inciter
NEWSLETTER OF THE NORTH CENTRAL SECTION
INSTITUTE OF TRANSPORTATION ENGINEERS
Volume 42 | Number 3 | Summer 2025

INSIDE THIS EDITION

inciter
Cortney Falero
Newsletter Editor

Driving Safety Forward: The US Route 169 Road Safety Audit

Sajid Raza, PhD, PE | Michael Baker International
Smitha Kundur, PE, PTOE, RSP$_1$ | Michael Baker International
Devyani Rai, EIT | Michael Baker International

In each issue, the INCITER features an article coordinated by one of NCITE's technical committees. This article is a contribution from the **Simulation and Capacity Analysis Committee.**

Every crash tells a story—and every life lost is one too many. Along US Hwy 169 in Sherburne County, Minnesota, the consequences of roadway safety challenges are real and visible. A photo from a serious crash on this corridor reminds us why safety isn't just a goal—it's a responsibility. Whether it's a daily commuter, a weekend traveler, or a freight operator, every road user deserves a safe journey.

A Crash on US Hwy 169. Source: MnDOT

US Hwy 169 in Sherburne County is more than just a highway—it's a lifeline connecting communities, supporting commerce, and carrying thousands of vehicles daily between Elk River and Princeton. As development continues to expand along this corridor, so does the urgency to ensure it remains safe for everyone who uses it, with the Road Safety Audit (RSA) playing a key role in achieving this goal.

(Continued on page 7)

JOB OPENINGS

Visit the NCITE website for current job openings | nc-ite.org

EXECUTIVE COMITTEE

President — **Nik Costello**, Washington County, Nik.costello@washingtoncountymn.gov

Vice President — **Joe Devore,** KLJ Engineering, joseph.devore@kljeng.com

Secretary — **Justin Sebens,** SRF Consulting Group, jsebens@srfconsulting.com

Treasurer — **Sarah Peterson,** HDR, sarah.peterson@hdrinc.com

Directors — **Caitlin Andress,** TKDA, caitlin.andress@tkda.com

AJ Fisher, Consor Engineering, AJ.Fisher@consoreng.com

Past President — **Philip Kulis,** SRF Consulting Group, pkulis@srfconsulting.com

TECHNICAL COMMITTEES

Geometric Design — **Amanda Vetter,** Apex Engineering, Amanda.Vetter@apexenggroup.com

Intersection Traffic Control — **Tyler Krage**, Dakota County, tyler.krage@co.dakota.mn.us; **Michael Odell**, City of Minneapolis, michael.odell@minneapolismn.gov

Emerging Technologies — **Jake Eisinger,** Washington County, jake.eisinger@washingtoncountymn.gov; **Nathan Wade,** Flow Labs, Nathan@flowlabs.ai

Complete Streets and Safety — **Sarah Peterson,** HDR, sarah.peterson@hdrinc.com; **Sri Durga Yada,** HDR, SriDurga.Yada@hdrinc.com

Planning Methods and Applications — **Erik Kappelman,** SRF Consulting Group, EKappelman@srfconsulting.com

Traffic Operation and Maintenance Discussion Group — **Greg Boche,** Washington County, greg.boche@washingtoncountymn.gov

Simulation and Capacity Analysis — **Sajid Raza,** Michael Baker, sajid.raza@mbakerintl.com

STANDING COMITTEES

Young Member Committee — **Olivia Polinsky-Rose,** HDR, Olivia.Polinsky@hdrinc.com

Professional Development — **Joe Devore,** KLJ Engineering, joseph.devore@kljeng.com

Social Media — **Adam Capets**, Stantec, Adam.Capets@stantec.com

Student Activities and Career Guidance — **Ann Stewart,** MnDOT, ann.stewart@state.mn.us

Chad Jorgenson, SEH, cjorgenson@sehinc.com; **Eden Haag,** Ramsey County, eden.haag@co.ramsey.mn.us

Advertising — **Bryce Statz,** Kimley-Horn, Bryce.Statz@kimley-horn.com

Website — **Jack Olsson,** Kimley Horn, Jack.Olsson@kimley-horn.com

Newsletter — **Cortney Falero**, SRF Consulting Group, cfalero@srfconsulting.com

Membership — **Michael Gille,** Kimley Horn, Michael.Gille@kimley-horn.com

STUDENT CHAPTERS

University of Minnesota— TC — **Mikai Tasch**, President, tasch033@umn.edu

South Dakota State University — **Matthew Croke**, President, Matthew.Croke@jacks.sdstate.edu

North Dakota State University — **Ahmed Talha**, President, talha.ahmed@ndsu.edu

University of Minnesota— Duluth — **Julie Olson**, President, umd.dtso@gmail.com

GREAT LAKES ITE

Great Lakes ITE District Director — **Danielle Deneau,** Oakland County, ddeneau@rcoc.org

Great Lakes ITE District NCITE Officer — **Morgan Nelson**, Kimley Horn, Morgan.Nelson@kimley-horn.com

PRESIDENT'S MESSAGE

Nik Costello
2025 NCITE President

Greetings NCITE Members!

I hope you are enjoying the last few weeks of summer – Labor Day is just around the corner! Although we've taken our usual break from section meetings during the summer, there have been several other fun events over the past few months.

The ITE Great Lakes District and WTS Central Region Annual Meeting was held in Indianapolis back in early June. It was great to see a solid contingent of NCITE and WTS Minnesota members make the trek to the Hoosier State for the event. Energy levels were high since the Pacers were in the middle of the NBA Finals, which made for a fun atmosphere for the meeting. Next year's district meeting will be held jointly with the ITE International Annual Meeting & Exhibition on July 19-22 in Detroit, so make sure to block off your calendars now!

On July 22nd we joined MSES, WTS, ITS MN, and SAME for our joint Summer Social event at CHS Field in St. Paul, in what has now become an annual tradition. The event was well-attended again this year, with over 180 industry professionals cheering on the Saints, networking, and enjoying a beautiful summer evening.

