning chapter would get $300. Mike made a motion to provide these incentives. Doug seconded the motion. It was unanimously approved.

C. MOVITE Membership Brochures

Matt Selinger brought examples of the new MOVITE membership brochure. He will make revisions based on any comments that he gets.

D. Dr. Pat McCoy

Mike Gorman had information on an ongoing fund drive for an endowment scholarship in Dr. McCoy's name. Mike made a motion to change the "Educator of

the Year" Award to the "Dr. Pat McCoy Educator of the Year Award" in honor of its first recipient, Dr. McCoy. Matt Selinger seconded the motion. It was approved unanimously.

E. MOVITE Checking Account

There was a discussion about the healthy balance in the MOVITE checking account ($10,000+/-). Steve Hofener noted that there is not a specific income level that needs to be maintained from a tax standpoint. He suggested that 50% of the reserves of the budget should probably be maintained.

F. Fall Meeting 2002

The Fall 2002 meeting was a great success. Mike Gorman noted that the meeting made $3,600 above the $2,000 seed money that had been provided by MOVITE. If we continue to be financially successful at the meetings, we should consider putting more money into scholarships.

G. Spring Meeting 2003

Nicci Tiner discussed the plans for the Spring meeting to be held in Fayetteville, Arkansas. Grant Zammit with FHWA in Atlanta will be presenting the technical session on Wednesday. Dr. Jim Gattis has been working on other speakers. Perry Franklin and Marty Pinkley are working on the golf tournament. The committee will be meeting in Fayetteville in late January to see where things are.

Several items for the Spring meeting were suggested by the board members.

- Spend up to $1000 for banquet entertainment
- Make accommodate for vegetarians
- Provide a sheet for Professional Development Units
- Have a consent agenda with several items at the board meeting
- Think about an afternoon board meeting if it would not conflict with the golf tournament
- Send out emails with information on the Spring meeting
- Registration information should be sent to each of the active student chapters
- Students would pay up to $30 for meals, but there registration would be free

H. Fall Retreat 2003

The annual fall retreat for next year was set for December 5, 2003 in Kansas City.

Nicci moved to adjourn the meeting and Doug seconded the motion. The board voted and the motion was unanimously approved. The meeting was adjourned at 1:45 PM.

MOVITE Fall Board Meeting Minutes

Wednesday, September 25, 2002
Doubletree Hotel
Omaha, Nebraska

I. Call to Order:

The meeting was called to order be President Mike Gorman, at 6:30 p.m. The Board Members and guests present are indicated below.

Mike Gorman	President
C. Jay Wynn	Vice President
Todd Butler	Secretary
Nicci Tiner	Treasurer
Steve Schooley	Director
Doug Ripley	Director
Matt Selinger	Director
Steve Hofener	Section Administrator
Earl Newman	District IV Director
Lisa Richardson	Web Site Editor
Danielle Graber	Journal Editor
Jason Haynes	Guest – 2003 Fall Meeting

A. Presentations to the Board

Steve Hofener – ITE Vice President Elect

Steve addressed the board and thanked everyone for the financial ($1250) backing and support in his campaign for the office of International Vice President of ITE. Steve discussed the current videos available from ITE. The videos are available for meetings with student chapters, public officials, neighborhood groups and traffic engineers for explaining traffic studies to lay groups. Steve discussed his upcoming schedule of Vice Presidential duties which begin January 1, 2003.

Earl Newman – District IV Director

Earl addressed the board and congratulated Steve Hofener as ITE Vice President Elect and Mike Gorman as MOVITE President. Earl discussed dues increases for membership (ITE) approximately $4 average increase. He discussed the opportunity for members to contribute to Professional Development Program Fund. The funds are used as training program funds for the membership, especially young members. Contributions requested from MOVITE as a Section contribution were also discussed. Earl indicated the District will also consider a contribution to the fund. ITE recommended priorities for TE3 – available on the web site. Earl discussed the student chapter meeting he attended at University of Missouri – Columbia and indicated that Jenny Grote, ITE President attended the meeting to talk to the students. He said he encouraged student involvement in ITE and MOVITE. Earl also discussed the TEAM (MOVITE Chapter) meeting recently held in St. Louis. He said he addressed the group and presented the original signed charter and original request (framed). He discussed other prospective chapters in MOVITE in Springfield, MO area and Omaha, NE area.

Earl discussed the PTOE refresher course to be held through the TEAM Chapter in St. Louis. He expected that the St. Louis area would have a good turnout for the next PTOE test. He suggested that MOVITE host a refresher course at a MOVITE meeting, and follow up with a test site in the MOVITE area (Kansas City being considered). He discussed MOVITE membership and the importance of having members renew memberships to keep contact information current. Illinois won the ITE newsletter award. The board discussed newsletters issued via the website. The next ITE mid-year conference is to be held in Ft. Lauderdale, FL during spring break.

Steve Hofener had comments regarding Earl's representation for MOVITE at the District level. He indicated that Earl is going into his third year as a District Director and has done an exceptional job in the past two years. Earl then requested that all meeting minutes and dates be sent to ITE for publishing in the ITE Journal.

Jason Haynes – 2003 Fall Meeting, Springfield, MO Planning Committee
Jason indicated that the planning for the meeting to be held in Springfield is in full swing. He indicated that the hotel contracts had been submitted to Tom Braums (ITE) for review. The Downtown Holiday Inn is proposing a room rate of $69. Jason indicated he will provide flyers for the meeting to Lisa Richardson for the website, and to Danielle Graber for the journal in electronic format.

II. Board Meeting Minutes

The board meeting minutes from the 2002 spring meeting held in Oklahoma City, OK were provided. The minutes were briefly discussed. A motion for approval of the minutes was made by Jay Wynn, and second by Nicci Tiner.
MOTION APPROVED

III. Treasurer's Report

Nicci Tiner presented the treasurer's report. The total income to date was $22,122.08. The total expenses to date were $7,012.65. The scholarship fund to date was $22.956.23. Some corrections to the report were discussed. A motion for the approval of the report was made by Doug Ripley, and second by Steve Schooley.
MOTION APPROVED

IV. Steve Hofener – Section Administrator's Report

Steve H. discussed the membership database, which is changed by ITE. He indicated that he can provide the database to anyone interested but would like to have about a weeks notice. He discussed the sections insurance premium of $333 per year, and indicated that the income tax return had been filed. He said that he was waiting for an invoice from the accountant that prepared the tax return.

Steve H. indicated an interest in the development of MOVITE section chapters. He discussed having a single meeting each year for MOVITE and encouraged chapter meeting to be held in the Fall. Then the membership could attend the District IV meetings.

Earl N. discussed the scheduling of the chapter meetings so that they don't compete with the section or district meetings. Mike G. suggested we wait for the other chapters to form, then revisit the issue and discuss meeting coordination at that time. Earl N. suggested that at this time, we not "dilute" or reduce the number of MOVITE meetings. Steve H. agreed with the idea to continue the discussion at a later date.

V. Committee Reports

A. 2002 Fall Meeting Host Committee Report

Lisa Richardson gave the report on the Fall meeting in Omaha. She indicated that they had 100 registrants for the meeting, 11 of which were students. The Wednesday workshop had 54 registrants. There was a revenue projection of $21,000, with and expense projection of $19,000.

B. MOVITE Journal

Danielle Graber presented the report for the Journal. She discussed the November issue and a request for items from committees, chapter, student chapter, etc. The board discussed the Call for Papers, awards and various scholarship ideas that may be included in future issues of the journal. Mike G. indicated he would get information to Danielle regarding this request. Danielle indicated that in 2002 623 journals had been mailed. The advertising revenue was $8,425. The expenses for the April journal were $1,615.85. The expenses for the August journal were $1,998.62, with a year to date expenses of $3,614.47. She indicated that the article items for the November issue need to be received by October 28.

C. MOVITE Web Page

Lisa Richardson presented the report for the Web Page. She requested that specific information be provided to her. Mike G. wanted to go through the information and assignments as to who would provide the information. The Board discussed the information request with respect to the list of information and who should provide this information to Lisa. Earl N. suggested that the chapters submit information for inclusion on the Web Page. The TEAM Chapter will be contacted by Mike G. to discuss the information that they want to include on the Web Page.

D. Finance Committee

Steve Schooley discussed the proposed budget for 2003. The Board discussed the budget line items and associated amounts. It was suggested that the District IV Reimbursement item, in the Income portion, be $0 or even eliminated. It was also suggested to reduce the postage item in the Expense portion to $ 1600, the Journal Printing item to $6000, and remove the Officer's Handbook, Meeting Guide and 50th Anniversary Meeting Advance items completely. It was also considered to add a budget item for Student Chapter Vouchers in the amount of $800, an item for Officer's Travel in the amount of $1,000, a Student Chapter Support item in the amount of $1,000, and a Student Chapter Competition item in the amount of $1,000. These changes would set the total proposed 2003 Budget Income at $20,758, and Expenses at $20,758.

E. Audit Committee

Steve Schooley indicated he would have the Audit Report ready for the business meeting to be held Thursday during lunch.

F. Membership Committee

Matt Selinger presented the Membership Committee report to the Board. He discussed working with Kip Strauss and membership outreach. Currently MOVITE has 623 members. Life Membership was discussed and approved for Garry Metcalf. Mike G. indicated that MOVITE would send Garry a certificate. Life memberships were also approved for Joe Mickes, Al Horn and J. Gordon White. Certificates are to be presented at the Business Meeting.

G. By-Laws and Policy

Doug Ripley presented the report on the By-Laws and Policies. Doug indicated that no changes to the current MOVITE By-Laws or Policies are recommended at this time. The Board discussed the policy of giving multiple awards to members. If the Board and MOVITE membership wish to allow multiple winners for the awards, a Policy change should take place to clarify the issue. This policy change could be accomplished by a vote of the majority of the Executive Board.

The By-Laws specifically call for annual MOVITE dues of $12 in 2003. If the Board wishes to change the amount of dues collected in and future years, a two-thirds majority vote by the Board may raise or lower the dues amount.

Doug also indicated that he will ensure that each Board Member has the most current copy of the MOVITE By-Laws, Policies and Charter. He asked that each Board member contact him if they feel that they have outdated versions of any of these items.

H. Program and Technical Activities

Jay Wynn had no report

I. Student Chapter and Awards

Jay Wynn presented the Student Chapter and Awards report. Jay indicated the following awards and recipients would be provided.

Jan Kibbe Student Scholarship	Ryan R. Huff
1st Place Thomas J. Seburn Award	Sriniras Mandavilli
2nd Place Thomas J. Seburn Award	David Veneziano
3rd Place Thomas J. Seburn Award	Venu G. Nemani

J. Transportation Awards Committee

Mike Gorman had no awards to present.

K. 2003 Spring Meeting

Nicci Tiner indicated the meeting is to be held April 30 – May 2, 2003 in Fayetteville, Arkansas at the Radisson Hotel. More information would be provided for the next journal printing.

L. Teller Committee

Todd Butler indicated that a teller committee would be set up to count the votes after the last call for ballots at the Business Meeting.

VI. Old Business

A. 2002 Spring Meeting Financial Results

Todd Butler provided the financial results from the 2002 Spring Meeting held in Oklahoma City, Oklahoma April 24 – 26.

