Future LTAP Events

Visit purdue.edu/inltap for more details.

AUGUST 30
Core Course #2: Liability & Risk

OCTOBER 17-18
County Bridge Conference

OCTOBER 24 & 26
Cold-in-Place Recycling Workshops

NOVEMBER 16
Civil Engineering Professional Development Seminar (CEPDS)

NOVEMBER 29
Core Course #4: Public Purchasing
ITE Board, Indiana Section
Gary Mroczka, President
Ed Cox, Vice President
Rich Zielinski, Treasurer
Laura Slusher, Secretary
Lauren Arthur, Director
Jeff Hill, Past President

Seminar Planning Committee
Ryan Huebschman, Committee Chair
Ed Cox, ITE Board Liaison
Laura Slusher, LTAP Liaison
Nick Batta
Sarah Baty
Claudio Figueroa
Rusty Holt

Floor Plan

Vendors, Beverages & Food
Opening Session & Seating for Lunch
Track 1
Track 2
Registration Table
Joe McGuinness was appointed Commissioner of the Indiana Department of Transportation in January 2017 by Governor Eric Holcomb. He is a lifelong Johnson County resident and has been actively involved in transportation and infrastructure planning in central Indiana.

Joe graduated from Franklin College in 2000 with a Bachelor of Arts degree in Sociology and Criminal Justice, and received a Master of Business Administration degree in Accounting from Indiana Wesleyan University in 2009. From 2000-2008, Joe served as a Johnson County Probation Officer. He began working with Peters Municipal Consultants in 2008 as an accountant and financial adviser for municipalities across the state.

Joe was elected mayor of Franklin in November 2011 and took office in January 2012. As mayor, Joe implemented innovative concepts in Franklin and oversaw a significant resurgence in the downtown area. Much of this growth and redevelopment occurred because of substantial investment in infrastructure and solid economic development projects.

He recently served on the Indianapolis Metropolitan Planning Organization Administrative and Policy Committees, Central Indiana Regional Transportation Authority, and the 2045 Long Range Transportation Plan Steering Committee. He also served on the Funding Indiana’s Roads for a Stronger, Safer Tomorrow Task Force created during the 2016 legislative session. Joe has been honored to serve on the Accelerate Indiana Municipalities’ (formerly IACT) Board of Directors, Legislative Policy Committee, and Community & Economic Development Committee.

Join us immediately following the seminar at District Tap. Appetizers provided.

District Tap
3720 E 82nd Street
Indianapolis, IN 46240
**Schedule**

8:00 AM  **REGISTRATION**

8:30 AM  **KEYNOTE SESSION**

Keynote: Joe McGuinness (INDOT Commissioner)

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<th>TRACK 1</th>
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| **9:30 AM** | I-69 Section 6 EIS Public Involvement  
Sarah Rubin (INDOT) | I-69 & 106th St Interchange - Unconventional Design  
Jeromy Richardson (United Consulting) & Jeff Hill (City of Fishers) |
| **10:30 AM** | BREAK |
| **10:45 AM** | Concrete Overlays  
Austin Hastings (HNTB) | IndyGo BRT Update & Design  
Justin Stuehrenberg (IndyGo) |
| **11:45 AM** | LUNCH |
| **12:45 PM** | Application of UAS Imagery for Crash Investigation  
Dr. Darcy Bullock (Purdue) & Dr. Ayman Habib (Purdue) | Share & Share Alike: Evaluation of Compliance with the 3-Foot Rule for Overtaking Bicyclists  
Jeremy Chapman (American Structurepoint) |
| **1:45 PM** | A Tool for Improving the Crash Location Information for Local Roads  
Mario Romero (Center for Road Safety) & Laura Slusher (INLTAP) | Centralized Traffic Signal Systems - Uses & Guidelines  
David McKeever (Trafficware) |
| **2:45 PM** | BREAK |
| **3:00 PM** | Working in Virtual Teams  
Rich Zielinski (American Structurepoint) | Connected & Autonomous Vehicles  
Jim Barbaresso (HNTB) |
| **4:00 PM** | SOCIAL HOUR AT DISTRICT TAP |
I-69 Section 6 EIS Public Involvement
The I-69 Section 6 corridor follows existing SR 37 from Martinsville to Indianapolis, and traverses Marion, Hendricks, and Morgan counties. The Tier 2 Draft EIS for I-69 Section 6 was published in March 2017. The preferred alternative, which is currently being refined, is 26 miles long and includes 9 interchanges. It is anticipated that the Federal Highway Administration will issue a joint Final EIS and Record of Decision in the first quarter of 2018. The Record of Decision is the federal decision that authorizes INDOT to proceed with design and construction of the project. The public and community outreach has played a key role in choosing the alignment and determining context-sensitive solution for I-69. The public involvement activities that have occurred to this point include a project office, public information meetings, public hearings, and public outreach and presentations.

