



Wisconsin Section News

Fall 2022, Issue 3

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In This Issue...

North Fish Hatchery Road Corridor Reconstruction	1
Traffic Engineering Lessons Learned	1
President's Message	5
Recent Meetings & Events	6
2023 ITE Wisconsin Section Elections	10
ITE Wisconsin Technical Councils	12
In Memoriam	13
Helpful links from GLITE & ITE international	13
Upcoming ITE Events	14
ITE Wisconsin Membership	15
Treasurer's Update	16
Transportation Funny Photos	17
ITE Wisconsin Section Sponsors	18

Upcoming Newsletter

If you would like something published in the next newsletter contact:
Stephanie Sward at
swards@cityoflacrosse.org

North Fish Hatchery Road Corridor Reconstruction

Traffic Engineering Lessons Learned

By: Kevin Wehner, PE, PTOE

Introduction

The City of Fitchburg and Dane County recently completed the reconstruction of the Fish Hatchery Road corridor. The project included 1.5-miles of pavement replacement along North Fish Hatchery Road between CTH PD and the West Madison Beltline. Project elements included extensive traffic signal operations analysis, safety upgrades along the corridor, and an extensive public involvement campaign throughout all project phases.

Prior to the project, Fish Hatchery Road was a six-lane arterial with heavily degraded pavement. Access control had been implemented to some degree with previous projects. However, several opportunities for improvement were present. In some cases, existing access management measures were contributing to operational and safety deficiencies. Traffic signals along the corridor were using TS-1 cabinets, some of which were very small by modern standards. Above ground equipment consisted of trombone arms that were reaching the end of their useful life. Adaptive traffic signal management had been implemented with the Verona Road mega project; however, detection capability was lacking.

This article will focus on lessons learned in the process of increasing the accessibility of the corridor with traffic signal upgrades and improvements to access management.

A More Accessible Corridor

The project is located within a diverse neighborhood and in close proximity to schools, senior housing, and some of Fitchburg's densest commercial areas. It serves three Madison Metro Transit routes, 27,000-46,000 vehicles per day, and many pedestrians.

Four traffic signals were reconstructed and received much needed upgrades including signal head per lane, TS-2 traffic signal cabinets with Cobalt controllers, ADA compliant pedestrian features, upgraded communications, and expanded detection capabilities. Two new signals were added to the corridor providing additional signalized pedestrian crossings.

The City of Fitchburg decided to provide Accessible Pedestrian Signals (APS) at all signalized crossings throughout the project. APS includes audible messages indicating the state of the pedestrian phase (walk/don't walk), vibrotactile feedback, and can also provide the name of the street to be crossed. In total, 58 APS units were installed with the project. This was a welcome feature, but did present some challenges.

One challenge that arose were the street name messages for the APS units. In some cases it was unclear what would be the most appropriate or concise message. These were cases where a crossing was to a pork chop island, from which either street could be crossed, and a staged crossing that may require pedestrians to stop short. The project team reached out to Denise Jess of the Wisconsin Council of the Blind & Visually Impaired who was gracious enough to provide her guidance on these messages. The project team presented the problem locations and was able to implement solutions based on her guidance. This is a process they will replicate in the future.

A second APS related challenge was getting the phase information to the APS units. APS units receive phase information in one of two ways. One is monitoring a signal head assigned to the same pedestrian phase through a hard-wired connection (3-wire). The other is to receive the information from a central unit in the traffic signal cabinet (2-wire). 3-wire systems were used for the Fish Hatchery Road project. Challenges arose when in some cases, the APS units were not installed on signal poles with their respective pedestrian signal head. When this happened, the vendor supplied cable for connecting the APS unit to the pedestrian signal head was not long enough and additional cable had to be procured. Had this problem been identified in the design stage, either a longer cable could have been specified, more consideration could have been given to co-locating heads with APS units, or potentially, a 2-wire system may have been chosen.

Access in a (mini) Roundabout Way

A frontage road meets a Fish Hatchery Road side street, Greenway Cross, about 50 feet west of the main intersection. The configuration is shown in the preconstruction aerial below. A raised median prevented frontage road traffic from accessing Fish Hatchery Road along with a westbound no u-turn sign. While these movement restrictions were all prudent, compliance was lacking, resulting in driver confusion and safety problems at Greenway Cross and Bryant Road, the next intersection to the west. Another consideration was the large car dealerships just north of the area that generate large truck traffic.

