Southeast Freeway Backbone Corridors, mainly constructed in the 1950’s and 1960’s, are nearing the end of their useful life requiring frequent rehabilitations that cost substantial money and significantly impact regional traffic. These corridors, poor in condition, are due for either their fourth or fifth pavement rehabilitation projects while awaiting reconstruction within the Southeast Wisconsin Freeways Megaproject Program or the Major Highways Development Program. At the current pace of reconstruction funding within these programs, modernizing these corridors will take 30 years or more to complete. Considering these 4th and 5th rehabilitation projects are anticipated to last 5-years each, 8-years at best, some of these corridors may require additional corridor rehabilitation projects beyond these two prior to the reconstruction project. This is a significant economic problem considering repetitive rehabilitation construction impacts to regional commerce, employment, tourism, and overall reliability of the system. Let’s take a look at the recently designed and nearly constructed I-43/I-94 Howard Avenue to Valley Bridge Backbone Corridor rehabilitation project to understand the challenges for these types of projects.
I-43/I-94 rehabilitation is a 3.86 mile project consisting of a six-lane facility, five service interchanges, and collector-distributor roadway system from Howard Avenue to the Valley Bridge in Milwaukee County. This stretch of roadway serves as an important link between recently reconstructed Mitchell Interchange (completed 2012) and Marquette Interchange (completed 2008), and is a major regional route for tourism, special events, and commerce. Rehabilitation work was required so this vital corridor can be ready in advance of upcoming Zoo Interchange and Hoan Bridge project construction. The design team, led by WisDOT PM Allen Gilbertson and prime consultant AECOM (URS) and key TMP consultant Lakeside Engineers met with Wisconsin Transportation Builders Association (WTBA) early-on within the design process to obtain insight from the construction industry. They needed to answer key critical questions on material supply, access, and production rates to determine a more accurate construction schedule. The industry helped identify several critical items such as an early steel fabrication package for steel materials (ID 1228-26-73) and expedited shoulder replacement package (ID 1228-26-72) for construction staging advantages that were delivered at the end of 2012. It was also recommended to separate bridge painting operations from the mainline operations due to anticipated staging and schedule conflicts. The design team moved the majority of painting work to the second project ID 1228-25-70 which proved to be a very good decision. Construction work was completed over a 3-year period. Early in the design phase, the Becher Street I-94 northbound on-ramp structure, a bridge over a wetland typically with standing water, was inspected under unusually dry conditions. During the inspection, steel piling under the foundations were found to have holes all the way through the steel piling. After quick consultant, region, and Bureau of Structures coordination, the bridge was shut down later that day. It was important to the surrounding businesses to get the ramp bridge open as quickly as possible. The region expedited design including geotechnical work and after considering several alternatives including lightweight fills proceeded with an earthen embankment replacement to the previous structure. A contract was let within one month and construction began to open the ramp again within two months. Although settlement was a design concern, proper embankment compaction has limited settlement to within acceptable tolerances.

Figure 1: Project Map

<table>
<thead>
<tr>
<th>2012</th>
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<th>2014</th>
<th>2015</th>
</tr>
</thead>
<tbody>
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<tr>
<td>Q1</td>
<td>Q2</td>
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Figure 2: Schedule
Project ID 1228-26-70 roadway work consisted of over 20 lane-miles mainline asphaltic surface milling and new HMA pavement, concrete barrier repairs or replacement, reconstructing and adjusting inlets within shoulder area, construction of 9-inch concrete pavement on mainline outside shoulder, and epoxy and grooved-in pavement marking. The project also worked on concrete deck overlays for seven structures (16 units); concrete substructure repairs on nine structures; polymer overlays on two structures; concrete overlays and concrete parapet replacement on one structure (six units); contained superstructure coating removal and reapplication on 13 structures; deck replacements on two structures; reconstruction of three sign structures; and replacement of two noise barriers. PM Al Gilbertson said, “This project alone, in only four months of aggressive and highly coordinated construction effort, placed more than the previous year’s quantity of concrete masonry overlay that was placed across the entire state.”

