Innovation on the Border: Wisconsin, Minnesota and the St. Croix Crossing
By Diana Maas, WisDOT

Communities along the Wisconsin/Minnesota border have a rich history of enjoying tourism and commerce on the St. Croix River. For 85 years, residents and tourists have relied on the Stillwater Lift Bridge which was constructed in 1931. With increased development and economic growth in the St. Croix region, more than 18,000 vehicles a day travel across the river, exceeding the 12,000 to 15,000 vehicles per day capacity for one lane in each direction. Congestion has caused a lack of mobility, led to an increase in crash rates, and limits use for pedestrians. With the age of the lift bridge, maintenance and emergency contracts are needed regularly to sustain functionality. In order to solve the problems with capacity, safety and lifespan, Wisconsin and Minnesota entered into a joint venture to build the new four-lane St. Croix Crossing, scheduled to open late 2017.

The St. Croix Crossing has been decades in the making, partly because of the many historic, cultural, and environmental features along the St. Croix National Scenic Riverway. There has been extensive community involvement on both sides of the river to determine whether a bridge should be built and to select the best location/alignment for the bridge. An act of Congress and President Obama’s signature enacting Public Law 112-100 in March 2012 was the final stamp of approval for the new bridge.

The new St. Croix Crossing will connect St. Joseph, Wisconsin along Wisconsin Highway 64 and Oak Park Heights, Minnesota on Minnesota State Highways 36 and 95. The extradosed bridge, only the second of its kind in the United States, is a cross between a box-girder and a cable-stayed design.

Construction on the St. Croix Crossing began in 2013 and included foundations, pier column construction for the bridge approach spans and main river bridge, as well as crossbeam construction at three of five river pier locations. The process for constructing the pier columns—bringing them to life from the pages of the design sheets—required teaming core engineering practices with a lot of imagination.
River Pier Characteristics
The spacing of the river piers is an engineering and architectural feat. Two pier locations that were part of the original design were eliminated to create a more slender bridge that blends into the river valley and has less of an environmental impact. The river piers are spaced about 600 feet apart—the equivalent of two football fields between each pier.

Another important design element was dictated by the shape of the land. The pier closest to the Minnesota shoreline is much shorter in height in comparison to the pier closest to the Wisconsin bluff. Thus, the distance from the water to the driving surface of the new bridge ranges from 110-150 feet – a 40-foot height difference. This tallest point is a testament to modern bridge building. Unlike the Stillwater Lift Bridge and I-94 Hudson bridge, the new river crossing will be built to meet the top of the river bluff instead of cutting into the bluff.

The final design achievement is the piers themselves. Each pier has a distinct opening in the center, creating a visual of two blades supporting the bridge. Each blade is four feet thick (see photo).
Aesthetically, the piers create a less obstructive river view. But there’s more. Engineers design bridges for movement, which is particularly important in places that have extreme seasonal temperature changes. The blade-shape offers flexibility and the piers will expand and contract about seven inches to the east or west between the summer and winter months.

**River Pier Construction**

To construct the piers, construction crews floated concrete and reinforcement bars on barges to each pier location, except for the pier closest to the Minnesota shoreline. In early 2014, crews constructed a temporary causeway out to this pier for easier access to and from the site for construction materials, crew members, and their vehicles.

The piers were built section by section. Crews installed a form on top of each pier foundation, filled it with rebar and concrete and allowed it to cure before moving the forms to the next section. All pier sections were completed in March 2016.

**Crossbeam Construction**

After completion of both pier columns, the crossbeam is constructed. The crossbeam connects the upstream and downstream pier columns.