Sarah Rubin
Sarah is the Deputy Director of Public-Private Partnerships and I-69 Section 6 Project Manager at the Indiana Department of Transportation. She has 12 years of industry experience, including public agencies as well as private industry with vast experiences in public finance and infrastructure procurement, public policy and legislative process management, economic development, and social impact. Sarah holds a Master of Public Affairs from SPEA at IU Bloomington in public finance, policy analysis, and economic development.

Concrete Overlays
Thin concrete overlays are an alternative preventative maintenance treatment option for pavement preservation. INDOT is currently evaluating the feasibility of these pavement treatments to supplement HMA overlays across the state. This presentation will discuss the new INDOT specifications on thin concrete overlays and highlight the similarities and differences between HMA and concrete overlays. Two case studies of recent projects on SR 161 and US50 in the Vincennes and Seymour Districts will be presented to discuss design criteria, cost, schedule, constructability and public involvement.

Austin Hastings
Austin Hastings is a Project Manager with HNTB in the Transportation Group. Austin is a graduate of Rose-Hulman and is a Professional Engineer licensed in the states of Indiana, Texas and Arizona. He is also a certified Design-Build professional with over 9 years of experience in roadway design.
Application of UAS Imagery for Crash Investigation
This presentation will review several recent interstate crashes that required extended closures for crash scene documentation and cleanup. UAS Imagery techniques will be presented that can dramatically shorten crash scene documentation times. Techniques for constructing ortho-rectified and LiDAR images obtained from UAS will be presented.

Darcy Bullock
Darcy Bullock is a Professor of Civil Engineering at Purdue University and serves as the director of the Joint Transportation Research Program. Bullock’s research interests include traffic engineering, connected vehicles, airport passenger flows, and emerging applications of Unmanned Aircraft Systems (UAS). Bullock is a Registered Professional Engineer in Indiana.

Ayman Habib
Ayman Habib is a Professor of Civil Engineering at Purdue University and serves as the associate director of the Joint Transportation Research Program and the co-director of the Civil Engineering Center for Applications of UAS for a Sustainable Environment (CE-CAUSE). Habib’s research interests focus on deriving accurate geospatial information from Mobile Mapping Systems equipped with active and passive remote sensing modalities onboard spaceborne, airborne (including Unmanned Aircraft Systems), and wheel-based platforms for various applications. Habib is a Registered Professional Engineer in Alberta, Canada.

A Tool for Improving the Crash Location Information for Local Roads
Crash location is a critical piece of information for any type of safety-related analysis; however, there is often a high percentage of error in this data. Currently, a time-consuming manual process is used in Indiana to correct faulty crash location coordinates. The Improving Crash Location application (ICL) is a tool developed by the Purdue University Center for Road Safety, with support from Indiana LTAP, which allows users to quickly and easily identify and correct crash location errors, allowing for a more accurate safety analysis and improved GIS mapping.
Mario A Romero
Dr. Mario A. Romero is currently a research scientist in the School of Civil Engineering at Purdue and is the research program manager for the Center for Road Safety. His research interests are road safety, traffic operations and management, traffic conflict techniques, and new applications of technologies to road safety. His research has been presented and published in various journals and symposiums. Dr. Romero has an interdisciplinary education in civil engineering and computer science. Dr. Romero has developed several customized software programs, such as a tracking vehicles’ paths system from videos, a network routing optimizer, an artificial vision system applied to traffic, also the user interface for TScan project, and an optimizer that maximizes the safety benefits under limited resources among others.

Laura Slusher
Laura Slusher is a traffic safety professional with over 20 years of experience in traffic safety, traffic operations, and Intelligent Transportation Systems. She worked for the DOT in North Carolina for 10 years and as a consultant in Seattle for 4 years before joining Indiana LTAP, where she has run the HELPERS program for the last seven years. Laura is a graduate of Virginia Tech and a professional engineer.

Working in Virtual Teams
Today’s technology allows many of us to work remotely. Being effective when working remotely can be challenging, especially when working as part of a team. This presentation will highlight the seven characteristics/skill sets necessary to achieve high performance levels for teams with one or more members in remote locations.

Rich Zielinski
Rich is a 1986 graduate of Purdue University and is a Project Development Director for American Structurepoint. He has a broad background in transportation, including designing bridges, roads, conducting traffic analysis, leading engineering studies, and leading and managing all types and sizes of transportation projects. Currently, Rich leads a team of nine production staff with varying degrees of experience, all of which are located in Satellite offices. He has contributed to the success of these satellite offices through strong communication and trust while at the same time finding the right balance between corporate objectives and satellite office independence. Rich is passionate about continuous learning and hopes he can share some ideas that will help you improve the performance of your virtual team.
I-69 & 106th St Interchange - Unconventional Design

The I-69 and 106th Street interchange is a unique design, one of only a handful of oval shaped interchanges in the United States. Oval shaped roundabouts are not a new concept, but installing one over a major interstate like I-69 had not been done before. A lengthy planning process went into determining the most cost-effective interchange type in order to obtain Interstate Access approval. The oval roundabout proved to be the most economical design that also provided a unique gateway interchange into the City of Fishers. The interchange was completed in the fall of 2016.

