Despite the passage of a 5-year Federal transportation bill (the FAST Act) in December 2015, funding for transportation at the Federal, State, and local levels is fiscally tight and likely to remain so. But a constrained funding environment also creates an opportunity—transportation professionals will be challenged to use engineering skill and innovative solutions to solve problems in more cost effective ways. Projects need to be planned and designed to deliver high performance at reduced cost.

Urban and suburban expressways are a particularly complex challenge. They carry high volumes of traffic, often have safety and operational problems at standard signalized intersections, and must serve other modes, particularly bus transit and pedestrians. Many also provide access to businesses and other in-place development, which makes traditional high-cost spot improvements such as interchanges an unattractive option for some communities.

SuperStreets—A Cost-Effective Corridor Solution

A corridor solution with particular promise is the SuperStreet—a sequence of signalized Restricted Crossing U-Turn intersections. This concept allows traffic operations to be optimized along a signalized corridor (for both major and minor roads), safety can be improved, and impacts to the environment, right-of-way, and business access are reduced.

Footprint comparison of a conventional interchange and a SuperStreet. Impacts to the environment and right-of-way needs are greatly reduced. Access to existing development is much less restrictive.
## EXECUTIVE COMMITTEE

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Company</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>President</td>
<td>Joe Gustafson</td>
<td>Washington County</td>
<td>651.430.4351     <a href="mailto:joe.gustafson@co.washington.mn.us">joe.gustafson@co.washington.mn.us</a></td>
</tr>
<tr>
<td>Vice President</td>
<td>Mike Martinez</td>
<td>HDR</td>
<td>763.591.5442     <a href="mailto:michael.martinez@hdrinc.com">michael.martinez@hdrinc.com</a></td>
</tr>
<tr>
<td>Secretary</td>
<td>Scott Poska</td>
<td>SRF Consulting Group</td>
<td>763.452.4823     <a href="mailto:sposka@srfconsulting.com">sposka@srfconsulting.com</a></td>
</tr>
<tr>
<td>Treasurer</td>
<td>Jeff Preston</td>
<td>Stantec</td>
<td>651.604.4816     <a href="mailto:Jeff.Preston@stantec.com">Jeff.Preston@stantec.com</a></td>
</tr>
<tr>
<td>Directors</td>
<td>Ken Levin</td>
<td>Hennepin County</td>
<td>612.596.0297     <a href="mailto:Kenneth.Levin@hennepin.us">Kenneth.Levin@hennepin.us</a></td>
</tr>
<tr>
<td>Max Moreland</td>
<td>Traffic Data Inc.</td>
<td>888.233.1012             <a href="mailto:mmoreland@trafficdatainc.com">mmoreland@trafficdatainc.com</a></td>
<td></td>
</tr>
<tr>
<td>Jacob Folkeringa</td>
<td>SRF Consulting Group</td>
<td>763.452.4730             <a href="mailto:jfolkeringa@srfconsulting.com">jfolkeringa@srfconsulting.com</a></td>
<td></td>
</tr>
<tr>
<td>Past President</td>
<td>Katie Schmidt</td>
<td>Alliant Engineering</td>
<td>612.767.9328     <a href="mailto:kschmidt@alliant-inc.com">kschmidt@alliant-inc.com</a></td>
</tr>
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## STANDING COMMITTEES