First, crews installed a truss system that supports construction efforts. Because of the size and detail of each crossbeam, they were constructed in three stages. Iron workers placed and tied each steel bar by hand. Some quick facts are:

- Length from end to end: 116.4 feet
- Average width between towers: 15.2 feet
- Total rebar: 478,000 lbs.
- Total concrete: 5,273,000 lbs., or 2,636 tons (130 truckloads)

**River Bridge Segment Production**

The 650 pre-cast segments that make up the driving surface of the new St. Croix Crossing were made at Grey Cloud Island near Cottage Grove, Minnesota. On average, each segment is 48 feet wide, 18 feet tall, and 10 feet deep. The average weight is 170 tons. All segments were cast as of August 3, 2016.
**Pier Table Construction**

A pier table is the combination of cast-in-place segments on each side of the crossbeam plus the crossbeam itself. Together, these structures form a wide, flat surface, like a tabletop.

To build the pier table, forms are fitted on each side of the crossbeam in the shape of a segment. Steel rebar and high-strength steel strands, called tendons, are hand-placed within the forms. Construction crews pour concrete on site into the forms and over the rebar and tendons.

This process is repeated several times to construct the bottom, top and side walls of the pier table — the structure has hollow space in its center, similar to the pre-cast segments that are made off-site. Crews remove the forms once the concrete has cured to the right strength.

**Segment Installation**

From the Grey Cloud Island casting yard, completed river bridge segments were transported by barge down the Mississippi River and up the St. Croix River – a total of 33 miles – to the bridge construction site.

Cranes sitting on top of the pier lifted each segment into place. The first pre-cast segments were placed on both sides of the pier table. Subsequent segments were installed in both directions moving outwards from the pier to form the 600-foot spans between each pier location. To lock the segments together, crews:

1. Coat the edges with epoxy—a very strong glue—and bring each segment into contact with the previously placed segment;
2. String steel strands through hollow plastic ducts already inside each segment;
3. Pull the strands tight—like a rubber band—using a hydraulic jack, to anchor the segment into place, and;
4. Fill the inside of the ducts with grout to protect against moisture.

Because these high-stressed strands are interconnected, all of the segments in a single span are connected back to the pier. This approach creates the strongest bridge structure.

**Wisconsin Approach**
This three-mile project completes the WIS 64 majors project that was built in the early 2000s. The four-lane expressway from New Richmond to Houlton will now tie-in to the new St. Croix Crossing structure over the St. Croix River that is currently scheduled to open in late 2017. The project includes:

- WIS 35 overpass over the new WIS 64, located near the main bridge
- WIS 35/County E interchange
- Pedestrian and bike path
- Two roundabouts located at the ramp terminals

Once the St. Croix Crossing is complete, WisDOT will complete pavement work up to the abutment.

**Loop Trail**
As part of negotiations and in an effort to preserve the historical Stillwater Lift Bridge, Wisconsin and Minnesota will designate the old structure as a bike/pedestrian trail. The loop trail project is now in final design. Once complete, it will be approximately five miles in length, looping around the St. Croix River over both the old lift bridge and the new St. Croix Crossing. The loop trail has been a very coordinated process with St. Croix County and local bicycle advocates. Partnership is key to ensuring the trail can grow with the community in the coming years.

The President’s Message

By Stephan Hoffmann

I’m now a little more than half way through my year as President of the Wisconsin Section, and I wanted to start this message with a thank you. Thank you to the members of the Executive Board as well as all of the other committees that work hard to organize all of the great events and awards that the Wisconsin Section has to offer! I also wanted to thank our generous sponsors for the current year: AECOM, Ayres, EMCS, KL Engineering, R.A. Smith National, and TAPCO.

I hope that you’ve been able to take advantage of at least one of the Wisconsin Section activities that have been held already this year. We had a great turnout at Buck Bradley’s on July 13th for the joint meeting with ITS Wisconsin where Randy Hoyt/WisDOT shared a wealth of technical insight into the ongoing truck parking projects on I-90/94 in the western part of Wisconsin. We also had a fun group turnout for the summer social event on August 4th. We enjoyed some great pizza from around Milwaukee and learned some very interesting things about the city and this fun food as well.