Our second annual NCITE Golf Scramble was held on August 5th at Cedarholm Golf Course in Roseville, MN. This year we had 52 golfers and raised over $2,500 for NCITE's scholarship fund and over $400 for the Great Lakes District endowment fund. Special thanks to our event sponsors and to **Justin Sebens** and **Phil Kulis** for their efforts in organizing and emceeing the event! We're able to accommodate up to 72 golfers, so we hope to see even more of you next year as we continue to grow this fun outing!

I'd like to highlight several more exciting events that we have planned for the remainder of the year:

- **September Section Meeting – (September 11 at UMD Kirby Student Center)** – This year's "Road Show" Section Meeting will be held in Duluth, MN on the University of Minnesota Duluth campus following the STEM Fest Career Fair and will feature a presentation on the London Road Project. A virtual option is also available. More information and a registration link can be found here.
- **Transportation Symposium (October 9 at McNamara Alumni Center)** – Our biennial, all-day event featuring technical presentations on a variety of transportation topics is a great opportunity to learn, network, and earn PDHs! More information and a registration link can be found here.
- **November Section Meeting (November 4 at Surly Brewing Co)** – Save the date for our November meeting at what promises to be a fun venue! Look for more details and a registration email soon!
- **Annual Meeting (November 14 at Smash Park)** – This year's annual meeting will be held at Smash Park in Roseville, MN and will feature pickleball, axe throwing, duckpin bowling and other fun games! More information will be distributed in the coming weeks.

There are also several upcoming nomination/application deadlines that members should be aware of:

- **2026 Board Nominations** – Are you interested in serving on the NCITE Executive Board? Nominations are due September 26th. If you'd like more information, reach out to me or **Joe DeVore**.
- **2025 Award Nominations** – Nominations for the Transportation Professional of the Year, Young Transportation Professional of the Year, and the Transportation Achievement Award are now being accepted. Nominations are due September 26th.
- **Student Scholarships** – Applications for our 2025 student scholarships are now being accepted. The deadline for applications is October 10th. More information can be found here.
- ***Leadership*ITE** – Applications for the 2026 *Leadership*ITE Class are due September 15th. More information on the program and application process can be found here.

I look forward to seeing you at our upcoming events this fall!

Nik Costello, *2025 NCITE President*

UPCOMING EVENTS

ITE Calendar for District, Section, & Chapter Meetings
Stay Connected with NCITE & ITE Events
Online & In Person | Dates Vary

NCITE Calendar
Online & In Person | Dates Vary

NCITE/CTS Transportation Symposium
Minneapolis, MN | October 9, 2025

Attend an Upcoming NCITE Technical Committee Meeting!
Check out upcoming topics here.
For more information on the committees and how you can get involved:
https://nc-ite.org/Committee_Listing

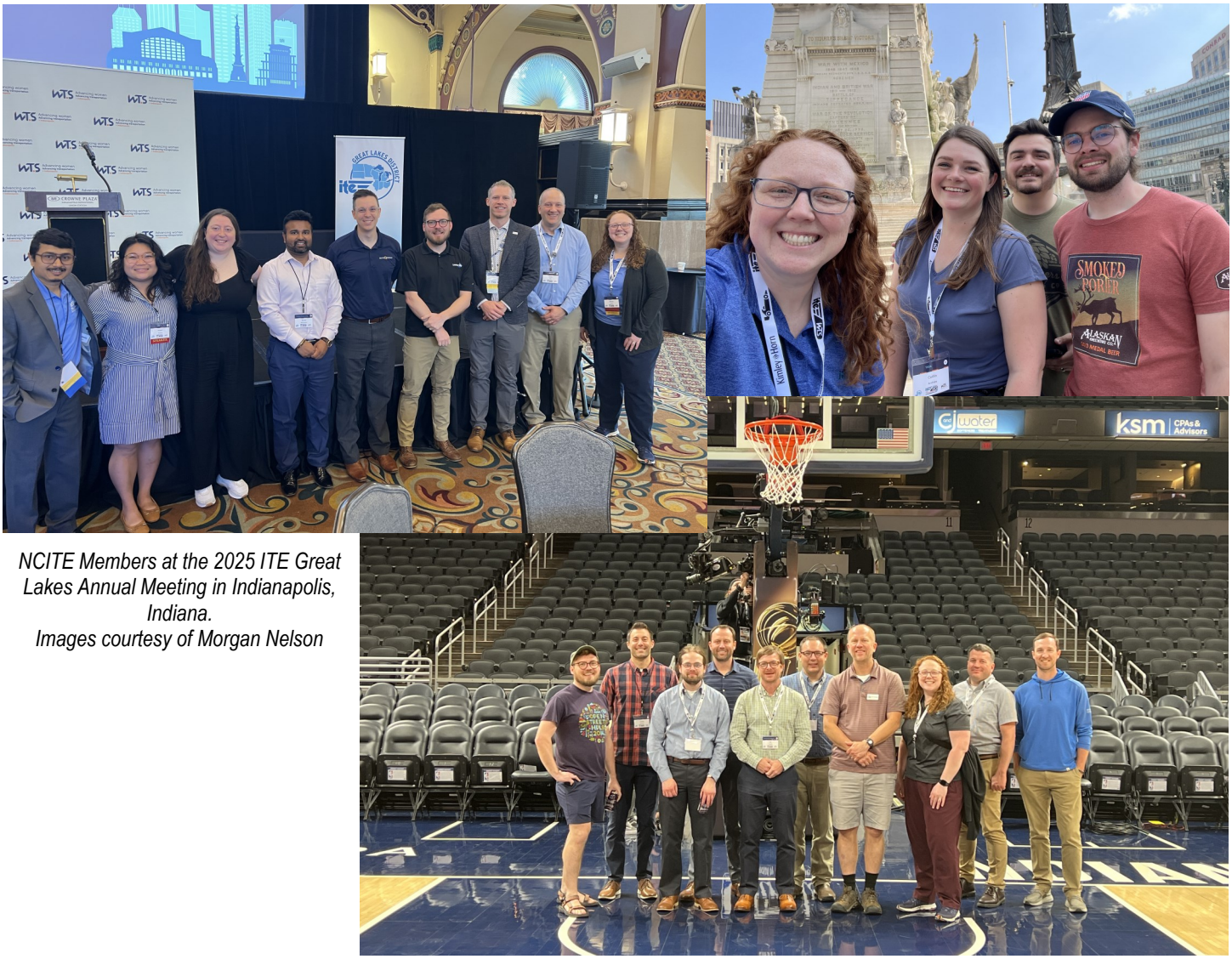
For professional development opportunities:
http://nc-ite.org/content.php?page=Professional_Development_Meetings

SECTION MEETING UPDATE

The May Section Meeting was held on May 13th , 2025 as a Virtual Joint NCITE & ITE Wisconsin Section Meeting. **Xiaopeng Li** of University of Wisconsin-Madison, **Tom Shi** of University of Wisconsin-Milwaukee, and **Pei Li** of University of Wisconsin-Madison presented on **Using the Power of Vehicle Telematics to Improve Real-Time Traffic Operations**.