<table>
<thead>
<tr>
<th>Committee</th>
<th>Chair</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outreach</td>
<td>Nik Costello</td>
<td>651.430.4370     <a href="mailto:nik.costello@co.washington.mn.us">nik.costello@co.washington.mn.us</a></td>
</tr>
<tr>
<td>Professional Development</td>
<td>Nathan Koster</td>
<td>612.673.3638     <a href="mailto:Nathan.koster@minneapolismn.gov">Nathan.koster@minneapolismn.gov</a></td>
</tr>
<tr>
<td>Student Activities and Career Guidance</td>
<td>Abby Tutewohl</td>
<td>612.767.9325     <a href="mailto:atutewohl@alliant-inc.com">atutewohl@alliant-inc.com</a></td>
</tr>
<tr>
<td>Communications</td>
<td>Jacob Folkeringa</td>
<td>763.452.4730     <a href="mailto:jfolkeringa@srfconsulting.com">jfolkeringa@srfconsulting.com</a></td>
</tr>
<tr>
<td>Website</td>
<td>Jonah Finkelstein</td>
<td>651.428.2691     <a href="mailto:jfinkelstein@alliant-inc.com">jfinkelstein@alliant-inc.com</a></td>
</tr>
<tr>
<td>Newsletter</td>
<td>Cortney Falero</td>
<td>763.452.4806     <a href="mailto:cfalero@srfconsulting.com">cfalero@srfconsulting.com</a></td>
</tr>
<tr>
<td>Membership</td>
<td>Nicklaus Ollrich</td>
<td>612.373.5350     <a href="mailto:nicklaus.ollrich@metrotransit.org">nicklaus.ollrich@metrotransit.org</a></td>
</tr>
<tr>
<td>Technology</td>
<td>Joseph Devore</td>
<td>763.452.4740     <a href="mailto:jdevore@srfconsulting.com">jdevore@srfconsulting.com</a></td>
</tr>
<tr>
<td>University of Minnesota (ITSO)</td>
<td>Ellie Lee</td>
<td><a href="mailto:leex7678@umn.edu">leex7678@umn.edu</a></td>
</tr>
<tr>
<td>North Dakota State University</td>
<td>Dylan Dunn</td>
<td><a href="mailto:dylan.j.dunn@ndsu.edu">dylan.j.dunn@ndsu.edu</a></td>
</tr>
<tr>
<td>Midwest ITE</td>
<td>Shawn Leight</td>
<td>314.878.6644     <a href="mailto:sleight@cbbtraffic.com">sleight@cbbtraffic.com</a></td>
</tr>
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## TECHNICAL COMMITTEES

<table>
<thead>
<tr>
<th>Committee</th>
<th>Chair</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Geometric Design</td>
<td>Kelly Besser</td>
<td>952.402.9202     <a href="mailto:kbeesser@stonebrookeengineering.com">kbeesser@stonebrookeengineering.com</a></td>
</tr>
<tr>
<td>Intersection Traffic Control</td>
<td>Mark Wagner</td>
<td>651.785.2929     <a href="mailto:mwagner@sehinc.com">mwagner@sehinc.com</a></td>
</tr>
<tr>
<td>ITS</td>
<td>Morris Luke</td>
<td>651.234.7028     <a href="mailto:morris.luke@state.mn.us">morris.luke@state.mn.us</a></td>
</tr>
<tr>
<td>Pedestrian and Traffic Safety</td>
<td>Natalie Lindsoe</td>
<td>763.591.5424     <a href="mailto:natalie.lindsoe@hdrinc.com">natalie.lindsoe@hdrinc.com</a></td>
</tr>
<tr>
<td>Planning Methods and Applications</td>
<td>Steve Wilson</td>
<td>763.249.6760     <a href="mailto:swilson@srfconsulting.com">swilson@srfconsulting.com</a></td>
</tr>
<tr>
<td>Traffic Operation and Maintenance Discussion Group</td>
<td>Adam Bruening</td>
<td>651.430.4398     <a href="mailto:adam.bruening@co.washington.mn.us">adam.bruening@co.washington.mn.us</a></td>
</tr>
<tr>
<td>Simulation and Capacity Analysis</td>
<td>Ben Hao</td>
<td>612.373.6459     <a href="mailto:ben.hao@aecom.com">ben.hao@aecom.com</a></td>
</tr>
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## STUDENT CHAPTERS

<table>
<thead>
<tr>
<th>University</th>
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<td>Ellie Lee</td>
<td><a href="mailto:leex7678@umn.edu">leex7678@umn.edu</a></td>
</tr>
<tr>
<td>North Dakota State University</td>
<td>Dylan Dunn</td>
<td><a href="mailto:dylan.j.dunn@ndsu.edu">dylan.j.dunn@ndsu.edu</a></td>
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## MIDWEST ITE

<table>
<thead>
<tr>
<th>Position</th>
<th>Chair</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Midwest ITE District</td>
<td>Shawn Leight</td>
<td>314.878.6644     <a href="mailto:sleight@cbbtraffic.com">sleight@cbbtraffic.com</a></td>
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</table>

www.nc-ite.org
Joe Gustafson, 2016 NCITE President

I am excited to begin my term serving as your 2016 NCITE President. I am coming into this position at a time of substantial transition for our section, including ongoing transitions to our new NCITE website, new sponsorship formats, and new dues structures.

The new ITE dues structures should help to increase membership, especially by younger members, but the implications of NCITE’s share of these revenues is still uncertain and emerging. Our new website has already shown great potential to streamline our email communications, event registration, and meeting minutes. January is our first month using the new website for meeting registration, and we hope to have it working even better in February.