Registration Fees Collected	$ 11,740.00
Sponsor Contributions	6,800.00
Total Income	$ 18,540.00
Total Expenses	$ 14,452.58
Total Meeting Reserves	$ 4,087.42

B. Officer's Handbook Update

Mike Gorman will provide updated copies of the Handbook at the Officer's retreat at the end of the year.

C. Planning Update for District IV / District VII Joint Meeting, Spring 2003

Mike Gorman submitted flyers for the meeting for the Board to review. A committee from MOVITE is to be established to help out with the planning for the joint meeting.

D. MOVITE Technical Activity Committees

Mike Gorman indicated that there has not been much activity in the committees. Mike suggested that new chair positions are recommended. The positions and recommended chairs are:

Technical Activities Chair	Tom Stout
Membership Outreach Chair	Kip Strauss

Mike recommended the approval of the chair positions by motion. Jay second motion. **MOTION APPROVED**

E. Student Chapter Competitions

Jay Wynn requested comments from the Board regarding the crash barrier competitions. The Board suggested further discussions be held at the Officer's Retreat.

F. Subsidization of Future Annual ITE/MOVITE Dues

Previously discussed the possibility of subsidizing the annual dues for Student Chapter Faculty Advisors. It was recommended that a budget line item be added to fund the subsidies to attract more student chapters within the section.

G. History Update
Earl Newman indicated he will take care of the update.

H. Status of Life Member List
Earl Newman discussed the upkeep of the list of the Life Members in MOVITE. The Board discussed ways to keep track of members.

G. Status of MOVITE Promotional Brochure
Matt Selinger indicated several items were of concern and Bruce Wacker was working with Paul Palotis on the original design. Matt suggested that he take this project on, and try to develop an acceptable brochure.

VII. New Business

A. MOVITE Liaison with TEAM Chapter
Jay Wynn discussed representatives of each chapter should have representation on the Board. Matt S. suggested that chapter representatives be allowed to attend the Board Meetings. The Board discussed the issue and tabled further discussion until the Officer's Retreat.

B. MOVITE Fall Officer's Retreat
Steve Schooley indicated that he would set up a meeting place for the 2002 Officer's Retreat. It would be held in Kansas City, Friday Dec. 6.

C. Status of ITE Student Chapter at Univ. of MO – Columbia
Earl Newman discussed his meeting with the students and their interest in developing a student chapter.

D. ITE Strategic Plan
Earl Newman discussed membership and what individuals would be interested in. He discussed plans to improve communications, focusing on the exchange of technical information and keys to strategic partnerships. He also discussed the trends and changes that effect the industry.

E. Subsidize Student Cost to Attend MOVITE Meetings
The Board discussed the possibility of subsidizing student costs to attend MOVITE meetings. The subsidies would cover the registration fees and maybe some travel or special costs such as workshops, etc.

F. TEAM Chapter Celebration
The Board discussed the celebration held by the TEAM Chapter in St. Louis. The gathering celebrating the forming of the new MOVITE chapter was held September 17, 2002.

G. ITE Voluntary Contributions Fund Request
The Board will discuss this item at the next Spring meeting for determination of a MOVITE contribution, if any.

H. New ITE Chapters in MOVITE Area

The Board discussed the possibilities of establishing new chapters in Springfield, Missouri; Omaha, Nebraska; OTEA (Oklahoma) and others.

I. Status of Section Administrator

Steve Hofener will terminate his involvement as Section Administrator in January 2003 due to his nomination for ITE International Vice President. He indicated that he may be able to go through to March, but would not be able to devote the time for the position after that. Mike Gorman will submit a letter requesting other past presidents to consider the position. It would be beneficial to have the position filled by January 1, 2003, and have the candidate attend the Officer's Retreat in December, 2002.

VIII. Unagended New Business

Mike Gorman discussed a letter received from the University of Missouri – Rolla. Dr. Quereshi from the University requested that a Board member attend one of the student chapter meetings.

Delinquent PTOE's were discussed by Earl Newman. Those that have received their renewals for the certification, need to be reminded to send in the completed forms with the appropriate fees to keep their PTOE certifications current.

Steve Schooley discussed the recently proposed Right of Way Guidelines of ADA accessibility. He indicated some concerns about the new guidelines and requested the Board review and submit comments prior to the deadline.

Matt Selinger discussed the drop off in technical sessions at the recent Philadelphia ITE Meeting, based on comments received by some of those that attended the meeting. Earl N. indicated the sessions he attended were full.

IX. Future Meetings

- 2003 MOVITE Spring Meeting – Fayetteville, Arkansas, April 30-May 2
- 2003 Joint Dist. IV and Dist. VII Meeting – Winnipeg, Manitoba, Canada, June 22-25
- 2003 ITE Annual Meeting – Seattle, WA, August 22-28
- 2003 MOVITE Fall Meeting – Springfield, MO, Sept. 24-26
- 2004 MOVITE Spring Meeting – Kansas
- 2004 ITE Annual Meeting – Orlando, FL, August 1-4
- 2004 MOVITE Fall Meeting – Oklahoma

X. Adjournment

Motion to adjourn made by Doug Ripley, second by Nicci Tiner.
MOTION APPROVED

MOVITE Fall Business Meeting Minutes

Thursday, September 26, 2002
Doubletree Hotel
Omaha, Nebraska

I. Call to Order:

The meeting was called to order be President Mike Gorman, at 12:00 noon. Mike G. introduced the Board members and guests present and offered the "Last Call" for ballots for selection of the Director position as well as the Section Affiliate Director position on the Executive Board.

The Board Members and guests present are indicated below.

Mike Gorman	President
C. Jay Wynn	Vice President
Todd Butler	Secretary
Nicci Tiner	Treasurer
Steve Schooley	Director
Doug Ripley	Director
Matt Selinger	Director
Steve Hofener	Section Administrator
Earl Newman	District IV Director
Lisa Richardson	Web Site Editor
Danielle Graber	Journal Editor

A. Presentations to the Board

Steve Hofener – ITE Vice President Elect

Steve addressed the board and membership and thanked everyone for the support in his campaign for the office of International Vice President of ITE. Steve discussed the current videos available from ITE. The videos are available for meetings with student chapters, public officials, neighborhood groups and traffic engineers for explaining traffic studies to lay groups. Steve discussed his upcoming schedule of Vice Presidential duties which begin January 1, 2003.

Earl Newman – District IV Director

Earl addressed the board and congratulated Steve Hofener as ITE Vice President Elect and Mike Gorman as MOVITE President. Earl discussed dues increases for membership (ITE) approximately $4 average increase. He discussed the opportunity for members to contribute to Professional Development Program Fund. The funds are used as training program funds for the membership, especially young members. Contributions requested from MOVITE as a Section contribution were also discussed. Earl indicated the District will also consider a contribution to the fund. ITE recommended priorities for TE3 – available on the web site. Earl discussed the student chapter meeting he attended at University of Missouri – Columbia and indicated that Jenny Grote, ITE President attended the meeting to talk to the students. He said he encouraged student involvement in ITE

and MOVITE. Earl also discussed the TEAM (MOVITE Chapter) meeting recently held in St. Louis. He said he addressed the group and presented the original signed charter and original request (framed). He discussed other prospective chapters in MOVITE in Springfield, MO area and Omaha, NE area.

Earl discussed the PTOE refresher course to be held through the TEAM Chapter in St. Louis. He expected that the St. Louis area would have a good turnout for the next PTOE test. He suggested that MOVITE host a refresher course at a MOVITE meeting, and follow up with a test site in the MOVITE area (Kansas City being considered). He discussed MOVITE membership and the importance of having members renew memberships to keep contact information current. Illinois won the ITE newsletter award. The board discussed newsletters issued via the website. The next ITE mid-year conference is to be held in Ft. Lauderdale, FL during spring break.

Steve Hofener had comments regarding Earl's representation for MOVITE at the District level. He indicated that Earl is going into his third year as a District Director and has done an exceptional job in the past two years. Earl then requested that all meeting minutes and dates be sent to ITE for publishing in the ITE Journal.

Jason Haynes – 2003 Fall Meeting, Springfield, MO Planning Committee

Jason indicated that the planning for the meeting to be held in Springfield is in full swing. He indicated that the hotel contracts had been submitted to Tom Braums (ITE) for review. The Downtown Holiday Inn is proposing a room rate of $69. Jason indicated he will provide flyers for the meeting to Lisa Richardson for the website, and to Danielle Graber for the journal in electronic format.

II. Business Meeting Minutes

The business meeting minutes from the 2002 spring meeting held in Oklahoma City, OK were provided. The minutes were briefly discussed. A motion for approval of the minutes was made and second.
MOTION APPROVED

III. Treasurer's Report

A. Nicci Tiner presented the report. The checking account balance was $14,704.00. The Fidelity Money Market account balance was $6,138. The total balance was $20,842
B. The current scholarship account balance is $22,956.23.

IV. Steve Hofener – Section Administrator's Report

Steve H. explained and discussed the duties of the office of the Section Administrator. He discussed the membership database, which is available through him. He indicated that he can provide the database to anyone interested but would like to have about a weeks notice. He discussed the sections insurance premium of $333 per year, and indicated that the income tax return had been filed.

V. Committee Reports

A. 2002 Fall Meeting Host Committee Report

Brian Ray gave the report on the Fall meeting in Omaha. He recognized the Host Committee members and indicated that they had 100 registrants for the meeting, 11 of which were students. The Wednesday workshop had 54 registrants. There was a revenue projection of $21,000, with and expense projection of $19,000.

B. MOVITE Journal

Danielle Graber presented the report for the Journal. She discussed the November issue and a request for items from committees, chapter, student chapter, etc. Danielle indicated that in 2002 623 journals had been mailed. The advertising revenue was $8,425. The expenses for the April journal were $1,615.85. The expenses for the August journal were $1,998.62, with a year to date expenses of $3,614.47. She indicated that the article items for the November issue need to be received by October 28.

C. MOVITE Web Page

Lisa Richardson presented the report for the Web Page. She requested that specific information be provided to her.

D. Finance Committee

Steve Schooley discussed the proposed budget for 2003. It was suggested that the District IV Reimbursement item, in the Income portion, be $0 or even eliminated. It was also suggested to reduce the postage item in the Expense portion to $ 1600, the Journal Printing item to $6000, and remove the Officer's Handbook, Meeting Guide and 50th Anniversary Meeting Advance items completely. It was also considered to add a budget item for Student Chapter Vouchers in the amount of $800, an item for Officer's Travel in the amount of $1,000, a Student Chapter Support item in the amount of $1,000, and a Student Chapter Competition item in the amount of $1,000. These changes would set the total proposed 2003 Budget Income at $20,758, and Expenses at $20,758. The Budget was discussed and moved for approval with second. **MOTION APPROVED**

E. Audit Committee

Steve Schooley indicated the committee reviewed and audited the current books and all was in order.

F. Membership Committee

Matt Selinger presented the Membership Committee report. He recognized the new members and congratulated them for attending the meeting. Currently MOVITE has 623 members. Life Membership was discussed and approved for Garry Metcalf, Joe Mickes, Alfred Horn and J. Gordon White. Alfred Horn was present to accept his certificate. The other members would receive their certificates by mail.