ITE GREAT LAKES 2025 ANNUAL MEETING

The Great Lakes District ITE/WTS Central Region Conference/Annual Meeting was held on June 8 - 10, 2025 in Indianapolis, Indiana. Great Lakes District ITE and WTS Central Region once again combined conferences for joint technical presentations, professional development content, vendors and networking. The conference included technical sessions with multiple topic tracks, local tours, social events, and networking opportunities.



NCITE Members at the 2025 ITE Great Lakes Annual Meeting in Indianapolis, Indiana.
Images courtesy of Morgan Nelson

YMC UPDATE

The Younger Member's Committee had beautiful weather for this summer's annual "Bike & Brew" event! This year's loop in St. Paul included stops at Saint Paul Brewing, MetroNOME Brewery, Barrel Theory Beer Company, and Gambit Brewing Company.

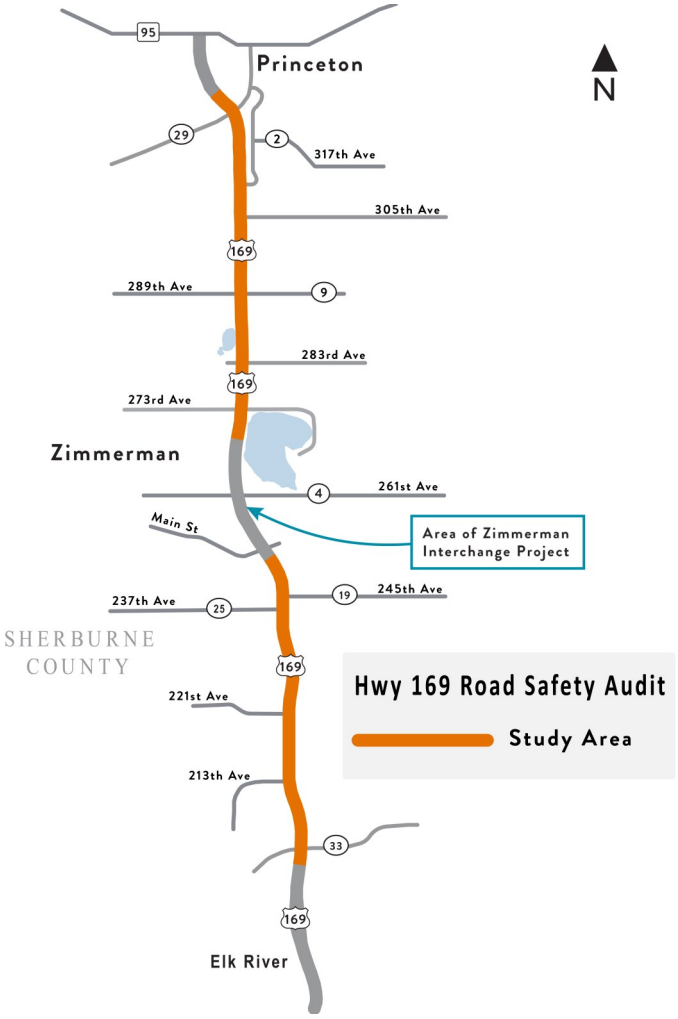
Keep an eye out for more information coming soon on our next event this fall at Top Golf!

If you are not receiving the YMC StarChapter emails, please reach out to Olivia Polinsky-Rose Olivia.Polinsky@hdrinc.com to get on the mailing list.
If you or a co-worker are interested in joining the Young Member Committee please visit the YMC Page on the NCITE Website here.

Driving Safety Forward: The US 169 Road Safety Audit (continued from page 1)

The Minnesota Department of Transportation (MnDOT), in partnership with Michael Baker International, launched a comprehensive RSA to take a closer look at safety performance along this high-speed, high-volume corridor. The objective was to identify risks before they become crashes—and to recommend practical, phased solutions that make a real difference.

Before stepping into the field, the RSA team undertook a comprehensive safety assessment of the US Hwy 169 corridor. Over a five-year period, the corridor experienced 516 crashes, including eight fatal and six serious injury crashes—underscoring the need for a proactive safety review. Rather than relying solely on crash statistics, the team combined detailed crash data analysis with community input collected through MnDOT's Comment Mapping Tool, which allowed residents and stakeholders to pinpoint safety concerns along the corridor. To ensure the field review was focused and effective, a Briefing Book was prepared summarizing existing safety performance, traffic conditions, and public feedback. This resource helped the RSA team identify 17 strategic locations for on-site inspection. These locations were selected based on crash patterns, roadway geometry, and recurring community concerns.



US Hwy 169 Study Corridor in Sherburne County
(click to view full size map)

With this detailed analysis as a foundation, the multidisciplinary team—comprised of experts in traffic engineering, roadway design, and transportation safety—conducted a full-day field review of the study corridor. Each of the 17 identified locations was closely examined on-site, allowing the team to assess real-world conditions beyond what data alone could reveal. Observations focused on critical safety elements such as sightlines, signage, lighting, pavement conditions, and turning movements. What they found confirmed the earlier analysis: safety issues were not confined to isolated hotspots—they were distributed throughout the corridor, requiring both targeted and systemic solutions.

Drawing from both the pre-audit analysis and on-site field review, the RSA team developed a comprehensive set of short-, medium-, and long-term strategies, which were presented to MnDOT to enhance the safety performance of the US 169 corridor.