Jeromy Richardson

Jeromy Richardson is a Team Leader at United Consulting with over 19 years of experience in transportation engineering, including planning, design, and construction. Mr. Richardson received his Bachelor’s degree from Purdue University. Mr. Richardson is responsible for a team of engineers and CAD technicians and has overseen the implementation of several high-profile projects, including the new I-69 and 106th Street interchange, the SR 37 / 116th / I-69 interchange modifications, the Lucas Oil Stadium site, the engineering design of Indianapolis Cultural Trail, and portions of I-69, Sections 2 and 3.

Jeff Hill

Jeff Hill is the Director of Engineering with the City of Fishers, Indiana and is responsible for delivery of Fishers’ transportation-related capital projects within the community. His efforts include highways, intersections, signals, and trails in one of Indiana’s most rapidly growing communities. Jeff is a civil engineering graduate from Purdue University with 22 years of transportation design, planning, and construction expertise in both the public and private sector.

IndyGo BRT Update & Design

IndyGo’s Red Line Bus Rapid Transit (BRT) will be one of the highest rated BRT system’s in the US when it opens in April 2019. The $96.3M project will break ground in late 2017 to install bus-only lanes and rapid transit stations along 13.5 miles of city streets in the core of Indianapolis. The system will use several innovative features including bi-directional lanes, contra-flow lanes, and a first-of-its-kind predictive signalling system. Coming shortly on the heels of the Red Line will be the Purple Line, breaking ground in 2019.
Justin Stuehrenberg
Justin Stuehrenberg is the Vice President of Planning & Capital Projects for IndyGo, the City of Indianapolis’ transit system. He is a Professional Engineer who has long worked to make streets more equitable for all users. Justin is currently the Red Line Project Manager as well as the Program Manager for the implementation of the Marion County Transit Plan.

Share & Share Alike: Evaluation of Compliance with the 3-Foot Rule for Overtaking Bicyclists
This presentation will describe research that analyzed the overtaking maneuver on various rural roads and driver behavior for various illegal/dangerous maneuvers. The methodology developed allowed for collection of interaction data in video format and via ultrasonic distance sensor. GPS was used to track bicycle location/speed, and results showed that drivers made numerous lane and other safety violations that threatened both vehicles and bicyclists. Gathering this type of exposure data allows practitioners and researchers to identify countermeasures to reduce or prevent such maneuvers.

Jeremy Chapman
Jeremy Chapman is senior traffic engineer for American Structurepoint, out of their Indianapolis office. He has a PhD in transportation systems engineering with a focus on traffic safety and human factors from the University of Wisconsin - Madison, where he also earned his law degree. Dr. Chapman earned his bachelor’s degree in civil engineering from Marquette University and his master of science in civil engineering from the University of Illinois at Urbana-Champaign. Over the course of his career he has worked in a variety of roles in transportation, including consulting, research, and education. Prior to joining American Structurepoint in June, he most recently spent the past five years teaching courses in transportation and traffic engineering at Rose-Hulman Institute of Technology. He has enjoyed participating in triathlons and road bicycling for over a decade, which ties directly in with his professional interest in rural road bicycle safety.
Centralized Traffic Signal Systems - Uses & Guidelines

Central Management Systems (CMS) provide strategic and operational benefits to users. Changes in technology make scalable systems more practical, affordable and accessible. While Agencies managing streets and traffic may benefit directly from CMS many more will see the benefit translate into budget savings for engineering consultants and maintenance contractors. A well-designed CMS system can streamline access to traffic data and operations. This allows the consultants or contractors to be more efficient concentrating on value-added solutions and implementation.

David McKeever
David is a Business Development Manager for Trafficware Group, out of Sugar Land, Texas. David specializes on “SMART Cities” Infrastructure Technologies and more specifically with ITS or Intelligent Traffic Solutions, and an emphasis on adaptive signal systems. David has 25+ years of experience working with organizations in their evaluation, development and implementation of strategic IT solutions, and brings a unique approach to the adaptation and deployment of advanced technologies to the transportation industry.

Connected & Autonomous Vehicles

The transportation industry, including highway and transit operators, are facing disruptive forces that will change how transportation systems and services are designed and delivered in the future. These disruptive forces will present many opportunities for public agencies to improve transportation safety, mobility and the environment. However, they will also present many technical, institutional and operational challenges. Jim’s talk will focus on the challenges and opportunities public agencies will face as connected and automated vehicle technologies evolve.

Jim Barbaresso
Jim Barbaresso is a Senior Vice President and the National Practice Leader for Intelligent Transportation Systems at HNTB. He has 39 years of experience in transportation planning, operations and ITS. Jim is involved in many emerging mobility programs across the country and has written numerous white papers and articles on public agency considerations regarding new mobility solutions in our age of connectivity and automation.
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Future ITE Events

Visit indianaite.org for more details.

AUGUST 18
Community Service and Social, Keep Indianapolis Beautiful

SEPTEMBER 19
Scholarship Golf Outing

FALL (DATE TBD)
Bloomington Technical Workshop