Despite these changes, our section is well-positioned to continue our usual strengths of knowledge sharing through robust technical committees, frequent section meetings, and social events. Our summer social event this year will again be an evening of lawn bowling at Brit's Pub, currently reserved for an evening in July—more details to follow!

NCITE is also planning to host an Engineering Ethics training event in advance of this year's licensure renewals. Stay tuned for more information.

Our section is fortunate to have an excellent spectrum of experience and energy. Whether you are an industry veteran or a recent graduate, I invite you to help me make 2016 a great year for NCITE by frequently attending committee and section meetings to help foster the knowledge-sharing and networking that makes our section great. I look forward to this year helping to grow this fine organization that has been such an asset to my profession and career.

Cheers!
2016 ITE Midwestern Annual Meeting
June 26th - June 28th, 2016
Chicago, IL
See the event website for more information

2016 ITE Annual Meeting
August 14-17, 2016
Anaheim, CA
See the event website for more information

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

NCITE Calendar:
http://nc-ite.org/calendar.php
They have a plethora of interesting facts & an overwhelming affinity for pizza — get to know the 2016 board!!

Joe Gustafson, 2016 NCITE President
Job Title and Employer: Traffic Engineer at Washington County
Past Work: Scott County, MnDOT, and City of Chanhassen
Education: University of Minnesota
Where You Live: St. Paul, MN
Family: None
Pets: None
Hometown: Twin Cities (all over)
Hobbies: Skiing, hiking, live music, gardening, travel, and classic cars
Interesting Facts:
- I still own the car that I drove in high school (though it is currently in hiatus in my garage)
- I have been to over 350 different live music events in the past 20 years, seeing over 800 sets.
- The bar room in my basement is modeled after a classy Cold War fallout shelter.
- I own a yellow 1951 Dodge Truck that has won a few awards at car shows.
- I have canoed the Mississippi River from Minneapolis to St. Paul and soon plan to do the same from St. Paul to Hastings.
Restaurant: McKenzie River Pizza Company
Best Vacation: Visiting my brother in Singapore and venturing to Malaysia and Indonesia

Mike Martinez, 2016 NCITE Vice President
Job Title and Employer: Associate, HDR Engineering, Inc.
Past Work: Short Elliott Hendrickson, Inc.
Education: B.S. Civil Engineering from Iowa State University (1998)
Where You Live: Brooklyn Park, MN
Family: Wife, Tara
Pets: 2 dogs, Hobbes and Suzie
Hobbies: Golf, MN Twins
Restaurant: Manny’s
Favorite Car: Acura MDX
Desired Superpower: The Force
Pet Peeves: Traffic congestion, texting while driving, when Nick Punto stepped into the batter’s box as a MN Twin
Most Embarrassing Moment: Spilling coffee on shirt in meeting (repeat offender)
Instruments Played: Baseball glove (retired)
Languages Spoken: English, Spanglish, Germish
Interesting Facts:
- Partial Twins season ticket owner
- Member of 2003 CSC Outdoor Volleyball Championship Team
- “Uncle Mike” (3 times over)
- Shot personal best 88 (round of golf) in 2012
- Ran the mile in 5:10 (many, many, many years ago)
Scott Poska, 2016 NCITE Secretary
Job Title and Employer: Associate Traffic Engineer, SRF
Past Work: Traffic Engineer, Crawford Bunte Brammeier, St. Louis
Education: BS Civil Engineering, Iowa State, 2004
Where You Live: Plymouth, MN
Family: Wife, Christy, Daughters, Kaitlyn (4.5) and Rebecca (1.5 months)
Hometown: Portage, MI. I moved to suburban Chicago when I was 13.
Hobbies: Avid hockey fan and player; I enjoy outdoor adventures/trips including hiking, backpacking, canoeing, fishing, camping, mountain biking; homebrewing; grilling; photography; and being a dad to my two girls
TV Show: Top Gear (UK) and Gold Rush
Favorite Car: any red Ferrari
Interesting Facts:
- I've never lived in a city at the same time the local team has won the Stanley Cup. I hope this changes soon!
- In the 30 years I've been a hockey player, I've scored a goal six different ways: even strength, power play, shorthanded, penalty shot, empty net, and own goal.
- I've traveled to 9 countries.
Biggest Accomplishment: Graduating college, moving, getting married, honeymooning, and starting a new job all within 2 weeks in 2004
Best Vacation: 3 week trip to Europe and UK in 2008.