Some of the most impactful recommendations were surprisingly simple. Shifting a stop bar just a few feet forward at an intersection dramatically improves sightlines for left-turning vehicles.

Other strategies take a broader view. High Friction Surface Treatment (HFST) is proposed for several curves to reduce winter run-off-road crashes. Advance street name signs are recommended throughout the corridor to help drivers prepare for turns earlier—especially important at high speeds. Lighting upgrades at key intersections will improve nighttime visibility and reduce crash risk. These corridor-wide improvements are

(Continued on page 8)

Driving Safety Forward: The US 169 Road Safety Audit (continued from page 7)

designed to enhance safety for all users, not just at isolated points.

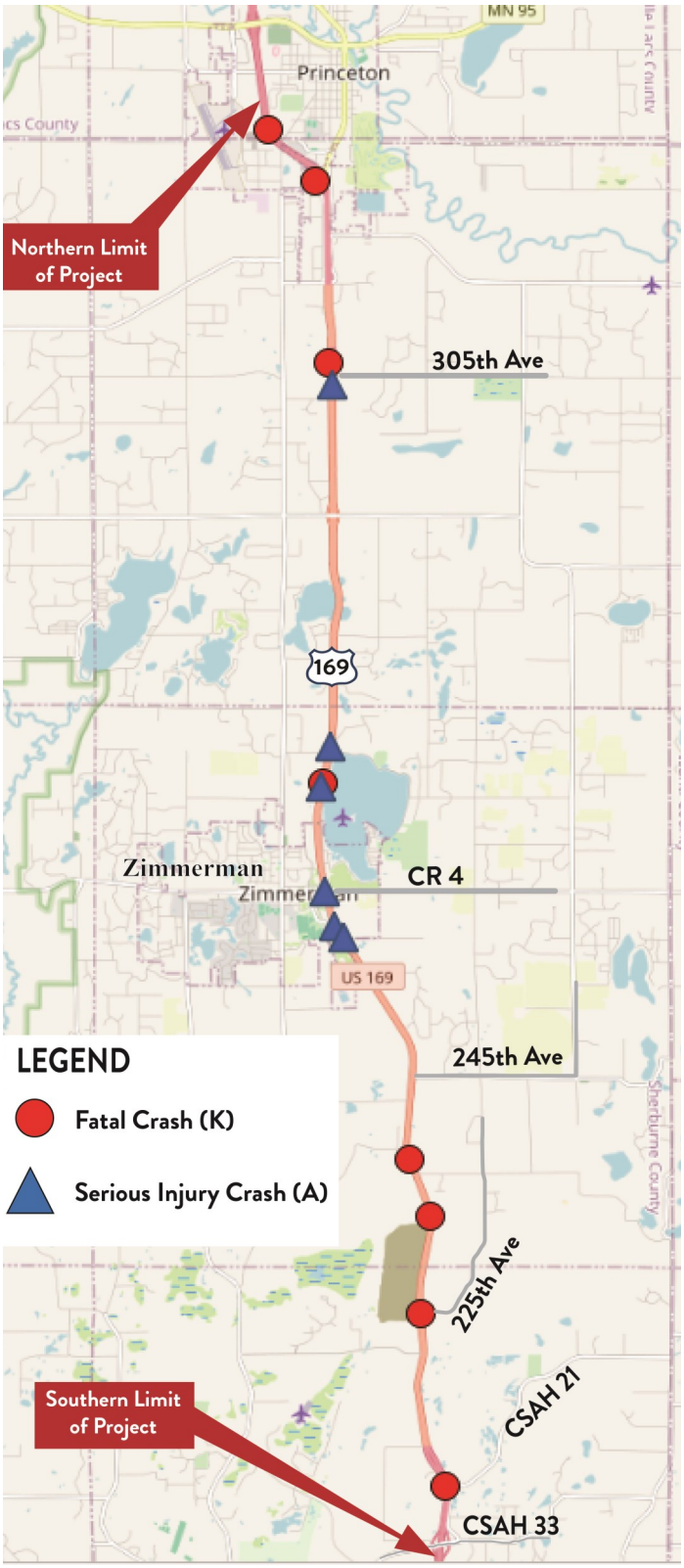
Intersections along US Hwy 169 are also being reimagined. With the corridor transitioning to a signal-free design, traditional left turns across high-speed traffic are becoming increasingly risky. That's why J-turns—also known as Restricted Crossing U-Turn (RCUT)—are a key part of the strategy. Two J-turns were already installed in 2021 at 243rd Ave and 245th Ave. The RSA team analyzed crash data before and after installation and found promising results. J-turns have been shown to be highly effective in improving intersection safety across Minnesota, and early indicators along US 169 suggest similar benefits in reducing intersection-related crashes.

Traffic speed analysis, supported by field observations, revealed that operating speeds along the corridor consistently exceed the posted limit. To address this safety concern, the RSA team recommended exploring enhanced enforcement strategies, such as targeted speed enforcement campaigns. From a capacity perspective, traffic data indicated that the corridor generally operates below its available capacity for most of the year, offering a good level of service (LOS) and minimal congestion. These findings highlight that while the corridor performs efficiently in terms of traffic flow, managing excessive speeds remains a critical priority for improving overall safety.

This RSA was far more than a technical checklist—it was a shared mission. MnDOT, Michael Baker, local agencies, and community members all played a role, each bringing unique insights, lived experiences, and professional expertise. Their contributions helped shape a well-rounded understanding of safety challenges along US Hwy 169, blending data with real-world context.

While the RSA is complete, the journey toward a safer corridor is just beginning. MnDOT now holds a clear roadmap of short-, medium-, and long-term strategies—ranging from pavement treatments to access management planning. These recommendations are not static; they are designed to evolve with the corridor and its users, ensuring US Hwy 169 continues to serve communities safely and efficiently for years to come.

The US Hwy 169 RSA serves as a powerful reminder that true safety isn't just about reacting to crashes—it's about preventing them. It is about anticipating risks before they materialize, designing smarter and safer infrastructure, and protecting every user whether they are



Fatal and Serious Injury Crashes in Five Years

(Continued on page 9)

Driving Safety Forward: The US 169 Road Safety Audit (continued from page 8)

commuting to work or heading out for a weekend escape. As Sherburne County continues to grow, so too will the demands on this vital corridor. Notably, traffic analysis shows that the corridor currently operates below its available capacity for most of the year, offering a good level of service—providing a solid operational baseline upon which future safety and mobility enhancements can be built.

