



# Illinois Interchange



Illinois Technology Transfer Center

Vol. 2013-01

## IDOT INITIAL RESPONDER/ FIRST RESPONDER

By: Thomas E. Korty, Transportation Infrastructure Security Supervisor, IDOT

When we think of the emergency services field, we think of fire and rescue agencies, emergency medical services and law enforcement. These three disciplines have always been considered as the public safety or emergency services group.

There is a fourth group we frequently count on, especially in disasters and emergencies, but they are not recognized as emergency responders. We count on these resources, equipment and manpower to help us mitigate public safety threats.

The fourth emergency services in the State of Illinois are the Illinois Department of Transportation at the State level, County Highway Department at the county level, Public Works Departments and Road Districts at the local level.

These transportation resources are called upon almost instantly to respond to an emergency situation. Even though IDOT is not classified as a "First Responder", they are in most cases an "Initial Responder" on scene to assist with the incident at hand.



The citizens of the State of Illinois rely more and more on our crews to support emergency service operations in many ways. From heavy equipment to snow plows, from barricades to pumps, from generators to sand bags, from hauling to clearing, IDOT is in the forefront of response procedures.

My analogy is that: "IDOT is that fourth leg of the emergency response chair. The chair can stand on the three legs, but the support of the fourth leg

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Please pass this on to other interested parties in your office.

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## ABOUT ENBRIDGE

Headquartered in Calgary, Alberta, Canada and Houston, Tex., with regional offices in Superior, Wis., Griffith, Ind.; Minot, N.D. and Cushing, Okla., Enbridge operates the world's longest, most sophisticated liquids pipeline and Canada's largest natural gas distribution company, and has been recognized as one of the Global 100 Most Sustainable Corporations in the world. It delivers 2.5 billion barrels per day (bpd) of crude and liquid petroleum and handles 5 billion cubic feet/day of natural gas.

Enbridge continues to invest billions of dollars to expand its pipeline and terminal network to enhance transportation of secure and economical supplies of crude oil to North American refineries. Along with its role as a leader in natural gas and liquids pipeline operations, Enbridge looks to expand interests in renewable and green energy technologies including wind and solar energy, geothermal and hybrid fuel cells.

### Flanagan South Pipeline Project Overview

Enbridge Inc., through its U.S. subsidiary, Enbridge Pipelines (FSP) L.L.C., is proposing to expand its pipeline system with the construction of a nearly 600 mile new interstate crude oil petroleum pipeline.

The 36-inch diameter Flanagan South Pipeline (Project) will have an initial capacity of 600,000 bpd. The pipeline will be constructed mostly along the route of Enbridge's existing Spearhead Pipeline between the Pontiac, Illinois, terminal (Flanagan Terminal), southwest of Chicago, to Enbridge's Cushing, Okla., terminal, deviating in some locations to avoid congested areas or other areas. In addition, Enbridge will install seven

pump stations, with an initiating pump station at the Flanagan Terminal and six mainline stations. There will be three pump stations in Illinois, two in Missouri and one each in Kansas and Oklahoma.

Construction and operation is regulated by the U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration's Office of Pipeline Safety. Various local, state and federal permits, approvals or clearances will also be required.

Based on current design of the pipeline, the approximate breakdown of miles per state of the nearly 600-mile pipeline is:

Illinois =	168
Missouri =	207
Kansas =	125
Oklahoma =	89

Based on the anticipated start date, the Project will to be in-service mid-2014. Final stages of restoration will begin once the pipeline is in operation.

### Project Need and Benefits

The Project is being developed in response to shifting supply and demand patterns in North America and will answer the need for increased transportation of crude oil between growing producing regions and major refinery hubs. The increased transportation will deliver additional crude oil needed to supply North American crude oil to refinery hubs in America's heartland and as far as the Gulf Coast region.

Capital investment for the Project is anticipated to be \$2.6 billion, \$900 million of which will be used on crews and equipment. Other local and regional economic stimulus, in addition to crews and equipment, will result from expenditures for food and

lodging for construction crews, equipment and supplies.