Jeff Preston, 2016 NCITE Treasurer
Job Title and Employer: Senior Transportation Engineer - Stantec
Past Work: City of Woodbury – Engineering Dept.
Education: BS Civil Engineering – Iowa State University
Where You Live: Blaine, MN
Family: Dina, Claire (8), Noah (6), Lilly (2)
Hometown: North St. Paul, MN
Hobbies: Coaching kids soccer/basketball, Sporting Events (Vikings/Timberwolves games), Home projects, Chauffeuring kids to the next activity….
Best Vacation: Italy (Rome/Tuscany/Cinque Terre), National Dance Competition/Disney World (Daytona Beach/Orlando)
Ken Levin, 2016 NCITE Director
Job Title & Employer: Professional Engineer at Hennepin County
Education: B.S. in Civil Engineering at Michigan Technological University
Where You Live: Bloomington, MN
Family: Wife-Lisa, Son-Xavier, Son-Rory
Pets: Rupert the rabbit
Hometown: Menominee, MI
Hobbies: Reading, Watching sports, Playing sports
Interesting Facts:
- Born and raised in the Upper Peninsula of Michigan
- High school tennis champion
- Have never broken a bone
- Did not live in the same state as my wife until we were married
- Have two adopted sons
TV Show: Modern Family
Music: Christian
Food: Pizza
Restaurant: Pizza Ranch
Car: Mustang

Max Moreland, 2016 NCITE Director
Job Title & Employer: Traffic Engineer at Spack Consulting
Past Work: Interned at Metro Transit during college
Education: BA from St. John’s University and BCE from the University of Minnesota
Where You Live: Uptown Minneapolis
Family: Two folks and a sister
Hometown: Plymouth, MN
Hobbies: Biking, board games and donut eating
Interesting Fact:
- Once placed 4th in a pizza eating contest.
- I am right handed but I golf and bat left. Maybe that’s why I’m a bad golfer.
- Ate lutefisk for the very first time in 2015.
- Had a radio show in college.
TV Show: America’s Funniest Home Videos
Music: Herb Alpert
Restaurant: Lu’s Sandwiches
Desired Superpower: Teleportation. No more traffic!
Biggest Accomplishment: Hopefully I top this at some point, but I won a Paper, Rock, Scissors tournament at a bar in college!
Instruments Played: Guitar and hand claps
Best Vacation: Charlotte, NC
Jake Folkeringa, 2016 NCITE Director
Job Title & Employer: Associate, SRF Consulting Group
Past Work: SEH (intern), WSN (intern), Subway Sandwich Artist!
Education: Bachelor of Civil Engineer, University of Minnesota, 2008
Where You Live: Elk River, MN
Family: Wife Rachel
Pets: Dog (Dyno)
Hometown: Brainerd, MN
Hobbies: Hunting, fishing, and anything with my dog
Interesting Facts:
  • I have two middle names making my full name Jacob Hendrik Willem Folkeringa
  • I am obsessed with my dog. He is a Nova Scotia Duck Tolling Retriever. We even do dog shows where I “prance” around the ring with him.
  • I am a lover of all things Google
  • I was a trumpet player in the University of Minnesota Marching Band
  • I’ve sung as a tenor in multiple barbershop quartets
Favorite Food: Anything as long as I don’t have to make it
Favorite Restaurant: I don’t know if it’s my favorite but everybody should try Raising Cane’s for the BEST chicken fingers
Instruments Played: Trumpet, piano, guitar, drums, (does recorder count?)
The January Section Meeting was held on January 28th, 2016 at University of Minnesota Coffman Memorial Union, Mississippi Room. The meeting topics included: general items, student intern scholarship winner, and a technical presentation.

The presenter was Gilbert Chiewicki, from Advanced Transportation Solutions, a division of American Consulting, presenting on Displaced Left Turn Intersections. Highlights of the presentation included:

- Displaced Left Turn (DLT) intersections are also referred to as Continuous Flow intersections (CFI). At these intersections, left turn movements are relocated to the far side of the opposing roadway via interconnected signalized crossovers in advance of the main intersection.
- These intersections can operate in a 4-leg and a 3-leg (“tee”) configuration.
- Mexico has the most DLT intersections in the world. In the US, Utah is a leader with over a dozen.
- A 4-legged DLT intersection has 30 conflict points. A traditional 4-legged intersection has 32 conflict points.
- DLT intersections cost more than traditional at-grade intersections but are substantially lower in cost compared to grade separated intersections. Recent DLT intersections in Utah have cost approximately $3 million to construct.