The project had a compressed schedule to complete the mainline bridge and roadway work within the 2013 construction season. With traffic volumes approaching 120,000 AADT, a Type 4 TMP was prepared to address traffic needs for this 6-lane urban facility. Key project goals were to maintain two lanes of traffic in each direction during peak hours, maintain system ramp access through the adjacent Marquette Interchange and provide alternative routes for traffic diversion to complete the I-43/I-94 mainline work within year 2013. Construction was performed in 4 main stages that required intermediate completion dates, lane/ramp closure restrictions, and special event black-out periods for Brewers games, Packer games, Lakefront and other City festivals including Summerfest (12-day duration), Wisconsin State Fair (10-days), 110th Harley Anniversary, Potawatomi special events, and normal holidays. Complex traffic control plans with signed detours and alternate routes handled traffic diversion using Layton Avenue and I-794 as the main alternative route during construction. An additional challenge was coordinating with 14 adjacent roadway and utility projects that would be going on simultaneously.

As part of the TMP process for both construction projects, the design team developed a Traffic Management Team (TMT), a liaison group made up of design, traffic and PI consultants, SE Region traffic units, STOC, BTO, BPD, Wisconsin State Patrol, Milwaukee County Sheriff Department, City of Milwaukee DPW, Milwaukee County DPW, Milwaukee Police Department, and FHWA. Their role was to give guidance on proposed mitigation strategies being developed by the TMP development team for the projects. Some of the unique TMP strategies coordinated with TMT and implemented were replacing the existing loop detectors and replacing with microwave detectors to maintain congestion and travel time advisories via 5-1-1 Traveler Information System during construction. Ramp meters were retimed and HOV lane modifications were coordinated with Milwaukee County...
Transit System (MCTS). DMS was used in construction along with an added congestion warning system for northbound and southbound due to complex interchange ramps leading into the work zone. Local street network traffic signals were retimed and presented to the City of Milwaukee DPW for implementation. During the 2012 shoulder pre-construction work, enhanced two-tenth reference mile markers were added to the freeway at the recommendation of emergency services. The Incident Management Plan (IMP) was developed for the construction project and included several strategies including law enforcement mitigation contracts, Freeway Service Team (FST) contract, and portable cameras for key traffic locations during construction and temporary emergency vehicle access. Ongoing coordination with STOC for the TIME program, ITS operations, and incident notification was required. In all, twelve mitigation contracts were negotiated worth over $3 million with FST, Milwaukee County Sheriff, Milwaukee County Police, Milwaukee DPW, MCTS, City of Milwaukee Safety Division (School guards), and UCC employee shuttle service.

The project public information team met with project stakeholders including emergency services, MCTS, business owners, school administrators and principals, Chambers of Commerce, United Community Center, public officials including City Alderman, neighborhood associations, business associations and business improvement districts, community festivals, and individual property owners to discuss traffic impacts, project schedules, and mitigation efforts. The project held numerous public informational meetings through the design process. An extensive email database of stakeholders was used to send e-blast project updates. Multi-lingual PI exhibits, newsletters and project briefs, literature drops, newspaper ads and websites were developed for the large Spanish speaking contingent within the corridor.

Project ID 1228-25-70 consisted primarily of bridge rehabilitation on overpasses, structural retrofits on the I-43/ I-94 Bridge over Oklahoma Avenue, bridge painting, entrance/exit ramp paving and improvements to the Holt Avenue Park and Ride lot. Now that significant work has started on the Hoan Bridge and Zoo Interchange projects, project work was predominantly performed during nighttime construction to not impact IH 43 as an alternative route. Nine bridges had deck replacements, seven over the mainline and two CD road system bridges at Becher Street. Effort was taken to improve the minimum bridge vertical clearance on the corridor to 14'-9" to improve trucking heights as coordinated with the WisDOT truck permit unit. Prior maximum height on Milwaukee County Interstate system was 13'-6" but will be increased to 14'-6" with 3” safety factor. To improve the bridge vertical clearance, bridge abutment backwalls were removed and bridge superstructures were jacked to desired elevations after deck removal. Many of these bridges included attached utilities that required intensive utility coordination both in design and construction. Due to the cost of utility relocation for some of the utilities, hardships were granted permitting them to remain on the structure although future maintenance costs associated with their facility will be passed on to the utility. Utilities such as WE Energies Gas had 12” and 16” diameter 15 PSI gas mains attached to bridges with existing deck pipe hangers. Prior to deck removal, the contractor installed utility design and delivered steel diaphragms, attached support hangers to the gas mains, and installed roller supports at each pier. The contractor provided protection to the gas main while removing the existing concrete deck and abutment backwalls. WE Energies trenched the gas main 30-feet behind each abutment, cut and gapped the gas main prior to the girder jacking. Once the girders were raised, the gas main was put back in operation while the remainder of the bridge rehabilitation was completed. Another significant coordination task was coordinating utility impacts with the City of Milwaukee Cable, Communication, Street Lighting and Signal departments, all which were on the bridges. The City of Milwaukee has a big portion of their lighting system in series rather than a redundant parallel configuration. This required temporary connections for
continuation of street lighting to avoid outages to adjacent portions of their system. The City of Milwaukee also performs all of their own work for their facilities. This required several utility agreements and Local Force Account (LFA) contracts for lighting, communication and signal facilities costing over $600,000. Additional utility coordination was required for several other companies.