G. Student Chapter and Awards

Jay Wynn presented the Student Chapter and Awards report. Jay indicated the following awards and recipients would be provided.

Jan Kibbe Student Scholarship	Ryan R. Huff
1st Place Thomas J. Seburn Award	Sriniras Mandavilli
2nd Place Thomas J. Seburn Award	David Veneziano
3rd Place Thomas J. Seburn Award	Venu G. Nemani

Iowa State University was presented the 2002 MOVITE Student Chapter Award. University of Nebraska-Lincoln was presented a plaque in recognition of 20 years of continued activity, and recognized with Iowa State University as one of the two most active student chapters.

H. Transportation Awards Committee

Mike Gorman had no awards to present, but stated that nominations for Educational Professional of the Year, Transportation Professional of the Year, Transportation Achievement Award, and Young Transportation Professional of the Year Award nominees are requested for presentation next year.

I. 2003 Spring Meeting

Nicci Tiner indicated the meeting is to be held April 30 – May 2, 2003 in Fayetteville, Arkansas at the Radisson Hotel. More information would be provided for the next journal printing.

J. Teller Committee

The teller committee had counted the ballots. Shawn Leight was nominated as 1st Year Director. The members thanked Gary Graham, Jason Haynes and Mohammad Qureshi for running for the office. And, Louis Glover was nominated as the Affiliate Director in which he had no opponents.

VI. Old Business

A. 2002 Spring Meeting Financial Results

Todd Butler provided the financial results from the 2002 Spring Meeting held in Oklahoma City, Oklahoma April 24 – 26.

Registration Fees Collected	$ 11,740.00
Sponsor Contributions	6,800.00
Total Income	$ 18,540.00
Total Expenses	$ 14,452.58
Total Meeting Reserves	$ 4,087.42

B. Planning Update for District IV / District VII Joint Meeting, Spring 2003
Mike Gorman submitted flyers for the meeting for the members to review. He encouraged all those interested to attend the meeting which will be held in Winnipeg, Manitoba, Canada, June 22-25. A committee from MOVITE is to be established to help out with the planning for the joint meeting.

C. MOVITE Technical Activity Committees
Mike Gorman indicated that there has not been much activity in the committees. Mike suggested that new chair positions are recommended. The positions and recommended chairs are:

Technical Activities Chair	Tom Stout
Membership Outreach Chair	Kip Strauss

The approval of the chair positions was made by motion and second. **MOTION APPROVED**

D. Student Chapter Competitions
Jay Wynn discussed the request for student competitions submitted by Gary Spring at the last board meeting in Oklahoma City. The purpose of the competition is to encourage student involvement at the MOVITE meetings. Cash awards are proposed for winning the competition. Jay discussed the car kits to be used and the wood material to be used to construct the crash cushions. He indicated that Board is working on the crash barrier competitions and further discussions are to be held at the Officer's Retreat to refine the specifications and requirements of the competition. The first competition is expected to be held at the 2003 Spring Meeting in Fayetteville, at 10:00 a.m. on Friday.

E. Subsidization of Future Annual ITE/MOVITE Dues
Previously discussed the possibility of subsidizing the annual dues for Student Chapter Faculty Advisors. It was recommended that a budget line item be added to fund the subsidies to attract more student chapters within the section.

F. History Update
Mike Gorman discussed the history of MOVITE which would be made available on the web site.

VII. New Business

A. MOVITE Liaison with TEAM Chapter
Jay Wynn was appointed the liaison between MOVITE and the TEAM Chapter.

B. MOVITE Fall Officer's Retreat
The 2002 Officer's Retreat is to be held in Kansas City, in December.

Unagended New Business

VIII. Future Meetings

Future meetings were discussed and are listed below.

- 2003 MOVITE Spring Meeting – Fayetteville, Arkansas, April 30-May 2
- 2003 Joint Dist. IV and Dist. VII Meeting – Winnipeg, Manitoba, Canada, June 22-25
- 2003 ITE Annual Meeting – Seattle, WA, August 22-28
- 2003 MOVITE Fall Meeting – Springfield, MO, Sept. 24-26
- 2004 MOVITE Spring Meeting – Kansas
- 2004 ITE Annual Meeting – Orlando, FL, August 1-4
- 2004 MOVITE Fall Meeting – Oklahoma

IX. Adjournment

Bruce Wacker, in place of Neal Hawkins presented the presidents plaque to Mike Gorman for his past years service to MOVITE as president. As Past President, Mike will be chairman of District IV. Mike presented the gavel to Jay Wynn as the 2003 MOVITE President. Jay expressed it is an honor to be the next president of MOVITE. Jay mentioned his goals for his tenure as president would include the selection of a new Section Administrator, promote a sound financial condition for MOVITE, enlist new members, strengthen the section technical activities and to promote more student chapter involvement. Motion to adjourn made, and second.

MOTION APPROVED

FOR INTERNATIONAL VICE-PRESIDENT ite

Steven D. Hofener, P.E., P.T.O.E. (F)
President,
Traffic Engineering
Consultants, Inc.
Oklahoma City, OK, USA

It is a great honor to be a candidate for International Vice President of ITE. It is also a huge responsibility. I am often asked why an individual would choose to run for this office not only once, but twice! I believe the answer to this question is important.

I have grown up in the transportation engineering profession. I believe an individual should give back to a profession in which he or she has benefited for many years. Active participation in a volunteer organization such as ITE yields many benefits to the profession as well as the individual.

Being a candidate for International Vice President and possibly serving as President of the Institute requires personal sacrifice. However, the Institute and the profession needs individuals with leadership skills to step forward and serve at this level. If elected, I pledge to dedicate myself to the task and to use my experience to further the goals of ITE.

GOALS

The primary responsibility of the leadership is to keep ITE fiscally strong with services that meet the needs of the membership. My goals would be accomplished within the current fiscal framework without increasing pressure to raise dues. If elected, I would promote programs for ITE in the following four areas.

Goal 1: "Changing Priorities"

A variety of factors require adaptation to changing needs. Technology is changing at an increasing rate. National and international events change our focus. The September 11, 2001 disaster has visibly impacted transportation issues in regards to security beyond anything that seemed feasible one year ago.

It is important that ITE is able to quickly respond to these changing priorities. The changing priorities directly relate to the needs of our members. ITE should be able to support our members with the necessary resources to expeditiously address key issues as they arise. This goal includes issues of concern for all members including U.S., Canadian, and International members.

Goal 2: Improving Our Image

The transportation profession enhances the mobility and safety of our clients worldwide on a daily basis. Yet most of the public does not know or understand what we do. It is up to us to improve our own image.

Improving the transportation professional's image was a campaign goal of mine in 2000 and will continue to be a major goal. I have had input by participating on the Executive Committee and Board of Direction on initial efforts in this area. Through recommendations of a special committee on which I served, a video on neighborhood traffic issues is underway. A new staff member with public relations expertise has been added and the Board has included line item funding for public relations. I would continue to promote activities at the International level that would enhance the overall image of transportation professionals.

Goal 3: Student Chapter Support

There has been a shortage of qualified transportation professionals. ITE's best link to promoting the profession is through the ITE student chapters at the universities. The student chapters are also a source of new Associate members to the Institute. It is paramount that we attract quality students to the transportation profession. I propose to support programs that encourage student participation in ITE. I would continue successful ongoing programs including first year dues exemptions for students, student participation at annual meetings and scholarship programs – all of which I provided input. I would also continue to seek new programs that would enhance student services.

Goal 4: Member Service

The most important goal of ITE should be to meet the needs of all of our members. Programs that help non-U.S. members should be explored. We should continue efforts to increase our international membership through electronic memberships and electronic services. There are unique needs for Canadian members. Two examples are technical publications that address applications for Canada, and unique governmental issues. For all members we should continue to strive to implement training and mentoring with past leaders, and to promote support to Chapter, Section and District activities.

SERVICE TO ITE

I began attending International meetings in the 1960's with my father, Hal Hofener, who was Chief Traffic Engineer for the State of Oklahoma. I joined ITE in 1976. Since that time, I have devoted my professional energies to supporting the Institute. My Institute activities include:

International Board

As a result of my Vice President candidacy, I have participated in Board activities since 1994. I have participated in most Board meetings since 1999. I have served on several special board appointed committees.

Coordinating Council

- Member as Vice Chair and Chair of Consultants Council 1997-Present.

Specialty Councils

- Consultant's Council Chair - Present
- Consultant's Council Vice-Chair 1997-1999
- Consultant's Council Executive Committee 1995-Present
- Annual ITE Keynote Speaker Selection 1998-Present

Committees

- Special Committee on Information Development, 2001 - Present
- Legislative and Policy Committee 1997-2000
- Chair of Policy Committee 1992-1994

- Traffic Engineering Certification Advisory Committee 1997-1998
- Annual Meeting Committee 1997
- Annual Meeting Technical Program Committee 1998-2000
- ITE Quick Response Team 1997-2000
- Volunteerism Committee 1998
- Consultants Council Update Editor 1997-2000
- ITE 75-3 Work Zone Traffic Control Devices 1985-1992

AWARDS

- Outstanding Transportation Engineer of the Year - MOVITE Section 1999
- Fred Burggraf Award for 1978 presented by Transportation Research Board

PUBLICATIONS

I have published numerous papers throughout my career on a variety of Traffic and Transportation subjects**.**

SECTION AND DISTRICT ACTIVITIES

- Member of TEXITE and MOVITE
- MOVITE Administrator, 2000 - Present
- Board of Directors for MOVITE, 1985-1992. Offices held include Secretary, Vice-President, President, and Past President
- President of MOVITE, 1991
- Board of Directors of District IV, 1991-1992
- Treasurer of District IV, 1992
- President of Oklahoma Traffic Engineering Association

EDUCATION AND PROFESSIONAL REGISTRATION

- B.S.C.E. - Oklahoma State University, 1975
- M.E.C.E. – Transportation Engineering, Texas A&M University, 1977
- Graduate Work, Univ. of Oklahoma, 1991
- Registered P.E. in Oklahoma, Texas, Kansas, Missouri, and Arkansas
- P.T.O.E. - 1999

PROFESSIONAL EXPERIENCE

I have practiced as a Traffic Engineer for the past 26 years. I have worked for the Oklahoma Department of Transportation, the Texas Transportation Institute-Texas A&M University, the City of Oklahoma City as a Traffic Engineer and as Chief Traffic Engineer, and in the consulting business as founder and partner in Traffic Engineering Consultants, Inc. My experience is broad and varied, including all types of traffic studies, signal design, planning activities, freeway design, expert witnessing, and safety studies. I have extensive experience with public hearings and meetings and have worked with or for all levels of government agencies.

PERSONAL ACTIVITIES

My wife and I live in Oklahoma City, Oklahoma. My son Michael, is working on a Master's Degree at Texas A&M University in Transportation Engineering. My daughter Stephanie, is a Junior at Texas A&M University working towards a degree in Industrial Distribution. We attend St. Paul's Lutheran church. I am involved in multiple civic and church activities. I have served on the church council several years and have served as Chairman of the congregation. I am currently Vice President. I run for exercise and have completed two marathons in 2001 and one in 2002.