Before

The project improved this condition by extending the raised median and installing a mini-roundabout at the Bryant Road intersection. This provided a safe and appropriate place to complete u-turn movements.

After

Initial reception of the mini-roundabout was fair. Many drivers failed to utilize it as intended, some semis even circulated around it despite being designed for them to sweep over the center island. Some drivers made u-turns short of the roundabout once the raised median transitioned to a traversable one. These behaviors were thought to be related to a lack of driver familiarity with this new intersection configuration. The project team decided to try to improve compliance with additional signing and marking, closer to a standard roundabout. This image shows the westbound approach with enhanced marking and signing over what would normally be provided at a mini-roundabout.



Video captured after these improvements were added demonstrated significantly improved compliance.

Conclusion

In summary, the Fish Hatchery Road reconstruction project included many traffic engineering elements. Unexpected challenges arose during design and construction. A few of the lessons learned with this project include:

- Local disability advocates are invaluable resources for nuanced aspects of design traffic signals to be accessible. They provide a user's perspective that most of us do not have.
- There are a variety of APS systems available. Each project may benefit differently from each.
- Additional signing and marking may be beneficial in places where drivers are unfamiliar with mini-roundabouts.

President's Message

By Jess Billmeyer

It's hard to believe fall is already here. Why do the summers go by so fast? My daughters have started school and it's the last one for my oldest, a senior. Time moves so quickly!

Earlier this summer we hosted a joint event with ITS Wisconsin. Josh Leveque and Joe Ulatowski made a great presentation on the I-94 East-West study. We also awarded Laura Schroeder our Ken Voigt Award, which recognizes the achievements of members under 35. Thank you to everyone that attended and to our partners at ITS Wisconsin!

Earlier this week, I attended the first meeting for the 2024 ITE Great Lakes District Meeting that will be hosted by our Wisconsin Section. The committee will be seeking hotel venue proposals and hopes to select a venue before the end of the year. I'm happy to announce that Jeff Held and Rebecca Szymkowski will be the co-chairs for committee. They are both great leaders and we're lucky to have them contribute their talents to our section! They are looking for volunteers to lead subcommittees if you are interested.

Speaking of volunteers, we have two openings to lead section committees; the Meetings Committee and Planning Council. Big thank you to Eric Frailing and Natalie Villwock-Witte for their service leading those two efforts! If you are interested in either of these leadership opportunities, please let me know.

Over the summer, I did an epic bike ride across the country! We started in Grand Portage, MN and biked over 1600 miles in 16 days to Natchez, MS. It was an amazing experience, and I was struck by both how pretty the country is and how helpful its people are. Many people have asked me how I've tackled something so big. On the first day of the trip, at our first rest stop, one of the riders said, "we just have to do that 99 more times". The first segment of the first day was easy and repeating it didn't seem as daunting as riding the entire distance. When you're faced with what seems to be an impossible task, try breaking it up into 100 pieces. You'll find just getting started on #1 will make it less daunting and more achievable. Our motto was "get started and stay until the job is done". After a while, you'll look back and see you've accomplished more than you thought you were capable of.

I look forward to seeing you at this fall's meetings in Waukesha on 9/20 and Platteville on 10/12. If you have any questions or comments about the section, please contact me. Have Fun!

Jess Billmeyer (jess.billmeyer@aecom.com) ITE Wisconsin Section President

Recent Meetings & Events

Joint meeting with ITS, July 20, 2022

By Andre Ost

On Wednesday July 20th, the Section held its annual ITS joint meeting. The meeting was held at the WisDOT Traffic Management Center.

The meeting was opened by Elizabeth Schneider, ITS WI Section President who provided

a business update on the Fiber Optic Training, upcoming social outing, and upcoming Transportation Conference in October. She was followed by Andre Ost who provided a business update for the ITE Section, including the Treasurer's report, an update on Section membership, and upcoming Section events.

Justin Schueler presented the 2022 Ken Voigt Young Member award. The Ken Voigt award recognizes achievement in transportation by ITE members age 35 and younger. Applicants write a paper reporting on a transportation project that they were involved with. Congratulations to this year's winner Laura Schroeder of raSmith. The Wisconsin Section paid for Laura's travel and registration for the 2022 ITE International Meeting and Exhibit in New Orleans, LA.