The social event for next summer is planned for the Madison area. We plan to alternate events each year between the Milwaukee and Madison area in the future. Thank you to the Social Event Committee led by Stacey Pierce for organizing another fun event this year. If you have idea for future events please share them with Stacey, or any board member.

I was fortunate to be able to attend the Midwest District Annual Meeting on June 26 to 28 in Chicago. The meeting had great technical content and provided excellent opportunities for networking with other transportation professionals from around the Midwest. I encourage you to take advantage of this great conference in the future. Next year the District Annual Meeting will be hosted by the Wisconsin Section and will be held on June 18 to 20, 2017 in Madison, so mark your calendars!

Congratulations to the 2016 Ken Voigt award winner, John Campbell! John received the award at the July Section Meeting. John attended the ITE Annual Meeting in Anaheim, CA on August 14 – 17 and his report is included in this newsletter.

Please mark your calendars and check the website for details on the following upcoming ITE events: ● October 12 UW Madison/UW Platteville Student Night ● December 7 Annual Section Meeting. I look forward to seeing you at one of these upcoming events. If you have any questions or comments, please feel free to contact me or any of the other board members.
Recent Meetings, Events & Awards

Joint Meeting with ITS Wisconsin
July 13, 2016
By Kelly Greuel

On July 13, the Wisconsin Section of ITE and ITS–Wisconsin attended a joint lunch meeting at the Buck Bradley’s, located in Milwaukee, WI.

To start the meeting, Stephan Hoffmann presented the Ken Voigt award recipient to **John Campbell of TADI**. The Ken Voigt Award recognizes achievement in transportation by younger transportation professionals and ITE members. John received a plaque, as well as reimbursement to attend the ITE Annual Meeting in Anaheim, CA for his efforts.

The featured guest speaker, Randy Hoyt from WisDOT, gave a presentation on Wisconsin Truck Parking. Currently, truck parking is over full at rest areas. Randy talked about two Wisconsin deployments to help improve communication to truck drivers on availability at rest areas along I-94. Video pattern recognition or magnetometer detection is being used at these rest areas. WisDOT received a Truck Parking TIGER Grant – TPIMS (Truck Parking Information Management Systems) to complete some of this work. WisDOT’s TPIMS plan is to complete I-94 EB from Lake Mills to Kenosha and I-94 WB from IL State Line to MN State Line, which consists of 241 truck parking stalls. If additional funding is available, other corridors such as I-39/90 from IL State Line to Madison and I-90 from Tomah to MN State Line will be a priority.

Overall, it is nice to be able to bring together our organization with ITS Wisconsin to discuss transportation issues that affect all of us.
ITE Wisconsin Social: Milwaukee Pizza Bus Food Tour
By Kelly Greuel

The ITE Wisconsin Summer Social event was held on August 4th in Milwaukee, WI. Wisconsin section members and their guests were treated to a delightful bus-driven pizza tour around Milwaukee. We travelled to three different pizzerias, learned some history of Milwaukee, and ended the night with delicious gelato. The event even included a pizza so big it could feed the whole ITE group!

The evening was filled with a great opportunity to network, have fun, and enjoy some great food! Gift card door prizes were awarded to five lucky folks. Thank you to the social event committee for organizing a wonderful event.

Thank you to our corporate sponsors who help keep these events affordable!
ITE 2016 Annual Meeting & Exhibit in Anaheim, CA
August 14-17, 2016
Article by John Campbell, 2016 Ken Voigt Younger Member Award recipient

An INCREDIBLE EXPERIENCE sums up my participation in the 2016 ITE Annual Meeting & Exhibit in Anaheim, CA, USA. My name is John Campbell, a Senior Traffic Engineer at TADI, and I was the recipient of this year’s Ken Voigt Younger Member Award. The award, sponsored by the Wisconsin Section of ITE, is given annually to an applicant 35 years or younger and includes a $1,000 travel stipend with complimentary registration to the ITE Annual Meeting & Exhibit. I’m excited to share my experience as an attendee through this opportunity.