2002 MOVITE Student Paper Competition
Thomas J. Seburn Award

An award is offered annually by MOVITE to the student engineer whose paper is selected as the most significant contribution to transportation engineering. The paper should be based on the student's personal efforts and may be on any subject, study or experience of the student's selection, which pertains to the advancement of transportation engineering. The paper is not to exceed fifteen typewritten, double-spaced pages (8.5" by 11" white paper). An abstract of approximately 300 words is to be submitted with the paper.

Participating Qualifications

To qualify for the student award, a candidate must a) be a student in a recognized college or university in the MOVITE area and enrolled in a program which is related to transportation and/or traffic engineering at the time the award is given and certified thereto by a faculty member in charge of transportation and/or traffic engineering course at the college; and b) have conducted or been a major participant in the conduct of some independent or original technical study or other accomplishment and must furnish evidence of important responsibility in this activity.

Procedures for Selecting the Student Award

The paper(s) will be judged on originality, significance, scope and format, validity and applicability. No award will be made if in the judgment of the selection committee, none of the papers meet these criteria. The President will appoint a review board comprised of Student Chapters and Awards Committee. The winners of the Thomas J. Seburn Student Paper Award will be determined by May 1, 2002. If a student who submits a paper has a relative or a faculty member from the student's school on the selection committee, that person will not be permitted to participate and a replacement will be appointed by the President for the selection of the student award.

Schedule of Submission for Award Consideration

The paper and abstract, along with a completed application form, shall be submitted to the MOVITE Vice President no later than **April 1, 2002**. If mailed, the postmark must be March 31, 2002, or earlier. The mailing address is provided on the application form.

The Thomas J. Seburn Award

Upon selection of the paper deemed outstanding, the President shall, at the Spring meeting, present a suitable certificate commemorating and citing the student along with a cash award of $500. Second and third place prizes of $200 and $100 may also be awarded. Up to $250 in travel expenses will provided to the first place winner to attend the Fall meeting and present the paper.

Questions

Contact Jay Wynn, 2002 MOVITE Vice-President, during business hours at (417) 869-6009.

Missouri Valley Section

Institute of Transportation Engineers

2002 Thomas J. Seburn Student Paper Competition

Application Form

Deadline April 1, 2002

PLEASE TYPE OR PRINT CLEARLY

First Name: _____ Middle Initial: _____ Last Name: _____

Preferred mailing address (for the period in May 2002; this will be the address used to notify you of the status of the application)

Street/P.O. Box:_____

City: _____ State: _____ Zip Code: _____

Daytime Phone:_____ Evening Phone:_____

Indicate the university you are currently attending:

University: _____ Department:_____

Degree Program:_____ Expected Graduation Date:_____

Advisor: _____

Current course work in traffic/transportation engineering or related field.

_____ _____

_____ _____

Description of technical study or accomplishment and your role in the study or accomplishment that served as the basis for your paper (attach additional sheet(s) if necessary).

_____

_____

_____

_____

_____

_____

_____

(continued on reverse side)

Title of Paper: _____

_____

I certify that the enclosed paper was prepared by me and is the result of my important responsibility and that the information provided on this form is true and correct:

Signature: _____ Date: _____
(Student)

I certify that the enclosed paper was prepared by this student, that this student did have important responsibility in the study described in the paper, and that this student is currently enrolled in a program which is related to transportation and/or traffic engineering.

Signature: _____ Date: _____
(Faculty Advisor)

Signature: _____ Date: _____
(Supervisor) *(if applicable)*

Submit paper, abstract and this application form to:

C. Jay Wynn
2002 MOVITE Vice-President
Mathews & Associates
1661 W. Elfindale
Springfield, MO 65807
Phone (417) 869-6009

MOVITE / OTEA

Spring Meeting 2002

Oklahoma City

A joint meeting is planned to be held
for MOVITE and OTEA (Oklahoma Traffic Engineering Association)

Hotel :

Waterford – Marriott
6300 Waterford Boulevard
Oklahoma City, Oklahoma 73118

Reservations:

(405) 848-4782
Room block : King guest room - $ 69.00 per night
Suite - $ 124.00 per night
MUST REQUEST ROOM FOR MOVITE MEETING
Room reservations must be made prior to April 9, 2002 to receive discounted room rates.

Wednesday – April 24, 2002

Workshop – 8:30 am to 12:00 noon
Topic – MUTCD Changes
FHWA – Lubin Quiones
Cost: $ 30

Golf Tournament – 1:00 pm to 6:00 pm
Lincoln Park Golf Course (West)
Tournament Host – Marty Pinkley, Pinkley Sales Co.
Ph. (405) 755-0858

Thursday – April 25, 2002

Traffic Applications Around the World
BRIFEN Cable System
Cross-Town I-40 Relocation Update
Oklahoma Turnpike Update

MOVITE Business Meeting – Lunch

Traffic Signal Controller Demo
Portable Signals and uses in Traffic Control
Synchro 5.0 Update

Oklahoma City Redhawks Baseball game and meal at the Bricktown Ballpark

Friday – April 26, 2002
Breakfast Buffet

Parallel Parking Cross Section Width Design Criteria
Privatization of Highway Maintenance
Oklahoma City Downtown One-Way Street Study

MOVITE / OTEA Spring Meeting
Registration Form

Workshop Fees	$ 30
Conference Fees	$100
Additional Thursday Evening Ballgame Ticket	$ 30

(Includes transportation to and from the Hotel)

Name _____
Address _____
_____
Phone _____

Method of Payment (circle one)

Check

Pay at Conference

Send Registration Forms to: **Todd Butler**
Traffic Engineering Consultants, Inc.
6000 S. Western, Suite 300
Oklahoma City, OK 73139

If you have any questions call: ph (405) 720-7721
Fax (405) 720-9848

2002 MOVITE Competition
Transportation Achievement Award

An award is offered annually by MOVITE to an organization (government agency, legislative body, consulting firm, industry, and other private-sector organization) for outstanding transportation achievement in the categories of operations and facilities. The award will recognize an organization for one or more of the following: a) development of an innovative concept in transportation planning, design or operations; b) the innovative application of a proven concept in transportation planning, design or operations; c) the implementation of a "difficult" transportation program through perseverance in its development and promotion; d) a program or project having a significant effect on transportation; e) a multifaceted transportation program or project, combining many innovative and/or well-applied concepts; or f) a program or project promoting a major advance in the efficiency and/or economy of transportation.

Procedures for Selecting the Award Winner

The President will appoint a review board. The winner of the Transportation Achievement award shall be determined by March 1, 2002. An award winner shall be selected from the nominations received and the award presented except in the event of receiving no nominations. Organizations of the members of the selection committee are not eligible for the award.

Procedures/Schedule of Submission for Award Consideration

The nomination should include a description of the achievement (a minimum of five double-spaced typewritten pages) and supporting material, including reports, newspaper articles, photographs, etc. Total length of nomination, including supporting documentation, is not to exceed twenty pages. The manuscript should be submitted on original form plus five copies. Any member of the organization may submit nominations. However, at least one member of the organization must be a member of MOVITE. Nominations shall be submitted to the MOVITE Section President no later than February 1, 2002. If mailed, the postmark must be January 31, 2002, or earlier. The mailing address is as follows:

Michael N. Gorman
HWS Consulting Group Inc.
10844 Old Mill Rd, Suite 1
Omaha, NE 68154
(402) 333-5792

The Transportation Achievement Award

The President shall, at the Fall meeting, present a suitable plaque commemorating and citing this achievement to the representative(s) of the organization. A summary article about the achievement will be printed in the MOVITE Journal following presentation of the award.

Questions

Contact Michael N. Gorman, 2002 MOVITE President, during business hours at (402) 333-5792.

2002 MOVITE Competition
Melvin B. Meyer Transportation Professional of the Year Award

An award is offered annually by MOVITE to an individual who has made outstanding contributions to the advancement through service to MOVITE/ITE and achievements in the transportation/traffic engineering profession. The award will recognize an individual for contributions over a period of years.

Procedures for Selecting the Award Winner

The President will appoint a review board. The winner of the Melvin B. Meyer Transportation Professional of the Year award shall be determined by August 1, 2002. An award winner shall be selected from the nominations received and the award presented except in the event of receiving no nominations. Members of the selection committee are not eligible for the award.

Procedures/Schedule of Submission for Award Consideration

The nomination should include a description of the person's contributions to MOVITE/ITE, professional achievements, and a statement as to why this individual is particularly worthy of recognition (a maximum of five double-spaced typewritten pages).

Nominations shall be submitted to the MOVITE Section President no later than June 1, 2002. If mailed, the postmark must be May 31, 2002, or earlier. The mailing address is as follows:

Michael N. Gorman
HWS Consulting Group Inc.
10844 Old Mill Rd, Suite 1
Omaha, NE 68154
(402) 333-5792

The Melvin B. Meyer Transportation Professional of the Year Award

The President shall, at the annual meeting, present a suitable plaque commemorating and citing this achievement. A summary article about the award winner will be printed in the MOVITE Journal following presentation of the award.

Questions

Contact Michael N. Gorman, 2002 MOVITE President, during business hours at (402) 333-5792.

2002 MOVITE Technical Research Scholarship Competition

A research scholarship is offered annually by MOVITE to the graduate or doctorate student engineer whose technical research project is selected as the most significant contribution to transportation engineering and the most beneficial to the practicing professionals within the MOVITE area. The technical research project should be based on the graduate or doctorate student's personal efforts and may be on any subject, study or experience of the student's selection, which pertains to the advancement of transportation engineering and would provide value or assistance in practical issues which would be beneficial to practicing professionals of the MOVITE area. The scope of the technical research project to be submitted should not to exceed five typewritten, double-spaced pages (8.5" by 11" white paper). An abstract of approximately 300 words and a time schedule for completion is to be submitted with the technical research project scope. At the conclusion of the technical research project, a written report will be presented by the graduate or doctorate student summarizing the research project and providing recommendations or conclusions of the study. The report will be printed in the next edition of the MOVITE Journal.

Participating Qualifications

To qualify for the research scholarship, a candidate must a) be a full-time graduate or doctorate student enrolled in a transportation/traffic engineering program in a recognized college or university in the MOVITE area; b) be conducting research or prepared to begin conducting research within 6 months of the award in a program which is related to transportation and/or traffic engineering and is of particular interest and benefit to the practicing professionals within the MOVITE area at the time the award is given and certified thereto by a faculty member in charge of transportation and/or traffic engineering course at the college; and c) Be able to complete the research within the specified time while still enrolled in the transportation program in any of the above recognized colleges or universities in the MOVITE area.

Procedures for Selecting the Technical Research Scholarship Award

The scope of the research scholarship(s) will be judged on originality, significance, defined goals, technical merit, format, validity and applicability to practicing professionals within the MOVITE area. The topic should be related to existing standards of practice that need further development or clarification and/or new standards of practice that need additional research. The President will appoint a review board comprised of Student Chapters and Awards Committee. The review board will evaluate the submitted scope and determine whether the topic satisfies the above criteria. No award will be made if in the judgment of the selection committee, none of the submittals meet these criteria. If a graduate or doctorate student who submits a scope for a research grant has a relative or a faculty member from the student's school on the selection committee, that person will not be permitted to participate and a replacement will be appointed by the President for the selection of the technical research scholarship award.