Thanks to the RSA, MnDOT now holds a forward-looking blueprint—one built not just on data alone but with community insight and engineering expertise—to guide US Hwy 169 into a safer, more resilient future.

Find more information and the final report here.

Improving Minnesota's Intersections - One Manual at a Time

Michael Kondziolka, PE, PTOE, RSP$_1$ | Alliant Engineering

In each issue, the INCITER features articles coordinated by NCITE's advertisers.
This article is a contribution from **Alliant Engineering.**

Intersections lie at the heart of our transportation network. They're where paths cross, modes converge, and decisions happen in rapid succession. Yet they're also where crashes are most frequent and severe. In Minnesota, where safety and multimodal access are central to transportation policy, it was time to bring fresh perspective and clarity to how intersections are planned, analyzed, and designed.

A significant step forward has been taken with the development of a new Intersections Chapter for the Minnesota Department of Transportation's (MnDOT) Traffic Engineering Manual (TEM), alongside a major update to the agency's Intersection Control Evaluation (ICE) Manual. This effort reflects years of evolving practice and growing emphasis on designing intersections that serve all users safely and efficiently.

Graphic added to manuals created by subconsultant Zan Associates. Image courtesy of Alliant Engineering.

A New Chapter for Intersections

Historically, guidance on intersections in MnDOT's manuals has been spread across multiple documents. Practitioners seeking to design or evaluate intersections often navigated various resources, each addressing parts of the puzzle. The new Intersections Chapter consolidates information from these various sources into a single focused, cohesive resource, while also providing new guidance on recent analytical methodologies that represent the current state of traffic engineering practice.

The chapter goes beyond geometry and operations. It ties in broader goals like safety, multimodal accommodation, and equity. A central feature is its alignment with the Safe System approach—a philosophy aiming to eliminate fatal and serious injury crashes through proactive design and system thinking. This means intersections must account for human mistakes and vulnerabilities, particularly for pedestrians, bicyclists, and other vulnerable road users.

(Continued on page 11)

Improving MN Intersections—One Manual at a Time (continued from page 10)

Reimagining the ICE Process

MnDOT was among the first transportation agencies to formalize an ICE process, publishing its initial procedures in 2007. The ICE Manual, last updated in 2017, required a refresh to reflect emerging practices and updated safety philosophies.

The updated manual expands guidance on defining the ICE process, when ICE should and shouldn't be applied, analytical procedures, and documentation needs. It delves deeper into topics like roundabout modeling, signal warrants, and assessing intersection performance for all modes. Importantly, it integrates new methods such as the Safe System for Intersections (SSI), which allows practitioners to identify risky characteristics propose solutions even where there's no crash history—a vital element for proactive safety planning.

Other additions include new guiding graphics to help simplify signal warrant analysis decision-making, a new chart to help identify applicable intersection types, and more defined guidance on situations where abbreviated ICE analysis and documentation applies. The ICE process has become more nuanced, helping engineers weigh context, user needs, and cost-effectiveness when determining the best intersection control.

Empowering Professionals

Updating manuals is only half the challenge. Equally important is ensuring those who plan, design, and review projects understand and apply the new guidance. As part of this initiative, MnDOT is rolling out a training program that includes statewide in-person training sessions and a web-based series. The sessions engage participants through practical examples and exercises, bridging the gap between theory and practice.

The goal is to give engineers, planners, and technicians practical tools to make better decisions. Whether working in urban centers or rural corridors, professionals will have updated guidance to navigate complex intersection challenges while keeping safety at the forefront.

Figure 5 Example Phase 1 ICE Concept Pencil Sketches *Image courtesy of Alliant Engineering.*

Why It Matters

Intersections remain critical and complex parts of our transportation network. They're where lives are saved or lost, and where good design can ripple into broader community benefits. MnDOT's new Intersections Chapter and updated ICE Manual reflect not just technical progress but a vision for a transportation system that is safe, accessible, and forward-looking.

These resources and the accompanying training will help Minnesota's transportation professionals deliver designs that protect lives, promote mobility for all users, and support vibrant communities across the state.

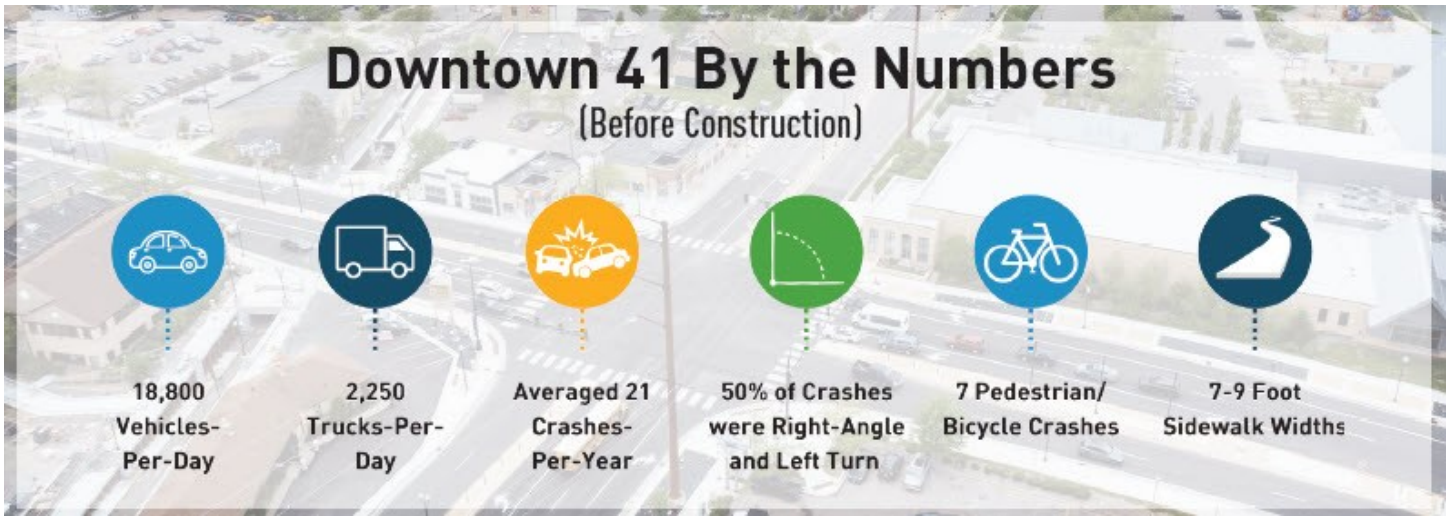
Revitalizing Downtown Chaska Through Collaboration