During the 2013 construction painting of the I-43/I-94 Bridge over Oklahoma Avenue, a pack rust issue was identified on a splice plate during the painting operations. As a result, a more detailed inspection was performed to determine the extent of the pack rust issue. The inspection identified that the pack rust issue was more widespread and was likely caused by a single row of staggered bolt pattern within the splice plate allowing easier water penetration. Retrofits should be addressed within the 2014/2015 bridge work. Seventeen splice plate locations were identified for girder splice repair, mostly located over Oklahoma Avenue. Construction of the repairs required girder contractor designed shoring methods which required the local roadway to be restricted during construction.

Project ID 1228-25-70 will be completed over a two year construction timeframe with all overpasses closed during deck replacements except Howard Avenue which was completed in stages with crossovers. It was important to stagger the overpass construction to not severely impact local street roadway traffic. Local roadways as well as bus routes, bus stop locations, and pedestrian access were detoured to adjacent crossings. Construction schedules were coordinated around the school-year for adjacent bridges using as much of the summer months as possible. A traffic mitigation contract was used for the Milwaukee Police Department Safety Division to add additional school crossing guards at key locations. New bridge decks conformed to Trans 75 and complete street requirements as coordinated with the City of Milwaukee. Many interim completion dates as well as liquidated damages were set to keep the project on schedule and minimize any further impacts to neighboring stakeholders.

A big portion of the 2014/2015 bridge rehabilitation work, approximately $11 million or 30 percent of the contract, was spent on bridge painting.
Over $17 million for both IDs. Although it would have been more economical in traffic control to do this overpass painting work with the mainline work in 2013, there was just too much other construction work to complete considering all constraints. This required the overpass painting work to be completed under nightly traffic closures with slower production rates. The biggest portion of the painting was required for the Valley Bridge located just to the south of the Marquette Interchange (refer to photo 9). This bridge is over 3700-feet long and varies in width from 120-feet to 150-feet. 75 percent of the Valley Bridge is over 50-feet in the air and approaching 100-feet causing some unique equipment challenges since no equipment was allowed on the Valley Bridge deck during painting operations. The DOT owns the air rights underneath the Valley Bridge although leases out a lot of the land underneath for local business or school parking areas in addition to the canals, railroad tracks, and WE Energies Valley Plant. During the same timeframe as the 2014/2015 project, WE Energies was converting their Power Plant from coal to natural gas and had requested use of the same staging area underneath the Valley Bridge for their material storage and vehicle parking. This was in direct conflict with the painting equipment needs for the project. WisDOT coordinated use of adjacent DOT managed land to off load WE Energies leasing commitments so they could reuse their own facility space to stage the plant conversion. This was a win-win partnership to complete both projects without conflict.

Overall the I-43/I-94 Howard to Valley Bridge Backbone corridor rehabilitation was successful. Although, there are some significant challenges for these type of urban corridor rehabilitation projects, specifically considering upcoming 4th and 5th iteration rehabs that will have relatively short life expectancy:

- Programming to meet adjacent Mega or Major project schedule
- Tight individual project schedule constraints for production rates
- Coordination with adjacent WisDOT, Municipality, Development or utility projects
- Substantial and continuous traffic impact to regional commerce, employment, and tourism
- Significant overall project costs, including additional mitigation, LFA, and utility costs
- Rehabilitation cost vs. Modernization cost approaching 15 to 20 percent for one additional rehabilitation

<table>
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Many other urban corridor rehabilitations to preserve the existing facilities are needed within the next five to ten years are:
If current Mega or Major Projects such as I-94 E-W, I-94 N-S, or I-43 Silver Spring to WIS 60 are not finalized soon, these corridors may have rehabilitation needs until reconstructed. An upcoming challenge for the Department within the backbone program will be the competing needs between preservation rehabilitation projects verses preventative maintenance rehabilitation projects due to existing backbone funding levels.
The President’s Message
By Dawn Krahn

We hope you had an enjoyable fall season! It’s hard to believe that November is here already and that we will finish out the year with our annual meeting next month! The Wisconsin Section has hosted two meetings since our last newsletter and has been busy getting ready for another board election and our annual section meeting.