Schedule of Submission for Technical Research Scholarship Consideration

The research project scope and abstract, along with a completed application form, shall be submitted to the MOVITE Vice President no later than April 1, 2002. If mailed, the postmark must be March 31, 2002, or earlier. The mailing address is provided on the application form.

The Technical Research Scholarship Award

Upon selection of the research project scope and abstract deemed outstanding and most beneficial to practicing professionals, the President shall, at the Fall meeting, present a suitable certificate commemorating and citing the graduate or doctorate student along with an initial cash award of $500. An additional $500 will be awarded at the conclusion of the research project and at the time the results of the research are summarized in the MOVITE Journal. Up to $250 in travel expenses will provided to the first place winner to attend the Fall meeting with an opportunity to present the findings of the research project. This award can be used to exclusively fund or subsidize existing research projects.

Questions

Contact C. Jay Wynn, 2002 MOVITE Vice-President, during business hours at (417) 869-6009.

Missouri Valley Section
Institute of Transportation Engineers
2002 Technical Research Scholarship Competition

Application Form

Deadline April 1, 2002

PLEASE TYPE OR PRINT CLEARLY

First Name: _____ Middle Initial:_____ Last Name:_____

Preferred mailing address (for the period in May 2002; this will be the address used to notify you of the status of the application)

Street/P.O. Box: _____

City:_____ State:_____ Zip Code: _____

Daytime Phone: _____ Evening Phone:_____

Indicate the university you are currently attending:

University: _____ Department: _____

Degree Program: _____ Expected Graduation Date:_____

Advisor:_____ Research Completion Date: _____

Current course work in traffic/transportation engineering or related field.

_____ _____

_____ _____

Description of technical research project and your role or proposed role in the project that will serve as the basis for your research scholarship request (attach additional sheet(s) if necessary).

_____

_____

_____

_____

(continued on reverse side)

I certify that the technical research project will be prepared by me and will be the result of my important responsibility and that the information provided on this form is true and correct:

Signature: _____ Date: _____
(Student)

I certify that the aforementioned technical research program meets the requirements of the award and that the graduate or doctorate student making application for the technical research scholarship will have important responsibility in the study described in the submitted scope, and that this graduate or doctorate student is currently enrolled in a program which is related to transportation and/or traffic engineering.

Signature: _____ Date: _____
(Faculty Advisor)

Signature: _____ Date: _____
(Supervisor) *(if applicable)*

Submit research scope, abstract and this application form to:

C. Jay Wynn
2002 MOVITE Vice-President
Mathews & Associates
1661 W. Elfindale
Springfield, MO 65807

2002 MOVITE Competition
Young Professional of the Year Award

An award is offered annually by MOVITE to an individual to recognize achievement in transportation/traffic engineering by younger members of MOVITE on the basis of submitting a technical paper. The award is intended to encourage the conduct and reporting of independent and original research and to provide a means for recognizing outstanding accomplishments in transportation/traffic engineering.

Participating Qualifications

To qualify for the award, a candidate must a) have not reached his or her 35th birthday by April 30th; b) not be members of the Award Committee or a MOVITE Student Member; c) have conducted or been a principal participant in an original study or project in the field of transportation/traffic engineering that was completed within two years of April 30; and d) the project may have been financed with public or private funds, by contract or not and may have been previously reported to another group or publicized elsewhere and may be an expansion or revision of a paper that has been previously submitted to the MOVITE/ITE for this competition.

Procedures for Selecting the Award Winner

The President will appoint a review board. The paper(s) will be judged on the most significant contribution to the furtherance, or communication of knowledge related to the professional practice of transportation/traffic engineering. The paper will be judged on originality, significance, scope and format, validity and applicability. No award will be made if in the judgment of the selection committee, none of the papers meet these criteria.

The manuscript describing the study or project shall be a) no more than 20 double-spaced typewritten pages; b) submitted in original form plus six copies; c) accompanied by an abstract no longer than one double-spaced typewritten page; and d) accompanied by a statement (attached to all copies) clearly indicating the candidate's relationship to the study or project in terms of design, conduct of the work, analysis of data, and authorship of the report.

Schedule of Submission for Award Consideration

The paper and abstract shall be submitted to the MOVITE Section President no later than February 1, 2002. If mailed, the postmark must be January 31, 2002, or earlier. The mailing address is as follows:

Michael N. Gorman
HWS Consulting Group Inc.
10844 Old Mill Rd, Suite 1
Omaha, NE 68154
(402) 333-5792

The Young Transportation Professional of the Year Award

Upon selection of the paper deemed outstanding, the President shall, at the Fall meeting, present a suitable plaque commemorating and citing this achievement. The executive summary of the winning paper will be printed in the MOVITE Journal following presentation of the award.

Questions

Contact Michael N. Gorman, 2002 MOVITE President, during business hours at (402) 333-5792.

Transportation
Engineering
Association of
Metropolitan
St. Louis

A Professional Traffic Operations Engineer (PTOE) certification examination will be offered by the Institute of Transportation Engineers (ITE) in St. Louis, Missouri on **October 26th, 2002**. Those interested in taking the exam should register before September 26th, 2002 by contacting the Transportation Professional Certifications Board, Inc. A practice exam is available on-line for a nominal fee.

Transportation Professional Certification Board, Inc.
1099 14th Street, NW, Suite 300 West
Washington, DC 20005-3438
Telephone: 202-289-0222 | Fax: 202-289-7722
Website: www.ite.org/certification/index.asp
E-mail: **certificatn@ite.org**

The Transportation Engineering Association of Metropolitan St. Louis (TEAM) with co-sponsors the Missouri Valley Section of ITE (MOVITE), the Missouri Department of Transportation and Southern Illinois University Edwardsville are proud to host a PTOE refresher course (0.7 CEU's) on **September 6th, 2002**. The PTOE exam and refresher course are open to members and non-members.

Persons interested in attending the review course should complete the attached application and mail with a check for $75.00 to TEAM PTOE Refresher Course**.** A copy of the Professional Traffic Operations Refresher Course (ITE Publication Number PD-021A) and lunch will be provided. Please address all questions to Mr. Shawn Leight. Deadline for registration is August 23rd, 2002. Confirmation letters including hotel listings and directions will be sent via U.S. Mail.

TEAM PTOE Refresher Course
Attention: Mr. Shawn Leight
1830 Craig Park Court, Suite 209
St. Louis, Missouri 63146
Telephone: 314-878-6644 | Fax: 314-878-5876
E-Mail: **sleight@cbbtraffic.com**

The North Central Section of ITE is also sponsoring a PTOE exam and refresher course in Minneapolis, MN. For information regarding that site, please contact Mr. Steve Manhart, 952-890-0509, **stevema@bolton-menk.com**

Please note: Applications for the PTOE exam should only be sent to Transportation Professional Certifications Board, Inc.

Transportation
Engineering
Association of
Metropolitan
St. Louis

movite

Registration Form

Professional Traffic Operations Refresher Course

Location: Gateway Transportation Information Center – Missouri Department of Transportation
14301 South Outer Forty Road
St. Louis, Missouri 63017

Date: September 6, 2002 Fee: $75.00 Please type or print legibly.

Applicant Name_____

Title_____

Agency_____

Mailing Address_____
Street City, State Zip

Telephone____(____)_____

Fax_____(____)_____

_____ _____
Signature Date

Mail To: **TEAM PTOE Refresher Course**
1830 Craig Park Court, Suite 209
St. Louis, Missouri 63146

Please include a check for $75.00 made out to: TEAM

Deadline for Registration is August 23, 2002.

For more information, contact Mr. Shawn Leight, TEAM Director, by phone 314-878-6644, or E-Mail: **sleight@cbbtraffic.com**

(For multiple applicants, please photocopy this form.)

News from...
U.S. Senator Blanche Lincoln
of Arkansas

359 Dirksen Senate Office Building, Washington D.C. 20510
Phone (202)224-4843 Fax (202) 228-1371

FOR IMMEDIATE RELEASE: April 11, 2002
Contact: Drew Goesl

Lincoln Announces Release of $28 Million in Transportation Dollars for Arkansas

Washington – U.S. Senator Blanche Lincoln (D-Ark.) today announced that $28,432,211 included in the FY 2002 Transportation Appropriations Bill has been released by the Department of Transportation for five major Arkansas road projects.

Lincoln received notice this week from the Senate Appropriations Committee.

"I fought for these funds last year, and I'm extremely pleased that this money is being released so Arkansas' transportation projects can move forward as scheduled," Lincoln said. "I placed a high priority on these projects because it's important that we give our existing industries incentives like good roads to stay in Arkansas, while improving Arkansas' overall marketability to encourage new industries to locate here." Atop the list of funds released for Arkansas is $14,565,000 for the U.S. Highway 63, Corridor 39 and Future Interstate Highway 555 project between I-55 and Jonesboro. The funds will go towards construction of frontage roads, interchanges and other improvements that would significantly reduce the many safety concerns currently associated with this segment route, and would greatly enhance accessibility in Arkansas, Missouri, Tennessee and Mississippi. These funds will complete the federally-funded portion of the $54 million project. Other funds released include:

$6,797,000 for Highway 71, Texarkana South (Future I-49) for relocation of Highway 71 as a new interstate-type highway from Missouri to Louisiana;

$3,884,000 for I-69 Connector (Interstate 530 Extension) for the construction of a new location, four-lane, controlled access facility extending from Interstate 530 in Pine Bluff to Highway 278 in the vicinity Monticello;

$1,699,250 for Phoenix Avenue in Fort Smith for improvements and airport access construction;

$1,486,961 for Caraway Overpass Project in Jonesboro for preliminary engineering and construction on the project.

"While these five projects are critical to our overall infrastructure development, I plan to continue to address the delay of funds to establish the Great River Bridge in east Arkansas," Lincoln said. "It's a shame that this money isn't being released due to a technicality, when the need is obvious."

The I-69, Great River Bridge received $7.5 million through the Bridge Discretionary Program in last year's Transportation spending bill. The funds

were sought by Lincoln and all members of the Arkansas Congressional Delegation to pay for the initial construction of a new location, four-lane, controlled-access facility and a bridge over the Mississippi River connecting Arkansas with Mississippi. However, due to a procedural error, the funds were placed in the Bridge Discretionary Program spending account instead of the proper account originally directed by the Senate legislation.

The Bridge Discretionary Program only funds the rehabilitation of old bridges or pays for the construction of replacement bridges. It does not pay for new bridges, and because the Great River Bridge is considered a new bridge it fails to qualify for funding within this spending account.

In February, the Federal Highway Administration (FHWA) informed the State of Arkansas that the money for the Great River Bridge would not be released due to this glitch. At that time, Lincoln expressed her concern over the apparent funding delay in a letter to President Bush. She and Senate Colleagues Tim Hutchinson (R-Ark.), Thad Cochran (R-MS) and Trent Lott (R-MS) also contacted Senator Patty Murray (D-WA), Chairwoman of the Senate Transportation Appropriations Committee, requesting the problem be fixed by all legislative means necessary.

"I'm actively pursuing correcting the glitch that is holding up the rightful release of this money in a supplemental appropriations bill," said Lincoln. "The bottom line is that these funds were passed into law with the intention of funding construction on the Great River Bridge, and stalling this project is unacceptable and would only make it more difficult for the area to benefit from the economic opportunities this corridor is intended to provide."