The featured presentation was *I-94 East-West Freeway Corridor Study* by Josh LeVeque of WisDOT and Joe Ulatowski of HNTB. Josh, started the presentation and provided overview of the I-94 East- West Freeway Corridor Study project and discussed what they have been studying as a part of the supplemental EIS. In 2017 the initial I-94 East- West Freeway project was canceled after the EIS was completed with a record of decisions (ROD) in 2016. The 2016 EIS preferred alternative was a 3- level hybrid interchange and 8-lanes for I-94. They are now also evaluating a 2- level diverging diamond interchange (DDI) that has received positive public feedback. Both the 6 and 8 lane options are still being studied. Fewer acquisitions are expected with both alternatives then the initial 2016 EIS. Additional bicycle and pedestrian connections are being provided by connecting the Hank Aaron State



Trail and the Oak Leaf Trail. A new study is being proposed for WIS 175 north of the stadium interchange.



This study will be a partnership with WisDOT, Milwaukee County and the City of Milwaukee. The I-94 East-West Freeway project is still gathering community input and is working to complete the EIS in 2023 with a ROD. Depending on funding and selected alternate construction would take place from 2025-2029.

Joe Ulatowski, provided an overview of the traffic study that is being completed for the I-94 study. The updated analysis used 2019 traffic counts as well as updated origin-designation data that was collected using StreetLight. The team reviewed traffic impacts due to the covid pandemic. Traffic has mostly returned to 2019 pre-pandemic volumes; however, the distribution has slightly changed during the evening period. Forecasting and forecast sensitivity was completed to consider potential impacts of pandemic and sociality changes. Seven factors were evaluated including; online shopping, freeway expansion, travel cost, transit service, vehicle occupancy, work from home and average trip length. Even with the most ideal scenarios to reduce single occupancy vehicles, the no-build corridor operated as LOS D & E. The new stadium DDI interchange was analyzed in Synchro and VISSIM and found to have similar mainline operations as hybrid but slightly more intersection delay.

ITE Annual Meeting & Exhibit in New Orleans, Louisiana – July 31-Aug 3, 2022

By Laura Schroeder, 2022 Ken Voigt Young Member Award recipient

As this year's Ken Voigt award recipient, I had the opportunity to attend this year's ITE Annual Meeting in New Orleans, Louisiana. Attending the meeting helped me to see the impact of ITE across the country. This year's meeting was the first in-person annual meeting since 2019. The event included three days of technical sessions, social activities, vendors/exhibitors, and the Collegiate Traffic Bowl Championship.

When I arrived, I attended the first-time attendee orientation. This was very valuable as I got to meet the ITE International President Beverly Kuhn, the ITE International Vice President Rosana Correa, and other first-time attendees who I kept in touch with throughout the conference. We were given a tour of the meeting area and invited to a welcome reception.



Laura Schroeder with Abigail Flores at the opening dinner

The most prominent message of the conference was roadway safety, which has always been an interest of mine. With fatal crashes on the rise nationally, many of the technical sessions focused on ways to make



our roads safer. The opening plenary session featured USDOT Deputy Secretary Polly Trottenberg and Louisiana DOT Secretary and AASHTO President Shawn Wilson in a panel discussion about safety. They noted that fatal crashes in the US have risen to almost 43,000 in 2021 (or about 117 per day). Other countries haven't seen similar increases in the last few years, indicating that we can take steps to save lives on our roadways. The suspected reasons for the crash increases in the US are distraction, impairment, and speed. The panelists mentioned that COVID seems to have

accelerated these spikes. Automated vehicles are expected to help combat fatalities, but it will take time before the fleet has automated capabilities.

I attended various technical sessions that focused on safety and learned about the Safer Streets Priority Finder from Toole, various studies about designing for safety bicycle facilities, designing for speed compliance, automated speed enforcement, pedestrian safety, and Vision Zero plans.

The Port of New Orleans was just a short bus ride from the conference hotel. I was able to visit on one of the technical tours. Unfortunately, due to thunderstorms, we weren't able to go on the fire boat tour of the port. The staff at the port gave us a very informative technical presentation about port operations and future expansion.