We had two very successful meetings over the past few months:

- We had a great turnout for our joint meeting with the Women’s Transportation Seminar (WTS) held on September 9th. Peter Rafferty and Elizabeth Schneider talked about using the National Probe Travel Time Data to measure mobility and reliability of our highway network.
- Our annual fall student night on October 14th in Madison was also a great success. The UW-Platteville and UW-Madison student chapters told us about their activities this year, and we heard a very timely presentation from Joe Olson, WisDOT’s Administrator of DTSD, about bringing up the next generation of transportation professionals.

Here are two important events that will be happening through the end of the year:

- We will be holding elections this month for our 2016 Board Members. We will be using an online ballot through our new website, so watch for the ballot from ITE Wisconsin in mid-November. We will have three contested positions: Secretary, Member Director, and Affiliate Director. We have another very strong group of candidates this year. Thank you to those members who volunteered to run! Please contact Yang Tao ytao@cityofmadison.com if you do not receive an e-mail notifying you to vote by mid-November.
- Our annual meeting will be held on Wednesday, December 2nd at the Delafield Brewhaus. Back by popular demand will be the 2nd Annual Professional Traffic Bowl! Many people enjoyed this game of fun, knowledge and trivia last year. The Traffic Bowl is for everyone, and will be hosted by John Davis, our nationally renowned ITE Collegiate Traffic Bowl expert. We will also inaugurate the 2013 section officers and present several awards, including the Distinguished Service Award and Harvey Shebesta Award. This is a great time to reflect back on the past year, reconnect with fellow ITE members, and welcome our newly elected officers.

If you have questions or comments regarding any upcoming events or about the Wisconsin Section, please feel free to contact me at dawn.krahn@dot.wi.gov. Also, be sure to check out the latest news, and new photos on our website (www.itewisconsin.org).

Are you interested in advertising in our quarterly newsletter or the ITE Wisconsin Section website? Advertising is a great way to sponsor the Wisconsin Section and promote your firm/agency to hundreds of fellow Wisconsin Section members! Contact Ashley Vesperman, Affiliate Director, at (608) 836-9800 or Ashley.vesperman@aecom.com for more details.
**Recent Meetings and Events**

**ITE / WTS Joint Breakfast Meeting – September 9, 2015**  
By Allan Pacada

This year’s annual joint breakfast meeting was held at the WisDOT Southeast Region (Barstow) office in Waukesha, Wisconsin. The meeting was well attended by both ITE and WTS members and it was a great opportunity for both parties to network with one another and discuss current topics affecting our industry. Peter Rafferty of UW TOPS Lab and Elizabeth Schneider of WisDOT presented on the topic of Measuring System Performance with (Free) Probe Data. Peter spoke of how the probe data was used for incident and event performance and how it has been analyzed. Elizabeth spoke of how the free probe data supports performance measures for freeway corridors on the I-39/90 project in Dane County.

Thank you Peter and Elizabeth! ITE Wisconsin and WTS appreciate the great and informative presentation.
UW Madison / UW Platteville ITE Student Night – October 15, 2015
By Hannah Silber

The 2015 ITE Student Night was hosted by the University of Wisconsin-Madison student chapter and was held at the Vintage Brewing Company on the west side of Madison, Wisconsin. In addition to the UW-Madison student chapter of ITE, the student chapter from the University of Wisconsin-Platteville was also in attendance as were members from the Institute’s Wisconsin Section. The keynote speaker, Joseph Olson, from the Wisconsin Department of Transportation spoke about the emergence of the new generation of transportation engineers to be entering the workforce. The event took over the entire private dining space available at the Vintage, which further supported Mr. Olson’s sentiment regarding the importance for young engineers to join professional organizations such as ITE.