Home | Press Release Index

2001 MOVITE Competition
Education Professional of the Year Award

An award is offered annually by MOVITE to an individual in the academic profession who has made outstanding contributions to the advancement of transportation/traffic engineering through their dedication in higher academics and through their service to MOVITE/ITE and achievements in the transportation/traffic academic profession. The award will recognize an individual for contributions over a period of years.

Procedures for Selecting the Award Winner

The President will appoint a review board. The winner of the Education Professional of the Year award shall be determined by August 1, 2002. An award winner shall be selected from the nominations received and the award presented except in the event of receiving no nominations. Members of the selection committee are not eligible for the award.

Procedures/Schedule of Submission for Award Consideration

The nomination should include a description of the person's contributions to MOVITE/ITE, professional achievements, and a statement as to why this individual is particularly worthy of recognition (a maximum of five double-spaced typewritten pages).

Nominations shall be submitted to the MOVITE Section President no later than June 1, 2002. If mailed, the postmark must be May 31, 2002, or earlier. The mailing address is as follows:

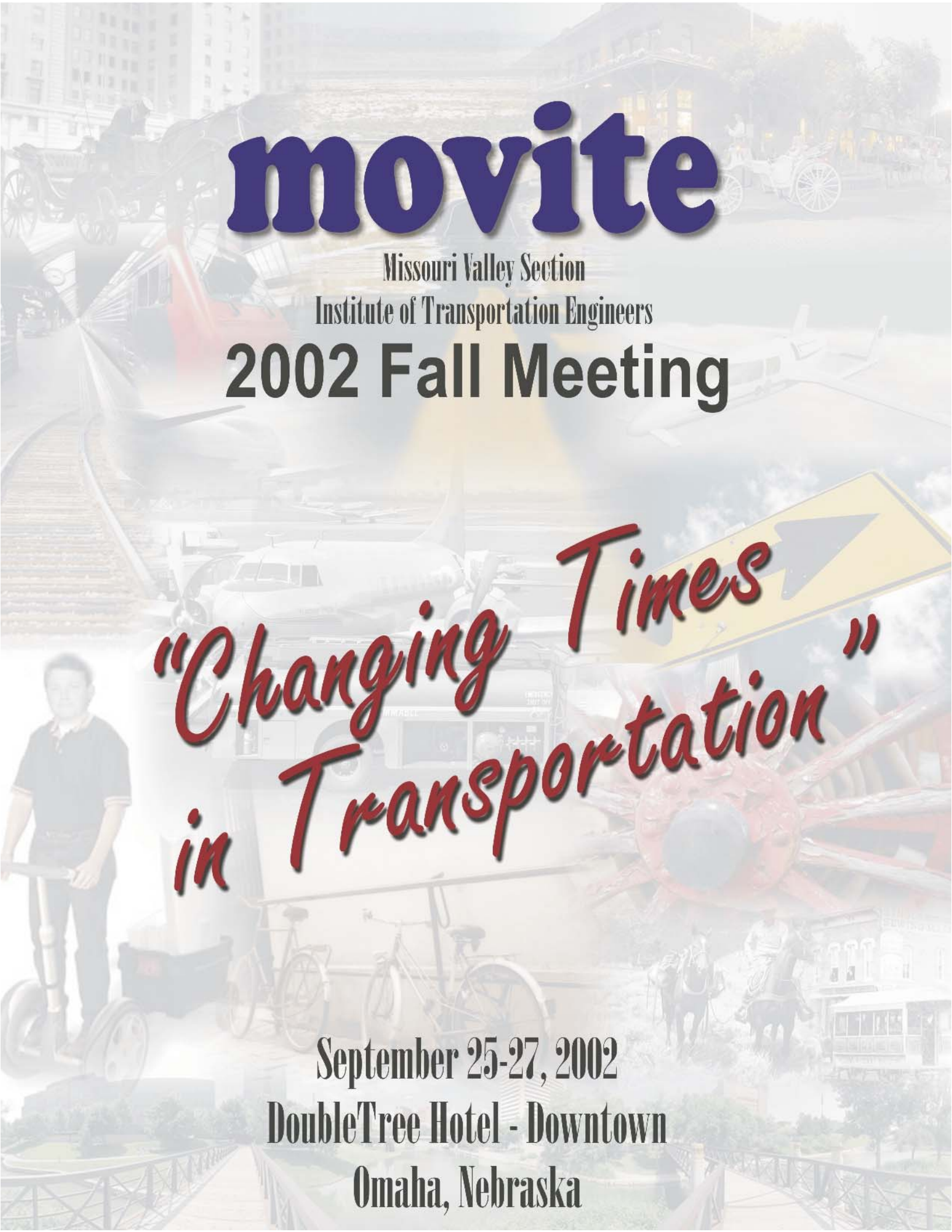
Michael N. Gorman
2002 MOVITE President
HWS Consulting Group Inc.
10844 Old Mill Rd, Suite 1
Omaha, NE 68154
(402) 333-5792

The Education Professional of the Year Award

The President shall, at the annual meeting, present a suitable plaque commemorating and citing this achievement. A summary article about the award winner will be printed in the MOVITE Journal following presentation of the award.

Questions

Contact Michael Gorman, 2002 MOVITE President, during business hours at (402) 333-5792.



movite

Missouri Valley Section
Institute of Transportation Engineers

2002 Fall Meeting

"Changing Times in Transportation"

September 25-27, 2002
DoubleTree Hotel - Downtown
Omaha, Nebraska

REGISTRATION FORM

2002 MOVITE Fall Conference
Omaha, Nebraska
September 25-27, 2002

Name: _____

Title: _____

Organization: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____

Fax: _____

Email Address: _____

Spouse/Guest Name: _____

Registration Fees

Fall Conference

Includes technical sessions, breaks, breakfast Thursday and Friday, Thursday lunch and dinner and evening entertainment.

- ☐ Before September 1, 2002: $120
- ☐ After September 1, 2002: $135

Wednesday Workshop

Includes continental breakfast and breaks.

- ☐ Before September 1, 2002 : $50
- ☐ After September 1, 2002 : $70

Extra Meal Ticket for Spouse/Guest

- ☐ Thursday lunch: $15
- ☐ Thursday dinner, including magician: $25

$_____Total Fees

Payment

Make checks payable to MOVITE.
Payment may be made at registration.

Extra Activities

Are you playing golf on Wednesday?

☐ Yes ☐ No

(Golf fees of $34 per person will be collected at the golf course.)

Submit Form

Mail or fax this completed form to:

Todd Pfitzer
Ehrhart Griffin & Associates
3915 Cuming Street
Omaha, NE 68131-1211
Fax (402) 551-6540

Deadline/Cancellations

A full refund will be given if a cancellation is received by September 10, 2002.

Golf Registrations must be received by September 15, 2002.

Meeting Highlights

- Workshop on NCHRP 457 "Evaluating Intersection Improvements : An Engineering Study Guide," instructed by Dr. Pat McCoy and Karen Schurr from the University of Nebraska-Lincoln.
- MOVITE Golf Outing - Four Person Scramble
- Tecnnical Sessions Including: Lincoln and Omaha Downtown Redevelopment, Omaha Riverfront Improvements, NASCAR Safety, NASA's Small Aircraft Transportation Study, University of Iowa Driver Simulation Facility.
- See a Magician Make the MOVITE President Disappear.

Tentative Agenda

Wednesday, September 25

7:30 Registration
8:00-12:00 Workshop on NCHRP 457 - "Evaluating Intersection Improvements: An Engineering Study Guide"
12:00 Lunch on Your Own
12:30 Golf - Dodge Riverside Golf Club
6:00 MOVITE Board Meeting

Thursday, September 26

8:00 Registration/Continental Breakfast
8:45 Welcome - MOVITE President Mike Gorman and Omaha Mayor Mike Fahey
9:15 **Session #1 - Omaha Overview** *"Downtown and Riverfront Redevelopment"*
10:00 Break
10:30 **Session #2 - Omaha Projects** *"Missouri River Pedestrian Bridge, Omaha Convention Center, Creighton University Master Plan"*
12:00 Lunch/MOVITE Business Meeting
1:30 Break
1:45 **Session #3 - Potpourri** *"Omaha/Council Bluffs Riverfront Trail System, Old Lincoln Highway: Preserving a Historic Roadway Antelope Valley: A Lincoln Neighborhood Improvement"*
3:15 Break
3:45 Traffic Bowl
4:45 Adjourn
6:00 Social Hour
7:00 Dinner and Entertainment

Friday, September 27

7:30 Continental Breakfast
8:30 **Session #4 - Safety** *"Put a Break on Fatalities, NASCAR Safety - Investigating Dale Earnhardt's Crash, Role of the Traffic Engineer in Preventing Accidents"*
10:00 Break
10:30 **Session #5 - Technology** *"NASA's Small Aircraft Transportation Study, University of Iowa Driver Simulation Facility, Nebraska Joint Operations Center"*
12:00 Adjourn

Registration & Billing

Fall conference : $120 ($135 after 9/1/02). Includes technical sessions, breaks, breakfast Thursday and Friday, Thursday lunch, dinner and evening entertainment.

Workshop

Wednesday workshop will be held at the hotel, September 25, 8:00 am to 12 pm.
Cost is $50 ($70 after 9/1/02)
Includes continental breakfast and breaks

Hotel Information

DoubleTree Hotel-Downtown Omaha
1616 Dodge Street, 68102
402-346-7600 or 800-222-8733
Standard or Double $109.00
Government $63.00
Block available through Wednesday, September 4

Questions

For questions about the conference, contact Brian Ray, 402-333-5792 or bray@hws-con.com

For questions about registration, contact Todd Pfitzer, 402-561-2316 or tpfitzer@ehrhartgriffin.com

Vendor Contact

For questions about vendor/sponsor opportunities, contact Danielle Graber, 402-458-5618 or dgraber@oaconsulting.com.

MOVITE On-Line
Missouri Valley Section – Institute of Transportation Engineers

See www.movite.org for additional conference information!

Golf Information

Details

DATE : Wednesday, September 25, 2002

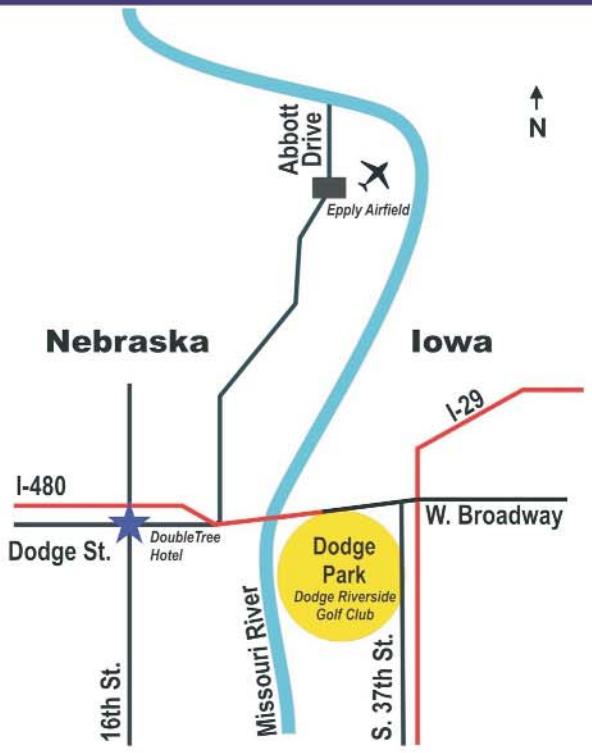
TEE TIME : 12:30 pm

Four Person Scramble with "Omaha Handicap"

PLACE : Dodge Riverside Golf Club
A short 10 minute ride from the hotel and next door to Harrah's Casino.