Tim Lamkin, PE | Bolton & Menk
Jacob Bongard, PE, PTOE | Bolton & Menk
Eric Johnson, PE | Bolton & Menk

In each issue, the INCITER features articles coordinated by NCITE's advertisers.
This article is a contribution from **Bolton & Menk Inc**.

The City of Chaska aimed to revitalize downtown as a community hub, preserving its historic character and small-town atmosphere. State Highway 41 and County Highway 61 traverse the downtown area, causing jurisdictional complexities that require informed decision-making, as solutions are unlikely to be straightforward. The downtown transportation network provided both opportunities and challenges to bring this vision to life.

Highway 41 is one of the few principal arterial roadways that directly cross a historic downtown in the Twin Cities Metropolitan Region. The original four-lane divided roadway, which included parking on the northbound lanes, left limited space for sidewalks, making the downtown area unwelcoming for non-motorized travel. Additionally, Highway 41 lacked turn lanes at intersections, causing disruptions as vehicles attempted to circumvent turning cars. Increased attention to pedestrian safety was directed to the corridor following a fatal incident involving a pedestrian crossing Highway 41 at 2nd Street in 2008. Improvements were necessary to enhance pedestrian safety and make downtown Chaska safer and more inviting for everyone.



Downtown 41 infographic of stats before construction. Graphic by Bolton & Menk, Inc.

To assess various alternatives' benefits and deficiencies, Chaska's downtown transportation needs required a thorough review of engineering and planning measures. More than 80 meetings were held as part of the public and agency involvement process during the planning phase. To balance both local and regional transportation needs, Chaska collaborated with Carver County, MnDOT, and Bolton & Menk on this transformative project. Ongoing collaboration and communication showed an unwavering commitment to finding a unified solution. Building on this shared vision, the team identified the following objectives that needed to be addressed:

- Corridor Character – Preserve and enrich the ambiance of historic downtown Chaska
- Non-Motorized Network – Provide a comprehensive network for non-motorized transportation that is compatible with major transportation corridors
- Vehicle & Pedestrian Safety – Safely accommodate all users along the major transportation corridors

(Continued on page 13)

Revitalizing Downtown Chaska Through Collaboration (continued from page 12)

- Corridor Mobility – Enhance vehicle mobility on the Highway 41 and County Highway 61 corridors
- Feasibility of Improvements – Provide infrastructure improvement compatible with the natural and human environment
- Project Costs – Develop a financially responsible infrastructure implementation plan

The vision for Highway 41 through downtown Chaska included a two-lane road with left and right turn lanes that better balanced roadway needs with the pedestrian space. To our knowledge, this is the first implementation of a "Road Diet"—a conversion from four-lanes to a two-lane divided roadway—on a Principal Arterial Roadway in the Twin Cities Metro area. The addition of streetscaping, pedestrian/bicyclist connections, and gathering spaces would create a more comfortable and inviting environment for all users, enhancing safety and accessibility while contributing positively to public space and urban development.

Ariel photo of downtown Chaska after construction. Image courtesy of Bolton & Menk, Inc.

(Continued on page 14)

Revitalizing Downtown Chaska Through Collaboration (continued from page 13)

The October 2023 ribbon-cutting ceremony for the Downtown 41 Improvements project marked the culmination of nearly eight years of planning, public engagement, funding efforts, design, and construction. The $23 million construction investment has significantly reduced traffic crashes, enhanced local connectivity, and greatly expanded pedestrian accommodations, allowing Highway 41 to operate safely and efficiently. Without this project, MnDOT would have only completed a mill and overlay, and Carver County would have only replaced a deficient bridge. Instead, the project introduced a comprehensive improvement anchored by a two-lane divided section with local access, pedestrian enhancements, and additional streetscape and beautification along Highway 41. This innovative project serves as a model for future transportation initiatives, demonstrating how community-driven planning and multi-agency collaboration can successfully integrate local and regional goals.

Ribbon cutting ceremony downtown Chaska. Image courtesy of Bolton & Menk, Inc.

I-35, CSAH 46, and CR 59 at TH 19 Intersection Improvements

David Betts, PE | Stonebrooke Engineering
Claire Summers | Stonebrooke Engineering

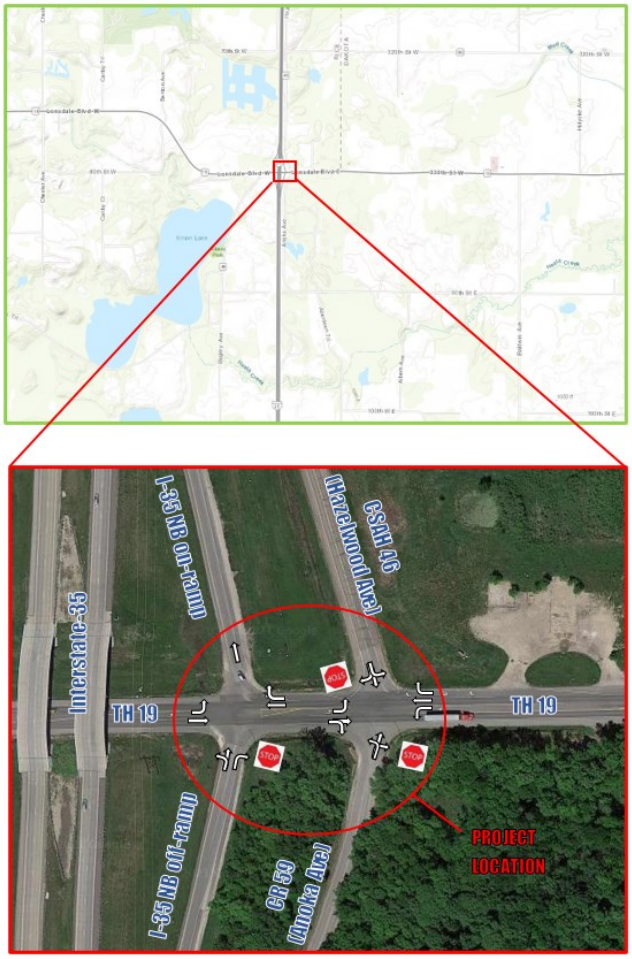
In each issue, the INCITER features articles coordinated by NCITE's advertisers.
This article is a contribution from **Stonebrooke Engineering**.