The Great Lakes District hosted a dinner even at the Acme Oyster House. I was able to meet other people from the Great Lakes District, including District Director, Jeff Young. The opening dinner and closing dinner offered other opportunities to socialize with all conference attendees. I was able to meet people from all over the country and find out what solutions they are implementing in their communities.

The closing plenary session featured Nick Nigro from Atlas Public Policy who spoke about the future of transportation electrification. He said that electric vehicles will be the norm by the end of the century. With electric vehicles able to save drivers thousands of dollars per year and offering more horsepower than their non-electric counterparts, electric vehicle ownership is expected to continually grow over the coming years. The audience was able to ask questions and the



Laura Schroeder with Rozana Correa, Karen Aspelin, Beverly Kuhn, and Abigail Flores at Spirits on Bourbon Street.

discussion included grid challenges, environmental impacts, charging availability, and transportation funding.

During my downtime, I was able to explore the French Quarter. A group of attendees walked up and down Bourbon Street stopping at Spirits (which was featured on Bar Rescue). I was also able to ride the street car and visit City Park, a 1,300-acre park with a sculpture garden, botanical garden, art museum, and golf course.

The conference hotel was on Canal Street, which is the widest street in America to be called a “street” (as opposed to a boulevard or avenue). The street is 171 feet wide and was named after a canal that was never built. The street car runs through the center of the street and it was one of the first street to be lit with electric street lights.

I would like to thank Wisconsin ITE and the Ken Voigt Award Committee for the honor of selection for this year’s Ken Voigt award. I would also like to thank my employer, raSmith for supporting me in attending the ITE Annual Meeting and supporting my continued involvement in ITE. The ITE Annual Meeting was a memorable experience that helped me make professional connections around the country and learn about the latest studies and projects. The ITE annual meeting was an unforgettable experience, and I would highly recommend it to other ITE members.

ITE/ WTS Breakfast Meeting – September 20th, 2022

By John Bruggeman

On September 20, the Wisconsin Section hosted a breakfast meeting jointly with WTS Wisconsin at the WisDOT Southeast Region Office in Waukesha. Approximately 50 people attended. It was our first in-person meeting with WTS since 2019 so it was great to see some familiar faces once again! The meeting featured a presentation on the WisDOT Southeast Freeway Interactive Highway Safety Design Model (IHSDM) and Vissim Analysis. Presenters included Georgia Vergou (WisDOT), Susan Paulus (Lakeside Engineers), and Andy Utic (raSmith). The project looked at 37 Freeway Corridors and 10



system interchanges in the Southeast Region. The goals of the project included comparing the safety performance of existing corridors and interchanges with similar facilities and conducting a benefit-cost analysis for 15 corridors with known alternatives. The presentation included an overview of the IHSDM Evaluation Process and Vissim model setup and analysis. The benefit-cost analysis provides a benchmark for future improvements to incorporate along freeway segments throughout the region. Thank you Georgia, Susan, and Andy for your very informative presentation!

2023 ITE Wisconsin Section Elections

Fellow ITE Members,

Below is a list of the candidates running for the 2022 ITE Wisconsin Section Board:

<i>Past President</i>	Jess Billmeyer
<i>President</i>	Andre Ost
<i>Vice President</i>	Brian Scharles
<i>Treasurer</i>	Eric Frailing
<i>Secretary</i>	Stephanie Sward
<i>Member Director</i>	Eric Youngblom Derrin Wolford

Electronic ballots will be distributed to all members in November to vote for the Member Director and District Representative positions. The nominating committee consisted of: John Bruggeman (Chair), Allan Pacada, and Justin Schueler. Please let Eric Frailing, the *current* ITE Wisconsin Section Secretary, know if you have any questions.

See the following pages for bios of Eric and Derrin. Thank you for running for the ITE Wisconsin Section board!



Eric Youngblom, PE

Eric is the Traffic Operations and Safety Department Manager at the HNTB Milwaukee office. He joined HNTB in 2012 after completing his B.S and M.S. degrees in Civil Engineering at UW-Milwaukee. At UW-Milwaukee, Eric worked with Dr. Horowitz on traffic modeling projects using the QRS II software including the development of a multi-state freight model and WisDOT's RADIUS (Rapid Analysis of Diversion in Urban Situations) model. At HNTB, Eric has worked with WisDOT, City of Milwaukee, and public agencies across the country on traffic planning projects, where he applies his expertise in traffic demand modeling, microsimulation modeling, traffic forecasting, predictive safety analysis, and data analytics. The short list of Eric's most interesting projects include: Milwaukee's E-W BRT, I-375 freeway conversion project in Detroit, I-94 N-S & Local Roads, the Brent Spence Bridge project in Cincinnati, and the performance measures dashboards for I-43 N-S and Zoo North Leg construction.