PRICE : $34.00 - Includes cart (pay at course)

CONTACT : Dan Kutilek
Office of Douglas County Engineer
Phone: 402-444-6460
dkutilek@co.douglas.ne.us



* See www.movite.org for detailed map links

Wednesday September 25th, 2002

7:30 - 8:00 Workshop Registration

8:00 AM **Workshop on NCHRP 457** — *Dr. Pat McCoy, University of Nebraska - Lincoln*
"Evaluating Intersection Improvements: An Engineering Study Guide" — *Karen Schurr, University of Nebraska - Lincoln*

Thursday, September 26th, 2002

8:00 - 8:45 Registration / Continental Breakfast

8:45 AM **Welcome to Omaha!** — *MOVITE President Mike Gorman*; *Omaha Mayor Mike Fahey*

9:15 AM **Omaha Overview**
The Changing Face of Downtown Omaha and the Riverfront — *Greg Peterson - City of Omaha*

10:30 AM **Omaha Projects** — ***Moderator - Dennis Wilson***
Missouri River Pedestrian Bridge — *Alan Phipps - Figg Bridge Engineers, Inc.*
Omaha Convention Center — *Mike McMeekin - Lamp Rynearson*
Creighton University Master Plan — *Bill Troe - URS, Dennis Rubba - Insite Design*

1:45 PM **Potpourri** — ***Moderator - Randy Hoskins***
Old Lincoln Highway: Preserving a Historic Roadway — *Marty Shukert - RDG Crose Gardner Shukert, Inc.*
Antelope Valley: A Lincoln Neighborhood Improvement — *Roger Figard - City of Lincoln*
Omaha/Council Bluffs Riverfront Trail System — *Steve Oltmans - Papio-Missouri River Natural Resources District*
Traffic Control Device Installer Certification — *Dr. Jim Gattis - University of Arkansas*

Friday, September 27th, 2002

7:30 - 8:30 Continental Breakfast

8:30 AM **Safety** — ***Moderator - Massoum Moussavi***
Put a Break on Fatalities — *Larry Emig - Kansas Department of Transportation*
NASCAR Safety - Investigating Dale Earnhardt's Crash — *Dr. John Rohde - University of Nebraska - Lincoln*
Role of the Traffic Engineer in Preventing Accidents — *Reggie Chandra - Accident Diagnostics*

10:30 AM **Technology** — ***Moderator - Kyle Anderson***
NASA's Small Aircraft Transportation System (SATS) — *Dr. Massoum Moussavi - University of Nebraska - Omaha*
University of Iowa Driver Simulation Facility — *Dr. L.D. Chin - University of Iowa*
Nebraska Joint Operations Center — *Paul Cammack - Nebraska Department of Roads*

Iowa Legislative Update

The Iowa Legislature is currently in session and addressing a number of bills that have a direct impact on traffic engineering, planning and/or safety.

House File 268 proposes to raise the interstate speed limit in Iowa to 70 Miles per Hour. The bill has made it out of committee but it is unclear if the votes are there for passage. For more information or the current status of this bill go to:
http://www.legis.state.ia.us/GA/79GA/Legislation/HF/00200/HF00268/Current.html

A second House File (2272) was introduced that provides for a two-year pilot study that waives the requirements of the MUTCD along state highways within city limits upon the request of a waiver by a City Council. The implications of this bill are not well defined but only two cities would be eligible to participate in the pilot project. This bill was referred to the Transportation Committee and can be viewed at:
http://www.legis.state.ia.us/GA/79GA/Legislation/HF/02200/HF02272/Current.html

Another pilot project introduced this year requires the State DOT to request federal approval for a pilot project that evaluates the effectiveness of programming signals to flash green three times before changing to the yellow interval. The full text and status of this bill can be viewed at:
http://www.legis.state.ia.us/GA/79GA/Legislation/HF/02400/HF02498/Current.html

A Concurrent Resolution between both the House and Senate Transportation Committees (HCR 015) establishes a Road Use Tax Fund Formula Interim Study Committee to investigate the current distribution formula and determine and recommend any appropriate changes. This issue is widely followed as it could have significant financial implications for City and County Transportation Departments. The text of the resolution and current history can be viewed at:
http://www.legis.state.ia.us/GA/79GA/Legislation/HCR/00000/HCR00015/Current.html

For information about additional activity in the Iowa State Legislature, go to
http://www.legis.state.ia.us/

Information and Application Packet
for the academic year 2001-2002

Jan Kibbe Student Scholarship

for Study in

Traffic/Transportation Engineering

offered by

MOVITE

Missouri Valley Section
of the
Institute of Transportation Engineers

(Exhibit 2.3)

Revised 12/7/01

MOVITE

MOVITE is the Missouri Valley Section of the Institute of Transportation Engineers (ITE). Covering the states of Nebraska, Iowa, Kansas, Missouri, Oklahoma and Arkansas, MOVITE includes traffic and transportation professionals and affiliates representing cities, counties, states, the federal government, academic institutions, private industry and consulting.

SCHOLARSHIP

Transportation is important to the economy of not only middle America but to the world. As such, it is critical that professionals be available to maintain and expand our systems of delivering goods and services. To further this effort, MOVITE is offering a ***$1,000 cash scholarship*** to a deserving student pursuing course work in traffic and/or transportation engineering in the hope that the recipient will continue into a career in the traffic/transportation field.

ELIGIBILITY

To qualify for the Jan Kibbe Student Scholarship, a candidate must meet the requirements listed below.

(A) Be, or plan to be, a student at one of the following universities in the MOVITE area:

University of Arkansas
University of Iowa
Iowa State University
University of Kansas
Kansas State University
Univ. of Missouri - Columbia
University of Missouri - Rolla
University of Nebraska
University of Oklahoma
Oklahoma State University
Washington University

(B) Be a senior or graduate student in the upcoming academic year.

(C) Be a full-time student enrolled in at least two courses in traffic and/or transportation engineering in the upcoming academic year.

(D) Become a student member of the Institute of Transportation Engineers and, if available at the university, a member of the ITE Student Chapter during the upcoming academic year.

Applicants for this scholarship may also compete in the MOVITE Thomas J. Seburn Student Paper Contest.

Previous recipients of this scholarship are not eligible.

TERMS AND CONDITIONS

Course work must begin within six months of notification of award. Recipients are not eligible to reapply for the scholarship.

The MOVITE scholarship will be paid directly to the selected student upon receipt of:

(A) Proof of enrollment as a full-time student.

(B) Acknowledgment from a traffic/transportation engineering professor at the university (ITE Student Chapter faculty advisor if applicable) that the student meets all of the eligibility requirements.

SELECTION CRITERIA

Candidates will be evaluated on the basis of their proposed program of study, career objectives and recommendation from their university professor.

Applicants who do not meet the eligibility requirements and/or fail to comply with the application process will not be considered.

APPLICATION

To apply for the MOVITE Jan Kibbe Student Scholarship, each student must:

- Complete the enclosed application form.
- Prepare an essay stating his/her reasons for pursuing course work in traffic and/or transportation engineering and career objectives. The essay shall be no longer than two single-spaced typewritten pages.
- Have a letter of recommendation prepared by his/her traffic/transportation engineering professor at the university (ITE Student Chapter faculty advisor if applicable). The letter may be submitted with the application or sent separately by the professor.

Submit all information to:

C. Jay Wynn
2002 MOVITE Vice-President
Mathews & Associates
1661 W. Elfindale
Springfield, MO 65807
Phone (417) 869-6009

DEADLINE FOR APPLICATION

Each application packet shall include the application form, essay and letter of recommendation. All material must be received by MOVITE by **April 1, 2002**. If mailed, the postmark must be March 31, 2002, or earlier.

NOTIFICATION OF AWARD

All applications will be evaluated by May 1, 2002. All applicants will be notified by May 15, 2002.

QUESTIONS

Contact C. Jay Wynn at the above address or call (417) 869-6009 during business hours.

Missouri Valley Section
Institute of Transportation Engineers
Jan Kibbe Student Scholarship
for Study in Traffic/Transportation Engineering
for the 2001-2002 academic year

Application Form

Deadline April 1, 2002

PLEASE TYPE OR PRINT CLEARLY

First Name: _____ Middle Initial: _____ Last Name: _____

Preferred mailing address (for the period in April 2002; this will be the address used to notify you of the status of the application)

Street/P.O. Box:_____

City: _____ State: _____ Zip Code: _____

Daytime Phone:_____ Evening Phone:_____

Indicate the university you plan to attend in the 2001-2002 academic year:

University: _____ Department:_____

Degree Program:_____ Expected Graduation Date:_____

Advisor: _____

Anticipated course work in the 2001-2002 academic year; including at least two traffic/transportation engineering courses.

_____ _____

_____ _____

_____ _____

_____ _____

_____ _____

Educational Background

College/University:_____ Dates Attended:_____

Degree Program:_____ Hours Completed: _____

Completed Course Work: _____

_____

I certify that the information provided on this form is true and correct:

Signature: _____ Date:_____

(Exhibit 2.3)

LEAGUE NEWS

300 S.W. 8th Avenue, Topeka, KS 66603-3912 • phone: (785) 354-9565 • fax: (785) 354-4186 • www.lkmonline.org

Volume 7, Number 10 | *A League of Kansas Municipalities Publication* | March 22, 2002

Terry L. Welch, editor

Budget Battle Intensifies, Will Go The Duration

Yet another week has passed and the budget deficit clearly looms as the defining issue of the 2002 Kansas legislative session. As reported last week, the consensus estimating group met and estimated a state deficit of approximately $680 million. As a result of an adjustment based on the SRS budget, the budget hole now stands at a king's ransom $698 million.

In the midst of the gloomy budget reports, the House Appropriations Committee released a proposal which was meant to address the additional gap in the budget that has become apparent since January. In an effort to find $284 million, a number of cuts were proposed throughout state government. Additional reductions in the demand transfers (which include: Local Ad Valorem Tax Reduction (LAVTR); City-County Revenue Sharing (CCRS); and Special City-County Highway (SCCH)) amounted to an additional $10 million statewide. With the cuts proposed in the printed Governor's budget, that would reduce local demand transfers for FY 03 a total of approximately $14 million statewide.

As an added complexity to the budget debate, the Governor on Friday morning released a revised budget plan to address the state's financial plight. The Governor proposed a total of $364 million in additional taxes with an additional $57 million in spending cuts to make the state budget balance and end with the statutorily required 7.5% balance at the end of FY 03. The Governor's plan may well become the focus of the budget debate as we enter the final portion of the legislative session, although it is unclear if the proposed revenue enhancements will find support in the House and Senate.

While the regular session is scheduled to end April 13th, it is expected that the veto session will begin on May 1st and could well run into the middle of May. We probably will not have final answers to the questions raised by the budget deficit, and the proposed cuts and tax increases, until the last day of the veto session. Stay tuned.