![2016 Student Scholarship Winners](image)

Sarah Sularz (left)
Jacqueline Nowak (right)
Stephen Johnson (not pictured)

“Does your car have any idea why my car pulled it over?”
Geometric Design Technical Committee
Committee Chair: Kelly Besser - kbesser@stonebrookeengineering.com
Recent Agenda Items: CAP-X and SuperStreet corridors presentations by Will Stein and Jim McCarthy, DDIs and Moorhead I-94 and US 75 design alternatives presentation by Tom Fidler.
Future Agenda Items: TBD
Next Meeting: March 17, 2016, 8:30am to 10:00am, Stantec Office

Intersection Traffic Control Technical Committee
Committee Chair: Mark Wagner - mwagner@sehinc.com
Recent Agenda Items: Brainstorming for 2016 meeting topics and dates, attendee updates
Future Agenda Items: TBD, based on brainstorming options and schedule
Next Meeting: TBD (meetings are typically held on the first Wednesday of each month)

ITS Technical Committee
Committee Chair: Morris Luke - morris.luke@state.mn.us
Recent Agenda Items: 2016 discussion topics, Panel Discussion: Intelligent Transportation Systems from Contractors’ Perspective.
Future Agenda Items: Presentation: Turning Connected Vehicle Data into Traffic Measures Using V2I Emulator, by James McCarthy, FHWA.
Next Meeting: TBD (meetings are typically held on the first Tuesday of even numbered months)

Pedestrian and Traffic Safety Technical Committee
Committee Chair: Natalie Lindsoe - natalie.lindsoe@hdrinc.com
Recent Agenda Items: Minneapolis Bicycle and Pedestrian Traffic Counts Presentation by Simon Blenski
Future Agenda Items: Committee introductions and planning, brainstorming 2016 committee meetings
Next Meeting: TBD (meetings are typically held on the second Wednesday of each month)

Planning Methods and Applications Technical Committee
Committee Chair: Steve Wilson - swilson@srfconsulting.com
Recent Agendas Items: Travel Behavior Inventory and Metropolitan Council Regional Model Updates
Future Agendas Items: TBD
Next Meeting: TBD (meetings are typically help on the last Wednesday of every other month)

Traffic Operation and Maintenance Discussion Group
Committee Chair: Adam Bruening - adam.bruening@co.washington.mn.us
Recent Agenda Items: Uses of Omni Base, Slip Base and Telespar. Discussion on Road, Stock and Signal Inventory
Future Agenda Items: Round Table Discussion
Next Meeting: TBD (meetings are typically held on the first Wednesday of each month 11:30am—1pm)

Simulation and Capacity Analysis Technical Committee
Committee Chair: Ben Hao - ben.hao@aecom.com
Recent Agenda Items: Calibration of MnPASS lanes in CORSIM, group updates, brainstorming 2016 committee meetings
Future Agenda Items: I-35E Managed Lanes: Techniques, Analysis, and CORSIM
Next Meeting: TBD (meetings are typically held on the fourth Tuesday of each month)
Reduced Environmental and Land Use Impacts

Because SuperStreets can be constructed within the existing footprint of the highway, impacts to the environment are minimal. If there is sufficient median width, all construction can take place within the median. Loons—paved bulb-outs to accommodate truck movements at the U-turn locations—may be needed if there is not sufficient median width and may require some small areas of additional right-of-way. Because traffic operates more efficiently, air quality can be improved through reduced emissions.

For communities with existing development along these arterials, maintaining access—especially to businesses—is of primary importance. This is another advantage of the SuperStreet concept. A suburban interchange typically requires access control for at least 1 mile in each direction from the interchange. From the ramp terminals, access is normally controlled for ¼ mile. Existing businesses are then served via frontage roads or other local streets resulting in less convenient business access. With SuperStreets, access can be much less restrictive and frontage roads are not required. Access should be managed, particularly for at least 100 feet on either side of U-turn locations, but reasonable right-in/right-out access works well with the frequent U-turn locations.