With more than 1,200 participants, the 2016 ITE Annual Meeting & Exhibit truly was an action-packed conference. In four short days, ITE managed to schedule TransportationCamp, three unique technical tours, four workshops, the Collegiate Traffic Bowl finals, and numerous presentations, posters sessions, receptions, exhibitors, and council meetings. For attendees who traveled with their families, Disneyland was across the street!

I attended the District-Section-Chapter Leadership Forum to observe the interactions between key leaders throughout ITE at all levels. Colleen Agan, the Senior Director of Membership, led the discussion and enthusiastically promoted several membership-related initiatives. Colleen spoke about the importance of membership retention, as it is incredibly difficult to grow an organization if you lose 20 percent of your existing members annually. ITE’s retention rate is improving from below 80 percent in the recent past to a current rate in the mid-80s; with future goals above 90 percent. The leadership forum also discussed the need to simplify the ITE membership fee structure. When ITE Headquarters sent out invoices last year, more than 165 variations of membership fees were processed. Leadership within ITE is taking a hard look at simplifying the fee structure and is working with Districts, Sections, and Chapters to do so.

Partner involvement in key initiatives was a theme throughout the meeting, in particular as participants learned about Vision Zero. Vision Zero involves the aggressive pursuit of eliminating roadway fatalities and serious injuries. Originally championed by Sweden in 1997, the concept is simple—no loss of life is acceptable—and in every situation where a person might fail, the road system should not. Meeting participants were able to learn from Vision Zero pioneers in the United States, including the director of the Vision Zero Network, Leah Shahum. Goals are straightforward and time-based. The City of San Francisco, for instance, has set the goal of zero traffic deaths by 2024. ITE’s support of Vision Zero was evident throughout the meeting with a session devoted to Vision Zero topics, a workshop about data tools and techniques to support Vision Zero, and ITE’s recent formation of a Vision Zero Task Force.

Technology is changing the transportation industry, and it was amazing to see some of the technological advances displayed throughout the exhibitor hall. From wireless communications to road tube counters that fit in your hand, it was fascinating to see how fast technology is progressing. Everything seems to be getting smaller, faster, and more energy efficient.

I hope these highlights of my experience encourage you to consider participating in future ITE Annual Meetings & Exhibits. It was a fantastic experience that catered to all members of ITE, from college students to the International Board of Directors.
I sincerely thank the ITE Wisconsin Chapter for sponsoring the Ken Voigt Young Members Award which provided an extraordinary opportunity for me to fly across the country to attend the meeting. Thank you to John Corbin (FHWA), Rebecca Szymkowski (WisDOT/ITE Midwestern Vice President), and Stephanie Olsson (TADI Vice President) for writing testimonial letters for me to include in the award application. I also thank my employer, TADI, for providing unique and challenging opportunities balanced with the freedom and resources to apply innovative solutions. I would like to thank my family for their unyielding support. Finally, thanks to ITE and everyone who helped make the ITE 2016 Annual Meeting & Exhibit one to remember!
Midwestern District Update

Wisconsin Section in the 2016 Midwestern + Great Lakes Joint District Annual Meeting - June 26 - June 28, 2016
By Kelly Greuel

The 2016 ITE District conference was held in Chicago, IL from June 26th to June 28th. There were many very interesting presentations over the two-day conference. This meeting represented 14 states, providing a great opportunity for attendees to network with a diverse group of transportation professionals and to experience a robust technical program focusing on the latest trends in transportation.