Mr. Olson discussed how the field of engineering has grown and spread to include a much more diverse population. With the need for inventive engineering solutions across the disciplines, but particularly in transportation, this influx of dedicated engineering students is promising. Connected and autonomous vehicle technology development will require plenty of innovative ideas to continue clearing the hurdles that stand between today and the finish line. Although as engineers we know that there is never truly a finish line; it is rather a “now how do we make this better, safer, and more efficient”-line.

Besides hearing from Mr. Olson on the future generation of transportation engineers, both student chapters also gave brief updates on their activities since last year’s student night. UW-Platteville spoke about their data collection efforts regarding congestion through Platteville’s campus as well as their time spent volunteering along the section of highway they sponsor in that area. UW-Madison spoke about their experience at the Engineering Bash recruiting new members as well as their joint event with the ASCE student chapter hosting Mr. Joel Leisch who spoke about his father Jack E. Leisch’s legacy in the field of transportation engineering. Upcoming events with the UW-Madison student chapter include a joint event with the Human Factors and Ergonomics Society to tour the Dane County Regional Airport as well as to discuss human factors issues in the world of aviation and an event with the Fitchburg Police Department about the dangers of impaired driving. For both student chapters, the next step is to begin preparation for the 2016 Traffic Bowl competition in hopes of bestowing honor upon the great state of Wisconsin.
Photo Credit: James Markosian (UW-Madison Student Chapter Treasurer)
ITE Council Executive Committees

The Midwestern ITE District is seeking local liaisons for the ITE Councils. The intent is to provide a direct contact between your group and the ITE Councils. This will help the Councils better understand technical activities happening at the local level as well as local needs for training and professional development. It will also better plug your group into the councils and provide opportunities for speakers, participation into research topics, and etc.

This is a great opportunity for you or someone that you know to get involved at the International Level of ITE without making a huge commitment. All ITE members are welcome and younger members and students are encouraged to participate.

More information about the councils and the names of the council chairs can be found at: http://www.ite.org/councils/index.asp. Contact information can be obtained through the membership directory (About ITE/Membership Directory). If you are interested in participating, please contact Mike McCarthy at mmccarthy@emcsinc.com.

Upcoming Awards

Martin Bruening Award

Mr. Martin Bruening worked from 1924 until 1972 for the City of Milwaukee in the area of Traffic Engineering. He was not only a leader in Milwaukee but was recognized as a national leader. During his illustrious career, he was an advocate and supporter of the three "E's" of traffic safety: Engineering, Education and Enforcement, and his sound geometric design principles and early attention to good traffic signal design and operation were partly responsible for Milwaukee's consistent first place ranking in traffic safety for cities in its population class. Although Bruening believed in and was professionally involved in the planning and design of Milwaukee's freeway system to ensure the coordination and design for traffic operations on the local street system, he consistently warned of the necessity for a balanced transportation system. He authored several reports on the financially favored position of the automobile over mass transit, and advocated a metropolitan transit authority and mass transit subsidy.

The Wisconsin Section of ITE, in recognition of Martin Bruening, has an annual award for papers by its members. The Martin Bruening Award Committee is again calling for technical papers to be submitted to compete for this annual award.

ELIGIBILITY REQUIREMENTS:

Any member of the Wisconsin Section of the Institute of Transportation Engineers or its student chapters may submit a candidate technical paper. The paper must result from a study or design project in the field of transportation or traffic engineering in which the author served as a principal participant. The paper:
a) Must have been completed within two years of the deadline date for the award
b) May have been previously submitted to another group or publicized in another media
c) May be an expansion or revision of a paper previously submitted
d) May be a work related study, a design project, or a research investigation
e) May be co-authored

EVALUATION CRITERIA

Papers will be evaluated on the basis of organization, clarity and usefulness of tables and figures, adequacy and conciseness in covering the subject, simplicity and effectiveness of language, proper support of conclusions, completeness of credits and references, and relevancy of transportation engineering.

The Martin Bruening Award is open to both professional and student members of the ITE Wisconsin Section. Two winning paper(s), one in the Professional and one in the Student category will be recognized at the March 2016 Section Meeting, along with a $500 award to the winning author(s). Papers are due by January 29, 2016. Please email papers in Adobe pdf format to Richard Coakley at richard.coakley@ch2m.com. A confirmation email will be sent after your paper is submitted. If you do not receive confirmation within 2 business days please call Rich Coakley at 414-847-0423.