Improved Traffic Operations (for both major and minor roads)

A major benefit of SuperStreets is improved traffic operations along the corridor—both along the arterial but also for drivers entering from the side roads. Based on preliminary analysis of some Twin Cities corridors, a 30–60% increase in total intersection throughput at level of service D has been found when converting from conventional signalized intersections to a SuperStreet. Operational efficiencies are gained in several ways:

- The number of signal phases at major intersections is reduced to two. This saves multiple yellow and all-red phases that can be reallocated to green time for the major and minor road. During peak hours, queues on the minor road can be cleared, saving drivers the frustration of having to wait through two long cycles.
The SuperStreet concept allows both directions of the major road to operate independently—essentially like one-way pairs. Thus, perfect signal progression can be achieved for both directions of travel. In the figure below, signals on one side of the arterial, A through F, are independent of the signals on the others side, G through L. Each side of the arterial can have its own cycle length and/or progression speed. This benefits all drivers on the major road and makes bus transit more efficient and reliable.

Perfect signal progression can be achieved in both directions

With standard signalized intersections along high-volume arterials, long cycle lengths are needed to move large volumes of traffic on the major road (3 or 3 ½ minute cycle lengths are not uncommon). When a sequence of intersections is converted to a SuperStreet, cycle lengths can be significantly reduced. This benefits pedestrians and drivers on the minor road, while maintaining high throughput on the major road.

**North Carolina Scan Tour**

To better understand potential for SuperStreets in Minnesota, an FHWA sponsored scan tour/peer exchange was held in the Raleigh/Chapel Hill area of North Carolina in August 2015.

The group from Minnesota included high-level staff from MnDOT’s Metro District, Anoka County, Dakota County, Scott County, Washington County, and the Met Council. The group discussed the benefits, challenges, and lessons learned from the NCDOT projects that have been implemented with North Carolina DOT and North Carolina FHWA staff. Two corridors were observed in person—one in Chapel Hill and one in Holly Springs (suburban Raleigh).

Part of the agenda included discussion of potential corridors in the Twin Cities area where the concept could improve operations and safety.

One of the SuperStreet intersections observed in Chapel Hill. US 15/501 and Europa Drive. AADT = 48,000.
US 65 at East Bethel

In December 2015, MnDOT and Minnesota FHWA staff met with local officials from the City of East Bethel, Anoka County, local business owners, and residents about the potential for a SuperStreet intersection at US 65 and Viking Boulevard. The signalized intersection has high traffic (29,000 ADT on US 65 and 6,500 ADT on Viking Blvd), a very wide median (approximately 100 feet), and a complex 8-phase signal. Preliminary analysis shows that converting the intersection to a SuperStreet would increase intersection capacity by 61%, clear queues on Viking Blvd, reduce crashes, and have minimal impacts to right-of-way, the environment, and access. Cost would also be much less than grade-separated solutions. The purpose of the meeting was to introduce the concept to the community, provide information on possible funding sources, and answer questions. Since this initial meeting, the East Bethel City Council passed a resolution in support of more detailed study of a SuperStreet along this segment of US 65.

A Logical Next Step—Project Selection based on Corridor Benefit

Other states have demonstrated that signalized expressways with very high traffic volumes can be substantially improved in a cost effective manner through the use of SuperStreets and other innovative intersections. For some funding programs, the way projects are ranked and selected is an obstacle to implementation in Minnesota. For determining benefit and overall value, operational and safety improvements should be quantified along a corridor, rather than at single intersections and spot locations.

The corridor performance measure is more meaningful to drivers and transit riders and it is a natural fit with the concept of performance based practical design. For example, the total corridor benefits of a $30 million interchange and nearby frontage road system should be compared to SuperStreet conversion of a significant segment of the corridor. The operational and safety benefit to the corridor as whole is a better measure for project selection and funding.

Additional Resources

Restricted Crossing U-Turn Intersection Informational Guide

Video: Restricted Crossing U-Turn

Video: Case Study – Bypass 55 Corridor in Holly Springs (North Carolina)

Video: Case Study – US 17 Corridor in Wilmington/Leland (North Carolina)
New Members

Benjamin Hawkins – City of Saint Paul
Hafiz Munir – MnDOT
Jacqueline Nowak – UMN (student member)
Paul Smude – Alliant Engineering

Moves

HunWen Westman – City of Saint Paul, formerly with Kimley-Horn
Joel Hinnenkamp – Kimley Horn, formerly with TKDA
John Hagen – City of Maple Grove, formerly with Kimley-Horn
Molly Stewart – SRF Consulting, formerly with Bolton & Menk
Josh Hinds – Bolton & Menk, formerly with HDR Engineering
Sonja Piper – MnDOT, formerly with City of Saint Paul
Nathan Poole – SRF Consulting, formerly with UMN
Shuo Wang – MnDOT, formerly with University of Toledo

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