Presentations and activities by Wisconsin Section members included:

- Richard Coakley presented on “Integration of Safety in the Project Development Process and Beyond: A Context Sensitive Approach”
- Susan Paulus presented on “Development of Best Practices for Portable Changeable Message Sign in Work Zones for Design and Construction Engineers”.
- Peter Rafferty and Jangik Jin presented on “Mobility Performance Insight from Free Probe Data”.
- Mark Johnson presented on “Design Principles for Optimal Safety and Operations of Multi-Lane Roundabouts”.
- John Davis helped to organize and run the Student Traffic Bowl Competition
- Rebecca Szymkowski and John Davis participated in the Midwestern District Board meetings for a full day before the technical meeting began.
Minnesota Captures First Midwestern District Traffic Bowl Title!
By John Davis, MWITE Traffic Bowl Chair

In an exciting competition, the University of Minnesota (Twin Cities) ITE student chapter captured their first Midwestern District Collegiate Traffic Bowl championship. The 8th annual district collegiate traffic bowl was held on June 27th during the annual conference of the Midwestern District (MWITE) in Chicago. This year’s competition featured six teams and three preliminary matches with three teams in each match. The ITE student chapters competing this year were: Iowa State University, defending champion from 2015, making their 8th appearance and trying for their third district title; North Dakota State University, making their 3rd consecutive appearance; Southern Illinois University – Edwardsville, making their 7th appearance; the University of Illinois-Urbana/Champaign, also making their 7th appearance and trying for their second district title; the University of Kansas, also making their 8th appearance and trying for their fourth district title; and the University of Minnesota, making their 3rd appearance and first since 2012.

For the first two preliminary matches, the six teams were seeded based on their performance on a 10-question quiz. The winners of these matches advanced automatically to the championship match. From the remaining four teams, the top three scoring teams from the earlier preliminaries were then seeded to play in the final preliminary match for a chance to advance to the championship match.

In the first preliminary match, second seed Illinois was matched against third seed Minnesota, and fourth seed Southern Illinois. In a hard fought match, Illinois was leading after the initial round of clues by 300 points over Minnesota. For the final clue, both Illinois and Minnesota correctly answered the clue, but Minnesota wagered enough points to tie Illinois and force the match into a tiebreaker round. In the tiebreaker, Illinois prevailed and advanced to the final match.

In the second preliminary, top seed Iowa State drove to a commanding lead after the initial round to lead by 2900 points over North Dakota State and Kansas. North Dakota correctly answered the final clue, but could not wager enough points to catch Iowa State, who advanced to the finals.

After the first two preliminaries, Minnesota, North Dakota State and Kansas had the top three highest point totals and played in the final preliminary match. Minnesota had a strong initial round and was leading Kansas, 1100 to 400. Both teams were in the final clue round and correctly answered the clue, but the Minnesota lead was too much to overcome, and they advanced to the district championship.

The district championship match featured top seed Iowa State, second seed Illinois and third seed Minnesota. At the end of the initial clue round, Minnesota with 1700 points had a 200-point lead over Illinois and a 700-point lead over Iowa State. Both Illinois and Minnesota correctly answered the final clue, but Minnesota wagered almost all of their points to win by 1550 points! The Minnesota team win earned them a place in the Collegiate Traffic Bowl Grand Championship, which was held on August 15, 2016 in Anaheim, California as a part of the 86th ITE International Annual Meeting and Exhibit.

Thank you to all the students and members who supported and made this event a success! Special recognitions to the volunteers - Carrie Falkenrath, Rebecca Szymkowski, John Mick, Tom Campbell, Jennifer Pangborn-Dolde, Nick Erpelding, Ken Voigt, Steve Manhart, and Jeff Young for their efforts prior to and at the event.

Students start planning now to attend the 2017 District Traffic Bowl that will be held during the Midwestern District Conference from June 18 to 20 in Madison, Wisconsin.
2017 ITE Midwestern District Annual Conference
June 18 - June 20, 2017
The Concourse Hotel, Madison, WI

Save the date of June 18 through June 20 for the ITE Midwestern District Annual Conference in downtown Madison. This meeting will represent 11 states, providing an opportunity for attendees to network with a diverse group of transportation professionals and to experience a robust technical program focusing on the latest trends in transportation.