KACIR Nearing Final Hurdles

Contact Your Senators

The bill establishing the Kansas Advisory Council on Intergovernmental Relations (KACIR), **HB 2337**, moved closer to becoming law this week. On Thursday, the Senate Elections and Local Government Committee passed the bill out favorably. Thanks go to Senators Allen, Clark, Gilstrap, Gooch, Huelskamp, and Schmidt for voting in favor of the bill. It now goes to the Senate and could be worked as early as next week. If it passes without amendment, the bill will be on its way to the Governor for signature.

Please contact your Senators and urge them to vote in favor of this very positive piece of league-sponsored legislation.

Let them know that a vote in favor of **HB 2337** is a vote for good government. There is no fiscal note on this bill and it will promote efficiency and communication between state and local government. The KACIR legislation is jointly sponsored by LKM and the Kansas Association of Counties.

Tax Lid Debated In House

The potential of a tax lid on all forms of local taxing entities, except unified school districts, took life this week. The House Tax Committee held a hearing on **HB 3025** which would require local governments desiring to levy property taxes in excess of 103% of the amount levied in the preceding year to give notice and be subject to a protest petition and election. The notice, protest and election would be very similar to the adoption of the local option budget by school districts. LKM and the Kansas Association of Counties testified in opposition of **HB 3025**.

Proponents of **HB 3025** stress that the bill is not a "tax lid" because it does not limit growth in the local government budget beyond the 103% mark. Rather, according to the proponents, it simply permits taxpayers to authorize a larger increase. The opponents, including LKM and KAC, see **HB 3025** for what it is, a lid on local taxing and spending levels. LKM will continue to oppose HB 3025 and similar legislation because local spending and taxing decisions are best left to locally elected officials.

At this time there is no indication when the House Tax Committee will work HB 3025. More on this as it develops.

SB 397 Continues To Advance

In action on the House Floor today, **SB 397**, the compromise telecommunications/right-of-way legislation, took another step toward passage. After escaping the House Utilities Committee unscathed, **SB 397** was recommended for passage without amendment by the House Committee of the Whole. The bill will be considered on final action as early as Monday. If approved on final action, the bill goes to the Governor for his signature.

Important Scheduled Hearings—March 25 - 29

Monday (3/25)	9:30	123-S	S,Ju	**HB 2802**--Kansas law enforcement training fund; increasing county and municipal court fees
	1:30	313-S	H,FSA	**HB 2825**--Resolution of impasses in public employer-employee disputes **HB 3004**--Battery of law enforcement officer; tribal law enforcement officers **SB 383**--Interlocal agreements with Native American Indian tribes
	3:30	313-S	H,Ju	**HB 3024**--Community corrections and court services operations; Douglas County **SB 521**--Departure sentencing procedure under sentencing guidelines act
		521-S	H,EE	**HB 2836**--Records inspection requirements for certain recipients of state money
		243-N	H,Tour	**Discussion: Sub. HB 2890**--Electronic gaming machines at parimutuel racetracks and certain locations where bingo played
Tuesday (3/26)	8:30	423-S	S,Ag	**SB 436**--Fees and inspection of dams, levees and other water obstructions **HB 2602**--County discount program to control noxious weeds
		245-N	S,Tr	**HB 2949**--Re: transportation development districts **HB 2799**--Re: commercial driver's licenses
	9:00	519-S	H,Tax	**HB 2902**--Taxation, repealing income tax, sales tax exemptions **HB 2961**--Doubling enterprise zone credits
	9:30	123-S	S,Ju	**HB 2399**--Offender registration
	10:30	123-S	S,WM	**HB 2896**--Adding one dollar surcharge to designated athletic event at postsecondary educational institutions to fund the Kansas sports hall of fame **HB 2612**--State finances, biennial budget estimates **HB 2613**--Joint estimates of revenue to state general fund
	1:30	313-S	H,FSA	**HB 2862**--Grant programs for local boards of education; use of lottery revenue **SB 629**--Adjutant general and the division of emergencymanagement; regional emergency management coordinators; incident management system
		519-S	H,Tr	**SB 458**--Vehicle dealers and manufacturers, license fees, increasing
Wednesday (3/27)	9:00	519-S	H,Tax	**SB 372**--Sourcing of mobile telecommunications services for sales tax purposes
Thursday (3/28)	9:00	519-S	H,Tax	**SB 553**--Report required by PVD on land devoted to ag use valuation procedures **HB 2724**--County appraiser meetings **HB 2702**--Property tax exemption for new, repaired, or renovated oil refinery property

MEMORANDUM

As you know, the House and Senate wrapped up their business around 4am Friday morning. All that's left now is sine die adjournment, which will occur May 31. Should the governor veto any recent legislation, sine die will mark the final chance for the legislature to overturn those vetoes.

BUDGET

After many days and nights of negotiations, and with some senators having left for home only to return late at night, a tax package was passed by both chambers. Although some believe the package will not be enough to allow the state to meet its obligations, few believe Governor Graves will reject the measure. The House finally got the 63 votes (with 59 "nays") necessary to pass the bill, with all but three members of the Johnson County delegation supporting the measure. In the Senate, the vote was 23 – 15, with four supporting and two opposing the measure from our delegation.

Here are some of the primary components of the package as passed:

- Sales Taxes – Raised from 4.9% to 5.3% July 1; drops to 5.2% June 1, 2004 and to 5.0% on June 1, 2005. In FY03, this is expected to bring in $140 million.

- Cigarette Taxes – Raised 46 cents on July 1 this year. Raised nine cents more on January 1, 2003. Brings in approximately $81 million in FY03.

- Corporate Franchise Taxes – Doubled, raising approximately $18 million.

- Class C Inheritance Tax – Inheritance tax imposed on distant relatives and non-relatives.

- Food sales tax rebate increased

- Earned Income Tax Credit – Increased, from 10% of federal amount to 15%

- Income Tax Credits for Machinery & Equipment – Increases from the current 15% to 20% in tax year 2005, 25% in tax year 2007.

- "Waddell & Reed" provision (see information below)

- Custom computer software – The sales tax exemption was removed, saving the state about $16 million a year. The downside is that Johnson County has a number of firms that do such work, and this change could affect where they locate.

The state is expected to wind up $50 to $70 million below a zero budget balance at the end of FY03 with this tax package. As such, Governor Graves may still utilize the budget allocation system discussed in my last update. Agencies will have their budgets reduced, but probably not with the stunning effects previously feared. You might recall, for instance, that one potential cut was a $330 per pupil reduction in state aid for education. The governor's authority does not seem to be available with respect to demand transfers.

K-12 EDUCATION

Both chambers supported a $20 per pupil increase. Funding could still be reduced, depending on how the governor approaches the expected budgetary shortfall, although this is unlikely. The only other hold up could be that the funds for this increase are coming from an endowment, and Governor Graves has had some reservations about utilizing "one-time" monies for ongoing expenses.

TRANSPORTATION

Minimal funding for the Comprehensive Transportation Program was approved. Motor fuels taxes will increase two cents on July 1. Registration fees will increase $5 for cars and pickup truck, and between $2 and $10 for other trucks based on weight, not functional classification. The plan raises $44 million for FY03 and $47 million annually thereafter.

The House passed the measure 64 – 57. The Johnson County delegation voted 7 in favor and 11 against the measure. This vote appears due to the fact that many in the delegation did not want to approve funding for transportation prior to approving the tax package to fund general government operations. Had the vote on transportation occurred after the tax vote, the results from our delegation would have been different. The Senate gave approval to the transportation funding 22 – 17.

WADDELL & REED

Included in the final tax package, Senate Bill 39, were provisions designed to benefit investment funds services companies, including Waddell & Reed. The issue had been held up in conference committee, but negotiators slowly became aware of the need to include the contents of Senate Bill 501 in the tax package to secure enough votes. We should know in the coming weeks whether changes made by this legislation will be enough to encourage Waddell & Reed to remain in Overland Park.

The legislation provides a modified means of calculating income for taxation purposes. Not only will this benefit Waddell & Reed, but many believe this change could help lure to Kansas similar companies, such as American Century in Kansas City.

REDISTRICTING

The congressional map was finally settled. After a conference committee reached an impasse, the House passed a new map, 78 – 45. At first, the Senate sought a conference committee in the hopes of altering the map, particularly in the Junction City/Fort Riley area. When it became apparent such efforts would not succeed, the Senate reconsidered and passed the map 22 – 17. The map works out well for Johnson County, keeping the entire county in the 3rd District. Also in the district will be Wyandotte County and parts of Douglas County, including about half of Lawrence. Miami County will no longer be part of the 3rd District.

Blessedly, this issue never came before either chamber. The vote would have been close in the Senate, but probably not in the House. Such a defeat could have caused hard feelings with many legislators who likely will be bringing this issue forward next year.

LAW ENFORCEMENT TRAINING CENTER

House Bill 2802 was approved by the legislature. Municipal court fees will be raised $2 to help fund the Law Enforcement Training Center in Hutchinson. Chief Douglass had testified in favor of this legislation.

TRAFFIC SUPERINTENDENT

The City of Lenexa (Kansas City Metro) is accepting applications for a Traffic Superintendent responsible for the planning, organizing and directing of the traffic maintenance operations (street lights, traffic signals, traffic signs, and pavement markings) of the Public Works Department. Duties include supervising traffic maintenance staff, scheduling maintenance activities, coordinating and inspecting construction projects, developing specifications for acquisition of related materials and equipment, monitoring inventory, coordinating purchasing, and closely working with other city agencies. This is a working supervisor position and may require responding to emergency calls including snow removal. The qualified candidate will have a high school diploma or GED, and six years of experience in traffic systems management, including two years of supervisory experience, or an associate of science degree and four years of experience in traffic systems management, including two years of supervisory experience. Certification of IMSA Level II in Signs and Markings and IMSA Level II in Traffic Signals, or ability to obtain within one year. Must have a valid CDL driver's license, or the ability to obtain within six months of employment. Salary is $42,078+DOQ with an excellent benefits and retirement package. Send resume or apply in person at Lenexa City Hall, Human Resources, 12350 West 87th St Pkwy, Lenexa, KS 66215. Closing Date: September 13, 2002. Full job description can be viewed on the City of Lenexa website. www.ci.lenexa.ks.us EOE

Traffic Engineer
City of Ames, Iowa

The City of Ames, a progressive university community of 50,000, is seeking a Traffic Engineer. This senior management position will plan, organize, direct, and manage all activities of the Traffic Engineering Division. Visit City of Ames website at http://www.city.ames.ia.us for community information.

The ideal candidate will possess:

- Skill in planning, organizing, managing, and directing the work of others;
- The ability to establish and maintain effective working relationships;
- Excellent customer service and communication skills;
- Excellent leadership skills;
- Excellent teambuilding skills.

Requires bachelor's degree in Civil, Transportation, or Traffic Engineering and four years of related work; or an equivalent combination of education and experience.

Salary range is $46,112 to $69,070 plus comprehensive benefit package.

To request application package, contact City of Ames Human Resources at (515) 239-5199 or via email at tgrant@city.ames.ia.us. Recruitment will be open until filled. EOE/AA

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