The intersection of NB I-35, TH 19, CSAH 46, and CR 59 is approximately 10 miles west of Northfield, MN, along TH 19. The intersection lies on the east side of I-35. The intersection had become a concern for Rice County and MnDOT with above-average crash rates and increasing delays for NB I-35 exiting to TH 19 and local traffic from CSAH 46 and CR 59 entering TH 19. As Northfield and surrounding areas have grown and become a bedroom community for the Twin Cities Metro Area, traffic has continually increased over the years.

Rice County worked with MnDOT to facilitate a plan to improve the intersections for safety and operations. The County was selected for multiple Federal and State grants, including the recent Local Partnership Program (LPP) funding. MnDOT developed the LPP program to allow local agencies to develop improvements to the Trunk Highway System while following the State/ Federal Aid process.

Rice County selected Stonebrooke to prepare a traffic study for the intersection in 2020 to determine the proper intersection control. Because the NB I-35 ramps are close to CSAH 46 and CR 59, traffic signals became undesirable due to the lack of storage between the roadways. A single-lane, 6-leg roundabout was selected as the preferred alternative for this area.

Stonebrooke was tasked with designing the roundabout for the project in the summer of 2021. Because the project included trunk highway and interstate highway ramp design, it involved close coordination with MnDOT District 6, the MnDOT Geometric Design Support Unit (GDSU), the MnDOT Central Office, and FHWA. Due to the State and Federal funds used on the project, Stonebrooke prepared a CAT-EX document detailing the state and federal environmental review, including a Phase 1 & 2 Environmental Assessment.



Existing Intersection Conditions

A significant challenge with the project area is that it sees many oversized/overweight (OSOW) trips due to the interstate highway system and the large travel center/truck stop in the southwest quadrant of the interchange. The MnDOT freight office provided OSOW permit data, which was used to develop a design vehicle memo to understand the largest, most frequent OSOW vehicle that traveled through the intersection. While the design vehicle was a WB-67 semi, the project selected a 120 ft lowboy truck/trailer combination as the control vehicle.

(Continued on page 16)

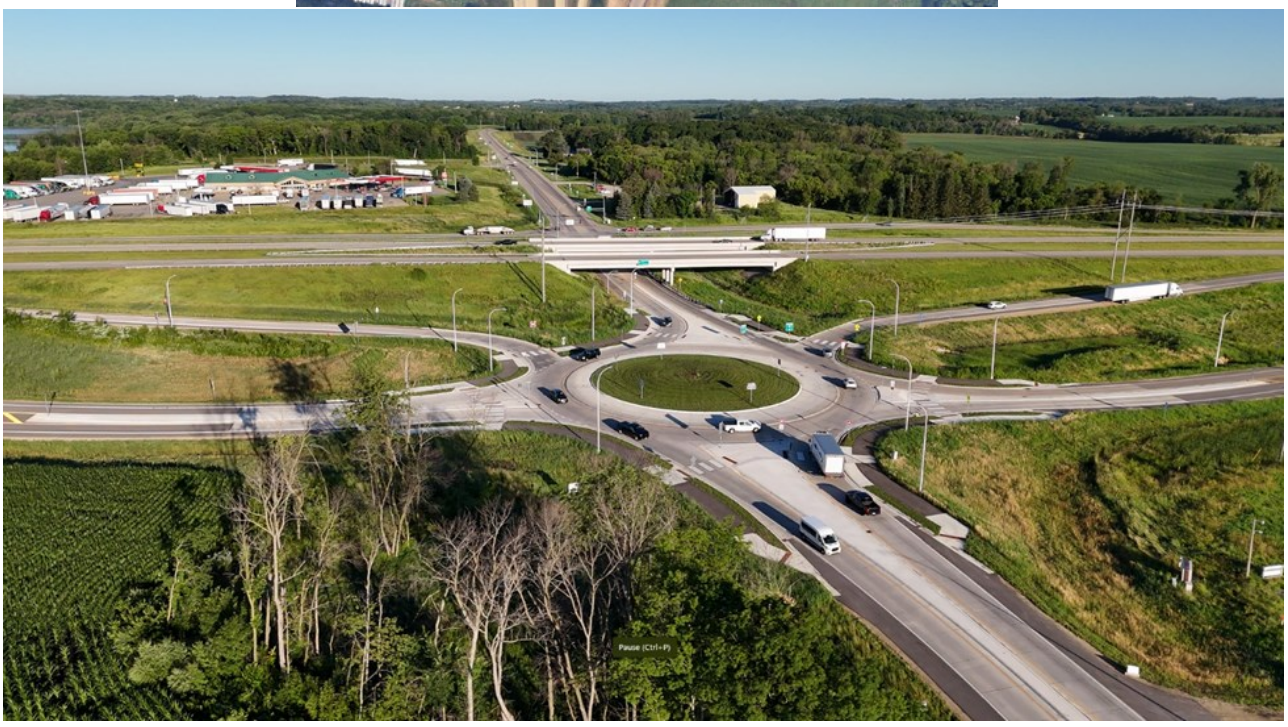
I-35, CSAH 46, and CR 59 at TH 19 Intersection Improvements (continued from page 15)

The design vehicle memo analyzed the directions in which the control vehicle needed to be accommodated. A widened truck apron and "truck blisters" on the outside curbs were a few updates to the geometry that was provided to accommodate the OSOW vehicle.