Long-term benefits include property taxes. Our current estimates indicate a total of \$27 million per year, averaged over a ten-year period across the entire route, and subject to state-specific taxing assessments. An estimated breakdown for each state by year, beginning in its first year of operations:

Illinois =	\$1.7 million
Missouri =	\$8.7 million
Kansas =	\$12.07 million
Oklahoma =	\$4.06 million

Other long-term benefits include the provision to U.S. refineries of stable and long-term access to growing North American crude oil production, and local expenditures during operations include local power, maintenance supplies, etc.

### Community Outreach

Enbridge is committed to proactive dialogue with landowners, elected officials, communities and other interested stakeholders during the planning, permitting and construction of the Project. Since the notification to stakeholders about this Project, they have had opportunities to learn about the Project through open houses, community leader discussions, presentations to civic organizations, information materials, and the Project website.

### Enbridge in the Community

Enbridge continues to deliver on our promise to make communities in which we operate better places to live. On behalf of the Flanagan South Pipeline Project, Enbridge has contributed to the following organiza-

*Continued on page 5*

# IDOT'S ACRONYMS

## It's Like Trying to Read a Bowl of Alphabet Soup?!?

**AA**—Accounting and Auditing, Bureau of  
**AAA**—American Automobile Association  
**AAAM**—Association for the Advancement of Automobile Medicine  
**AADT**—Average Annual Daily Traffic  
**AAIM**—Alliance Against Intoxicated Motorists  
**AAMVA**—American Association of Motor Vehicle Administrators  
**AASHO**—American Association of State Highway Officials. (Former name of AASHTO until 1973.)  
**AASHTO**—American Association of State Highway and Transportation Officials  
**A/B**—Available Balance; net revenue in a Fund; amount available to cover future warrants  
**ABA**—Architectural Barriers Act  
**A/C**—Advance Construction; process used to preserve the eligibility of a project to receive federal reimbursements at some future date; only represents cash when combined with obligation limitation and apportionment upon conversion to current funded  
**AC**—Asphalt Concrete  
**ACE**—Alcohol Countermeasure Enforcement  
**AC EC/Illinois**—American Council of Engineering Companies of Illinois  
**ACRP**—Airport Cooperative Research Program  
**ADA**—Americans with Disabilities Act  
**ADDEP**—Anti-Drunk Driving Enforcement Program  
**ADR**—Automated Disposition Reporting  
**ADT**—Average Daily Traffic

**AEMA**—Asphalt Emulsion Manufacturers Association  
**AER**—Annual Evaluation Report prepared by DTS  
**AERO**—Aeronautics  
**AGC**—Associated General Contractors of America  
**AIM**—Architectural and Industrial Maintenance (Coatings)  
**AIP**—Airport Improvement Program  
**AIU**—Accident Information and Utilization  
**ALERTS**—Area-Wide Law Enforcement Radio Terminal System  
**ALO**—Appropriate Local Officials  
**ALPS**—Accelerated Leadership Proficiency Series  
**AMAP**—Association of Modified Asphalt Producers  
**AMPO**—Association of Metropolitan Planning Organizations  
**AMRL**—AASHTO Materials Reference Library  
**ANSI**—American National Standards Institute  
**AOIC**—Administrative Office of the Illinois Courts  
**APTA**—Association of Public Transit Association  
**APWA**—American Public Works Association  
**ARC**—Alcohol-Related Crash  
**ARRA**—American Recovery and Reinstatement Act  
**ARRA**—Asphalt Recycling & Reclaiming Association  
**ARS**—Accident Records Section

**ARTBA**—American Road & Transportation Builders Association  
**ASAE**—American Society of Association Executives  
**ASCA**—American Society of Landscape Architects  
**ASR**—Alkali-Silica Reactivity  
**ASTM**—American Society for the Testing of Materials  
**ATA**—American Trucking Association  
**ATSSA**—American Traffic Safety Services Association  
**ATV**—All Terrain Vehicle  
**AVI**—Automatic Vehicle Identification  
**AVMT**—Average Vehicle Miles of Travel  
**AWP**—Annual Work Program  
**BAC**—Blood Alcohol Concentration  
**BAIID**—Breath Alcohol Ignition Interlock Device  
**BAM**—Bituminous Aggregate Mixture  
**BAMS**—Bridge Analysis & Monitoring System

*If you would like to receive a complete copy of the IDOT Acronym Booklet (#P053), you can send request to:*  
 IL Department of Transportation  
 Bureau of Local Roads & Street Technology Transfer Center Rm 205  
 2300 S. Dirksen Parkway  
 Springfield, IL 62764  
 217-785-7296 Fax

For a complete listing of material, visit our website at [www.dot.il.gov/blr/library.html](http://www.dot.il.gov/blr/library.html)





### First Responder from page 1

ensures that the stability is sound.”