The Wisconsin Section will play host for this meeting and conference. The Section’s Local Arrangement Committee is starting to plan in detail the technical program and social events that will be a part of the 2017 meeting. If you would like to join the fun and excitement of planning this event, there are several committee’s available to join! Committee’s available to join include: Publicity, Venue/Hotel Arrangements, Finance, Registration, Corporate Sponsorship & Industry Exhibitor, Social Activities, Hospitality and Family Program, and Technical. If you don’t have time to volunteer before the event, there are plenty of micro volunteer opportunities available during the event. Please contact John Davis (DavisJ@AyresAssociates.com, (262) 522-4905) or Jess Billmeyer (Jess.Billmeyer@aecom.com, (608) 828-8157) if you are interested in helping out in some way. No experience is necessary!

2017 Midwestern District Election Results

Congratulations to Martin Gugel (MOVITE) as the 2017 MWITE Secretary/Treasurer.

Returning board members for 2017 include:

- Rebecca Szymkowski – President
- Mike Bittner – Vice-President
- John Mick II. – Past President
- Thomas Campbell – Administrator
- Mark Rinnan – Newsletter Editor
- Andrea Bill – Web Coordinator
- John Davis – Student Activities Chair
- Stephan Hoffmann – Wisconsin Section Representative
Upcoming Events

September 28
22<sup>st</sup> Annual ITS Forum
Union South – University of Wisconsin-Madison

October 12
UW-Platteville/UW-Madison Student Night
Hop’s House, Mount Horeb, WI

December 7
Annual Section Meeting, Distinguished Service Award, Harvey Shebesta Award, and Young Professionals Award
Delafield, WI

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 2016 Wisconsin Section Member Director, Kelly Greuel at (608) 828-8132 or kelly.greuel@aecom.com.
**Wisconsin Section**

Institute of Transportation Engineers
P.O. Box 1107
Milwaukee, WI 53201-1107

**Wisconsin ITE Section Dinner Meeting**
UW-Platteville and UW-Madison Student Night

**Date:** Wednesday, October 12, 2016

**Time:**
- 5:30 Registration/Social
- 6:00 Dinner
- 6:30 Speaker

**Place:** Hop’s House
209 Main Street, Mount Horeb, WI

**Topics:**
- Student Chapter Updates
- and
- *Lacy Road Reconstruction Project - Rural to urban street conversion*
  Ahnaray Bizjak, City of Fitchburg

**PDH:**
The Wisconsin Section is offering 0.5 PDH for this presentation.

**Menu:**
- BBQ Chicken Buffet:
  - Homemade BBQ grilled chicken
  - Garlic & rosemary mashed potatoes
  - Vegetable
  - French bread with butter
  - Salad
- Meal includes soda, coffee or tea.
  Cash bar available.

**Cost:**
- $20 for member professionals
- $10 for students
- $25 for non-member professionals

Register and pay online at [itewisconsin.org](http://itewisconsin.org) by Noon on Friday, October 7, 2016. WI ITE non-members can also register using the same site (register as guest). If you prefer to sign up via email or phone (and pay at the door), please RSVP to Kait Sanford, EMCS, Inc. by email at: ksanford@emcsinc.com or by phone at 414-347-1607. No shows will be charged and no refunds will be made after the event.

**Directions**

From Milwaukee: Take I-94 westbound to Madison and US 12/18 to exit 258. Take exit 258 toward Dodgeville to US 18/151. Take exit 69 toward Mount Horeb.