As we worked through the project, it became clear that fully closing the intersection for the duration of the project would not be possible, and the project would require a staged design. Fortunately for this project, the I-35 bridges over TH 19 were designed to accommodate a future 4-lane section of TH 19 under I-35. This allowed us to design a bypass roadway, to the north of existing TH 19, to accommodate construction of the roundabout with minimal closures. We developed a 6-stage design for the project, with the major impact being the long-term closure of the I-35 NB exit ramp for most of the project. Because of an early spring, construction began in early April 2024 and was completed by November 1st.

This roundabout project has benefited users of the county and trunk highway system, reduced project schedule and cost, and minimized construction impacts to the traveling public.

Aerial Image of Stage 2A of the project. Image courtesy of Google Imagery.



Completed Project. Image courtesy of Stonebrooke Engineering Imagery.

TECHNICAL COMMITTEE UPDATE

Geometric Design Technical Committee
Committee Chair: **Amanda Vetter** amanda.vetter@apexenggroup.com
Recent Agenda Items: No recent meetings.
Future Agenda Items: TBD
Next Meeting: TBD
More info here!

Intersection Traffic Control Technical Committee
Co-Chairs: **Tyler Krage** tyler.krage@co.dakota.mn.us **Michael Odell** michael.odell@minneapolismn.gov
Recent Agenda Items: 6/18/25 – MnDOT LPI compatibility guide.
Future Agenda Items: TBD
Next Meeting: More info here!

Emerging Technologies in Transportation Technical Committee
Co-Chairs: **Jake Eisinger** jake.eisinger@washingtoncountymn.gov, **Nathan Wade** nathan@flowlabs.ai
Recent Agenda Items: 5/21/25 - Red Light Running Research Project, 7/15/25 - Pilot project on US-14 featuring applications of work zone speed management and safety technologies, such as connected workers and digital speed limits.
Future Agenda Items: TBD
Next Meeting: TBD More info here!

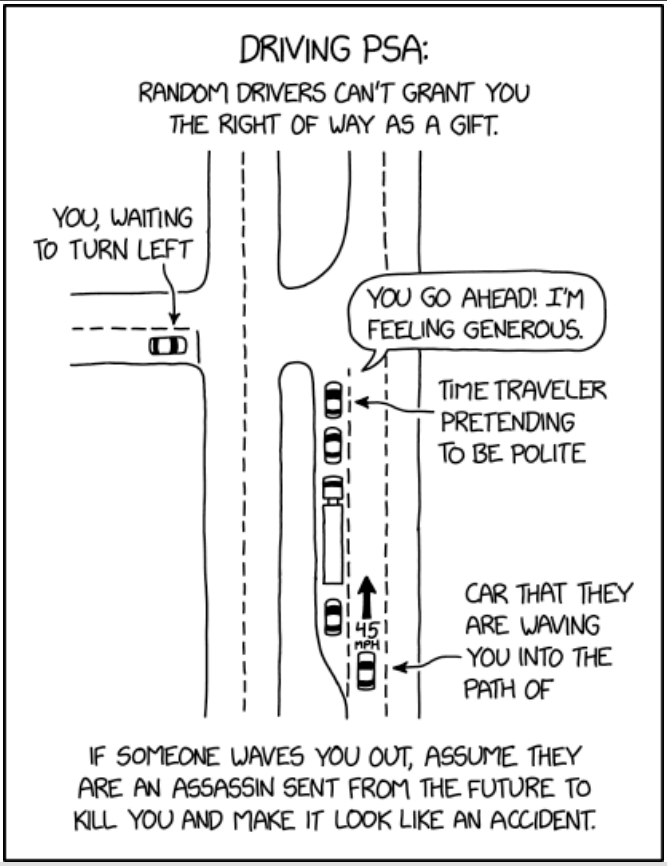
Complete Streets and Safety Committee
Co-Chairs: **Sarah Peterson** sarah.peterson@hdrinc.com **Sri Durga Yada** SriDurga.Yada@hdrinc.com
Recent Agenda Items: No recent meetings.
Future Agenda Items: TBD
Next Meeting: TBD
More info here!

Planning Methods and Applications Technical Committee
Committee Chair: **Erik Kappelman** EKappelman@srfconsulting.com
Recent Agendas Items: No recent meetings
Future Agendas Items: TBD
Next Meeting:
More info here!

Traffic Operation and Maintenance Discussion Group
Committee Chair: **Greg Boche** greg.boche@washingtoncountymn.gov
Recent Agenda Items: August 2025 - Traffic Signal Battery Backup Systems.
Future Agenda Items: TBD.
Next Meeting: TBD
More info here!

Simulation and Capacity Analysis Technical Committee
Committee Chair: **Sajid Raza** sajid.raza@mbakerintl.com
Recent Agenda Items: Wed, June 25, 2025 - Recent updates to the Highway Capacity Software (HCS)
Future Agenda Items: TBD
Next Meeting: 11:30am on Wednesday September 3rd at Red Robin in Shoreview.
More info here!

ITE LOL



Source: XKCD

MEMBERSHIP UPDATE

New Members

Max McCabe, MnDOT

Mahfuz Mahin, WSB

Ava Pike, Milwaukee School of Engineering

Talha Ahmed, North Dakota State University

Moves

Kristy Morter, Michael Baker International formerly Hennepin County

Joel Hinnenkamp, MnDOT formerly Kimley-Horn

Edwin Jarquin Martinez, SRF Consulting formerly WSP

Charles Androsky, MnDOT formerly SRF Consulting

Venkata Sai Mallipaddi, WSB formerly HR Green

If you or a friend has changed jobs or moved, we would like to stay in touch. Members, please update your information by visiting https://nc-ite.org/Updating_your_Information. To access this area, you will need to know your membership number. Your "username" is your membership number, and your "password" is the first 6 letters of your last name (e.g. Johnson=Johnso). Non-members please contact Michael Gille via phone (612.294.9733) or email (michael.gille@kimley-horn.com) for assistance. Please provide you name, title, employer, complete street address (including mailstop, if applicable), telephone number, fax number, and email address.

Cortney Falero
Newsletter Editor
CFalero@srfconsulting.com

Connect with us on LinkedIn®