IDOT is involved in response to Nuclear Facility exercises, training and drilling for three exercises per year. By Nuclear Regulatory Commission (NRC) requirements, a nuclear facility exercises its emergency response plan once every two years. Illinois has the most Nuclear Facilities in the 48 contiguous states. Illinois has seven nuclear facilities, six operational and one non-operational. Operational: Dresden (Grundy County), LaSalle (LaSalle County), Quad Cities (Rock Island County), Byron (Ogle County), Braidwood (Will County) and Clinton (DeWitt County). The non-operational one is the Zion Station (Lake County). IDOT trains its personnel in Emergency Worker classes, Telecommunicator classes, Traffic and Access Control classes, Emergency Operations Classes and Dosimetry classes.

IDOT is heavily involved with the Strategic National Stockpile (SNS) Distribution as the lead for the distribution of the pharmaceuticals and equipment to each Hospital and Local Health Department Statewide that would be needed in a Bio-Terrorism or catastrophic event.

IDOT has developed an Earthquake Preparedness, Response and Recovery Plan for a catastrophic earthquake that could devastate the State of Illinois. All Districts have responsibilities in the plan to respond to and recover from this type of catastrophe. IDOT has trained and exercised his plan and will be involved with a full scale exercise next year with several other mid-western States.

IDOT has developed Evacuation Implementation Plans for large metropolitan cities within its borders.

Coordinating and participating with Federal, State Local and Private Industry to train, exercise and implement these procedures.

IDOT personnel are trained annually on the Hazardous Materials and First Responder course that is approved and recommended by the Illinois Hazardous Materials Advisory Board, Illinois Emergency Management Agency, Illinois Department of Labor, Illinois Law Enforcement Training and Standards Board and the Office of the State Fire Marshall. The purpose of the hazardous materials course is to educate responders to the basic safeguards in responding to hazardous materials emergencies with emergency responders. The program teaches skills necessary for the detection of hazardous materials, consulting references for additional information, and implementation of the proper notification process.

Traffic Incident Management Training Program: Each year highway traffic incidents, such as crashes, place responders on and beside roadways with dangerous high-speed traffic. The unexpected conditions of an incident scene have the potential to surprise unsuspecting or inattentive drivers, possibly causing an additional crash, termed a secondary incident. Because responder safety is a key priority of the Illinois Department of Transportation and the Center for Transportation, and because secondary incidents are frequently more severe than the initial incident, ICT researchers guided by a technical review Panel (TRP) of members from multiple incident response agencies, studied ways to improve responder safety in Illinois through this training program.

IDOT responded to seven snow storms during the months of December 2012, January, February

and March 2013. IDOT responded to the snow storms with the following:

### District 1–Schaumburg

District 1 has readied its work force with the following personnel and equipment.

Permanent/	
Temporary Employees .....	936
Total Trucks .....	435
Number of Truck Routes .....	367

### District 2–Dixon

District 2 has readied its work force with the following personnel and equipment.

Permanent/	
Temporary Employees .....	485
Total Truck .....	171
Number of Truck Routes .....	123

### District 3 – Ottawa

District 3 has readied its work force with the following personnel and equipment.

Permanent/	
Temporary Employees .....	391
Total Trucks .....	179
Number of Truck Routes .....	108

### District 4 – Peoria

District 4 has readied its work force with the following personnel and equipment.

Permanent/	
Temporary Employees .....	265
Total Trucks .....	148
Number of Truck Routes .....	87

### District 5 – Paris

District 5 has readied its work force with the following personnel and equipment.

Permanent/	
Temporary Employees .....	444
Total Trucks .....	155
Number of Truck Routes .....	86

*Continued on page 5*

*First Responder from page 4*

**District 6–Springfield**

District 6 has readied its work force with the following personnel and equipment.

Permanent/  
 Temporary Employees .....256  
 Total Trucks .....181  
 Number of Truck Routes .....151

**District 7 – Effingham**

District 7 has readied its work force with the following personnel and equipment.