**Next Meeting:** Wednesday, December 7, 2016 – WI ITE Section Annual Meeting, Harvey Shebesta Award, and Young Professionals Award (Delafield)

**2016 Wisconsin Section Officers**

**President**
Stephan Hoffmann, P.E.
16745 West Bluemound Road
Suite 200
Brookfield, WI 53005
262.317.3265
stephan.hoffmann@rasmithnational.com

**Vice-President**
Brian Porter, P.E., PTOE
4802 Sheboygan Avenue
Suite 501
Madison, WI 53707
608.267.0452
brian.porter@dot.wi.gov

**Affiliate Director**
Ashley Vesperman, P.E., PTOE
1350 Deming Way
Suite 100
Middleton, WI 53562
608.836.9800
ashley.vesperman@aecom.com

**Affiliate Director**
Erin Schoon, P.E.
435 West St. Paul Avenue
Milwaukee, WI 53203
414.220.6803
em.schoon@dot.wi.gov

**Secretary**
Allan Pacada, P.E.
1350 W. Research Drive
Suite 100
Milwaukee, WI 53226
414.292.4552
apacada@bloomcos.com

**Director**
Kelly Greuel, P.E., PTOE
1350 W. Research Drive
Suite 100
Middleton, WI 53562
608.828.8132
kelly.greuel@aecom.com

**Treasurer**
Yang Tao, P.E.
215 Martin Luther King, Jr. Blvd.
Suite 100
Madison, WI 53707-2986
608.266.4815
ytao@cityofmadison.com

**Past President**
Dawn Krahn, P.E.
4802 Sheboygan Avenue
Room 901
Madison, WI 53707
608.267.7715
dawn.krahn@dot.wi.gov

**Administrator**
John Bruggeman, P.E., PTOE
16745 West Bluemound Road
Suite 200
Brookfield, WI 53005
262.317.3553
john.bruggeman@rasmithnational.com
Traffic Safety Merit Badge Activity Booth

The Boy Scouts of America will be holding its National Scout Jamboree from July 19-28, 2017 at the Summit Bechtel Family National Scout Reserve or “The Summit” for short (http://www.summitbsa.org/). The Summit is located in the New River Gorge Region of West Virginia.

At the upcoming Jamboree, more than 30,000 Boy Scouts and Venturing Scouts, boys and girls, mostly aged 13-17 years will get a chance to sample some of the most exciting, challenging and fun activity and merit badges that they can earn. One of those badges will be the Traffic Safety Merit Badge. At previous jamborees, Traffic Safety was one of the most popular merit badge programs. This badge introduces the scouts to traffic safety in terms of driver behavior, highway design and traffic control devices, vehicle and traffic law, and vehicle safety features. It is designed to make them safer drivers, passengers, pedestrians, and cyclists. It also offers an opportunity for career guidance about the transportation engineering and planning profession.

Beginning in 2005, the Traffic Safety Merit Badge program has been sponsored by ITE. The booth’s volunteer staff included ITE members, staff from FHWA, and others adults involved or interested in traffic safety. These volunteers contributed to enhance traffic safety awareness for young drivers and future drivers, and had great fun doing it for the 10 days of the Jamboree.

There are several ITE members who have already volunteered to participate on the booth’s staff in 2017, but more are needed. If you are involved in Scouting, please consider this opportunity to promote traffic safety and your profession in a very special way at the 2017 National Scout Jamboree.

The participation dates for staff are from July 15 to 29, 2017. You can participate for the first part (July 15-22), for the second part (July 22-29), or for the entire Jamboree, whatever best fits your schedule and personal budget. For information on the 2017 National Jamboree, visit its website at http://www.summitbsa.org/events/jamboree/overview/.

If you are interested in volunteering or would like more information on this opportunity, please contact program coordinators John Davis at DavisJ@AyresAssociates.com, Steven Gayle at gaylegvill@frontiernet.net or Roberta McLaughlin at robertamcl@hotmail.com.

Hope to see you at THE SUMMIT in 2017!
A Special **THANK YOU** to our Corporate Sponsors

**Platinum Sponsors**

- AECOM
- R.A. Smith National

**Gold Sponsors**

- AYRES ASSOCIATES
- emcs, inc.

**Silver Sponsors**

- [KL Engineering](#)