Eric has presented at ITE Wisconsin and TRB on subjects including: the application of mesoscopic modeling for I-94 N-S, data clustering on I-94 E-W, and predictive safety analysis of I-894. When not at work, Eric enjoys spending time with his family at their Richfield home where they homeschool their three kids and aspire to be micro homesteaders.

Derrin Wolford, PE

Derrin has over 10 years of experience in the traffic engineering profession. The first 9+ years of his career started with the Wisconsin Department of Transportation. Today, he works for the City of Waukesha as its Traffic Engineer. Prior to his professional career, Derrin obtained his Bachelor's of Science in Civil and Environmental Engineering with an emphasis in Transportation from the University of Wisconsin-Madison. He is a registered Professional Engineer with the State of Wisconsin and working to obtain his Professional Traffic Operations Engineer license in the beginning of 2023.

Throughout Derrin's career, he has worked in all facets of traffic engineering. He has worked on lighting, signing, pavement marking, safety analyses, traffic impact analyses, intelligent transportation systems, and traffic signals. His greatest expertise lies within traffic signals, having assisted in the design and operation of single point interchanges, diverging diamonds, and other various complex interchanges and intersections in Wisconsin.

In college, Derrin was the President of the ITE - UW-Madison Chapter where he assisted in bringing in presenters and training for the student body and professionals. Most recently, Derrin is on the ITS Wisconsin planning committee helping coordinate the upcoming 28th Annual ITS Wisconsin Transportation Conference in October.



Derrin is excited about the opportunity to be the next member of the board for ITE Wisconsin which will allow him to be even more involved in the incredibly fast-paced, ever-evolving world of transportation engineering.

ITE Wisconsin Technical Councils

This section of the newsletter will provide you with contact persons for the various councils and upcoming meetings. There's still time to join one of the technical councils! If you're interested, email the council lead listed below.

- Awards Committee – Jeff Held (jeff.held@strand.com)
- Communications Committee – Eric Frailing & Stephanie Sward (efrailing@msa-ps.com, swards@cityoflacrosse.org)
- Meetings Committee – **Vacant**
- Traffic Engineering Workshop Committee – Laura Schroeder (laura.schroeder@rasmith.com)
- Public Agency Council – Rebecca Szymkowski (Rebecca.szymkowski@dot.wi.gov)
- Education Council – Susan Paulus (susan.paulus@lacksideengineers.com)
- SimCap Committee – Rob Beuthling (rbeuthling@hntb.com)
- Traffic Engineering Council – Kevin Wehner (kwehner@klengineering.com)
- Safety Council – Christian Sternke & Dan Brugman (csternke@tadi-us.com, Daniel.Brugman@dot.wi.gov)
- TSMO Council – Todd Szymkowski (tszymkowski@gfnet.com)
- Planning Council – Jerry Shadewald (jshadewald@HNTB.com)
- Complete Streets Council – **Vacant**

Volunteers Needed for:

- ITE Wisconsin Section Meeting Committee
- ITE Great Lakes District 2024 Conference Planning Committee
 - Wisconsin is hosting the Great Lakes Conference in 2024!

Contact Jess Billmeyer (jess.billmeyer@aecom.com) if you are interested.



In Memoriam

Wayne Higgins

It is with great sadness we report the passing of Wayne R. Higgins, he was such a kind man who was ITE WI's president in 1978.

He was born on February 2, 1944, in Lake Geneva, a resident of Kenosha and Madison, and then settled in Elm Grove, WI with his wife and daughters. He graduated in 1962 from Mary D. Bradford High School in Kenosha, then from UW -Madison in 1969 with a B.S. in Civil Engineering, and in 1977 from UW – Madison Extension with a Professional Development Degree in Engineering.

In 1979 he came to Elm Grove to work at Tucker Company, Inc., then branched out into his own firm in 1981, S.A.L.E.S., and then in 1985, he opened Traffic Engineering Services, Inc., which fueled his passion for a specific type of engineering. If it moves on or around a road, he helped it go safely.