ITE Annual Meeting & Exhibit Update

2015 Collegiate Traffic Bowl Program
By John Davis, ITE Collegiate Traffic Bowl Committee Chair

Excitement and anticipation abounded for the 6th annual renewal of the ITE Collegiate Traffic Bowl Grand Championship. The venue was Hollywood, Florida’s Diplomat Resort and Spa during the 85th Annual ITE International Annual Meeting and Exhibit on Monday evening, August 3rd.

Now in its seventh year, the ITE Collegiate Traffic Bowl program is a competition amongst ITE student chapter teams featuring transportation planning and engineering topics for the clues, questions, and answers. Since 2009, the Collegiate Traffic Bowl Program has grown to have 100 of the 159 universities with ITE student chapters in the United States and Canada having participated in at least one traffic bowl. In 2015, 61 teams competed in section and district-level events for a chance to participate in the Grand Championship. More than 220 student members of ITE comprised these teams.

The 2015 District Champion teams that competed in Hollywood were:

- University of Massachusetts-Amherst (5th appearance)
- Penn State University (4th appearance)
- Purdue University (4th appearance)
- Iowa State University (2nd appearance)
- Auburn University (1st appearance)
- Cal Poly San Luis Obispo (2nd appearance)
- University of Manitoba (3rd appearance)
- University of Texas at Austin (2nd appearance, 2014 Grand Champion)
- University of Puerto Rico-Mayaguez (1st appearance)
In an outstanding effort that was again decided by the final clue, the Cal Poly team was declared the 2015 Grand Champion and received the $2,000 (US) prize. The Manitoba and Purdue also advanced to the championship round and finish second and third respectively. Only 601 points separated the three teams. At one point in the competition, both Cal Poly and Purdue had negative scores, but came back to back this a very exciting game. It was the first appearance for all three teams in the final game!

In the semi-finals, Cal Poly won the first semi-final game over Puerto Rico and Auburn. Manitoba came from behind during the final clue in the second game to defeat both Texas and Penn State. In the third semi-final, Purdue held on to win over Iowa State and UMass.

All of the teams participating in the Grand Championship received, from ITE, a travel grant of $2,000 (US) and complimentary student registrations to participate in the International Annual Meeting and Exhibit in Seattle.

The objectives of the ITE Collegiate Traffic Bowl are to encourage students to become more active members in ITE, to enhance their knowledge of the traffic/transportation engineering and planning profession and of ITE itself, and to strengthen the programs of the ITE student chapters.

Plans have commenced for the 2016 ITE Collegiate Traffic Bowl Program with the Grand Championship to be conducted during the ITE International Annual Meeting and Exhibit to be held August 14-17, 2016 in Anaheim, California USA. To qualify for the Grand Championship, a team must first compete and win their district’s traffic bowl. For more information, be sure to visit ITE’s website at www.ite.org or the ITE Collegiate Traffic Bowl Group on the ITE Community. We hope to see you in Anaheim!
Upcoming Events

December 2
Annual Section Meeting, Distinguished Service Award, Harvey Shebesta Award, and Young Professionals Award
Delafield, WI

6PM at Delafield Brewhaus (3832 Hillside Drive) in Delafield. Topics include annual election results, new officer inductions, award presentations and traffic bowl. Menu choices include char grilled beef ribeye, chicken provencal, broiled salmon and tortellini primavera. Cost: $30 for ITE members, $15 for students, and $35 for non-ITE members. Please RSVP by NOON on Monday, November 30th, 2015, with Rahel Desalegne of TranSmart Technologies, Inc. by email at: raheldesalegne@transmart.com or by phone at 608-268-3949. Reservations are considered firm unless cancelled by NOON on Monday, December 1st, 2014. No shows may be billed.

January 10-14
Transportation Research Board 95th Annual Meeting
Washington, D.C.

January 20
January Section Meeting - Public Service Appreciation Luncheon
Madison, WI

January 29
Martin Bruening Award submittals are due

Do you have some information or great ideas to share? The ITE Newsletter is an excellent medium for reaching section members. If you would like something published in the upcoming newsletter, please contact the 2015 Wisconsin Section Member Director, Allan Pacada at (414) 771-3390 or apacada@bloomcos.com.
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