He will be remembered for his love of cars, music, teaching and helping others, traveling up north, and other travels for enjoyment and business.

Please keep his family and friends in your thoughts during this difficult time.

Wayne's full obituary can be viewed at:

<https://www.beckerritter.com/tributes/Wayne-Higgins>

Helpful links from GLITE & ITE international

Looking for the Great Lakes ITE website or their newest newsletter? <https://greatlakesite.org/>

Don't forget that amazing amount of information on the national level of ITE. Publications, events, trainings, resources and so much more! <https://www.ite.org/>

Upcoming ITE Events

Date	Event	Location
Oct. 12, 2022	UW-Madison/UW-Platteville Student Night Section Meeting	Platteville, WI
Oct. 27, 2022	ITS Wisconsin Conference	Union South, Madison WI
Dec. 7, 2022	Annual Section Meeting	Delafield, WI



ITE Wisconsin Membership

As of September 2022:

This report covers the period of July 5, 2022 – September 6, 2022

New International and Wisconsin Section Members:

- Public Agency (2)
 - o Danielle Block
 - o Derrin Welford
- Private (3)
 - o Shelby Lynn Hiltgen
 - o Amanda Kleinwachter
 - o Arkadiusz Krupa
- Student (0)

196 International and Wisconsin Section Members

Treasurer's Update

Treasurer's Report																															
June 30, 2022 to August 25, 2022																															
BEGINNING BALANCE: CHECKING + SAVINGS	\$36,553.77																														
<table> <tr> <td>Beginning Balance – Checking</td><td>\$21,034.61</td></tr> <tr> <td>ITE Star Chapter from Meeting/Sponsors Income - Checking</td><td>\$1,248.43</td></tr> <tr> <td>ITE WEB-SITE AD POSTING transferred from PayPal 7/25</td><td>\$146.03</td></tr> <tr> <td>Meeting Registration Transferred from PayPal 7/25</td><td>\$5,069.96</td></tr> <tr> <td>Check deposits Meeting Registrations</td><td>\$50.00</td></tr> <tr> <td>Total Income – Checking</td><td>\$6,514.42</td></tr> <tr> <td>Expenditures - Checking</td><td></td></tr> <tr> <td>Star Chapter Meeting Setup July/August</td><td>\$ 9.90</td></tr> <tr> <td>Award Plaque</td><td>\$ 67.58</td></tr> <tr> <td>Star Chapter June/July/August</td><td>\$ 300.00</td></tr> <tr> <td>Ken Voight Award</td><td>\$ 1,770.00</td></tr> <tr> <td>ITE-ITS Joint Meeting July Food</td><td>\$ 454.94</td></tr> <tr> <td>May ITE Meeting Food</td><td>\$ 66.57</td></tr> <tr> <td>Total Expenditures – Checking</td><td>\$ 2,668.99</td></tr> <tr> <td>Ending Balance – Checking</td><td>\$24,880.04</td></tr> </table>		Beginning Balance – Checking	\$21,034.61	ITE Star Chapter from Meeting/Sponsors Income - Checking	\$1,248.43	ITE WEB-SITE AD POSTING transferred from PayPal 7/25	\$146.03	Meeting Registration Transferred from PayPal 7/25	\$5,069.96	Check deposits Meeting Registrations	\$50.00	Total Income – Checking	\$6,514.42	Expenditures - Checking		Star Chapter Meeting Setup July/August	\$ 9.90	Award Plaque	\$ 67.58	Star Chapter June/July/August	\$ 300.00	Ken Voight Award	\$ 1,770.00	ITE-ITS Joint Meeting July Food	\$ 454.94	May ITE Meeting Food	\$ 66.57	Total Expenditures – Checking	\$ 2,668.99	Ending Balance – Checking	\$24,880.04
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ENDING BALANCE: CHECKING + SAVINGS	\$40,400.54																														

Prepared By: Brian Scharles, Treasurer

August 25, 2022 - ITE Board Meeting Update

Transportation Funny Photos



Do you have some information 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 2022 Wisconsin Section Member Director, Stephanie Sward at swards@cityoflacrosse.org

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SUMMITCREST

Westwood

There is still time to become a sponsor for 2022!

Please contact [Jeff Held](#) for more information