Permanent/  
 Temporary Employees .....358  
 Total Trucks .....148  
 Number of Truck Routes .....98

**District 8 – Collinsville**

District 8 has readied its work force with the following personnel and equipment.

Permanent/  
 Temporary Employees .....407  
 Total Trucks .....175  
 Number of Truck Routes .....124

**District 9 Carbondale**

District 9 has readied its work force with the following personnel and equipment.

Permanent/  
 Temporary Employees .....341  
 Total Trucks .....125  
 Number of Truck Routes .....83

When IDOT personnel are deployed for such snow events, training and safety classes are given to ensure that the snow plows and equipment are ready for service and that the drivers are aware of the policies and procedures for responding. After such events, IDOT personnel debrief and provide after action recommendations on what went well and what areas need improvement for the next response.

It is important to note that when an emergency response plan is developed, it is critical to include the resources and input of the DOT or Public Works agencies in the process. They can bring a lot of resources to the battle to protect and preserve the communities in crisis.

*Enbridge from page 2*

tions through our grant program:

- Schuyler County Community Foundation
- Food Bank for the Central & Northeast Missouri
- Osage Natural Resources

**Construction**

Enbridge’s highest priority is the safety of the public and its employees during construction and operation of our energy delivery systems. Comprehensive pipeline integrity begins prior to construction with integration of engineering practices and quality control of materials including product quality testing. Once in the ground, cathodic protection and surveillance methods from 24-hour computerized pressure monitoring and aerial patrols and Enbridge’s extensive inspection and preventative maintenance programs keep the pipeline safe throughout operation.

Contractor selection will take place in the first quarter of 2013 in



anticipation of a May 2013 construction start date for pump stations and an August 2013 start for the pipeline, pending regulatory approvals and land acquisition. Once construction has begun, the number of construction workers during peak levels in late 2013 is expected to be 3,400, which includes both pipeline and facility construction.

The pipe used for the Project is being manufactured in Regina, Saskatchewan at Evraz, one of North

America’s leading plants. The pipe thickness will range from a little more than half an inch to three quarters of an inch, with the thicker pipe to be used for river and wetland crossings.

The anticipated in-service date for the Project is mid-summer, 2014. Enbridge has been committed to safe and reliable operations of our pipelines for more than 60 years; this same commitment will be inherent in the design, installation, and operation of the Flanagan South Pipeline.

## 2012 IDOT ENGINEER OF THE YEAR



### **TED. P. NEMSKY** District 8, Project Implementation

Ted P. Nemsky oversaw the largest construction program in District history in 2012 with nearly 200 jobs valued at over \$666 million including 32 projects on the Mississippi River Bridge worth \$266 million. Ted also filled the roll of Acting Materials Engineers this past year.

*Left to Right:  
Aaron Weatherholt, Ted Nemsky, Jeff Keirn*

## ENGINEER OF THE YEAR NOMINEES

*Front Row:*

**Julia A. Fox**, District 1

**William Burger**, District 6

**Matthew J. Hardt**, District 2

**Justin Raines**, District 9

*Back Row:*

**Alex Siudyla**, Central Office

**Ted P. Nemsky**, District 8

**Joe Wick**, District 3

**William L. Parker, Jr.**, District 5

**Kevin Horst**, District 4

**Joe Czyzewski**, District 7





## 2012 IDOT TECHNICIAN OF THE YEAR



### **RAYMOND JOHNSON** District 1, Materials

Raymond Johnson is responsible for reviewing all prestressed/precast concrete beams being shipped into the District. Raymond received the highest of three levels of certification needed in prestressed/precast concrete, concrete, and asphalt testing and inspection.

*Left to Right:  
Aaron Weatherholt, Raymond Johnson,  
John Fortner*

## TECHNICIAN OF THE YEAR NOMINEES



*Front Row:*

**Todd A. Dunlap**, District 8

**Gary L. Dorton**, District 3

**John R. Easton**, District 9

*Back Row:*

**Raymond Johnson**, District 1

**Cynthia J. Bennett**, District 2

**Elly E. Osborne**, District 7

**Jason Ogle**, District 5

**Ramon L. Taylor**, Central Office

**Jennifer A. Earleywine**, District 4

*Not pictured:*

**Robert J. Vonachen**, District 6

## 2012 IACE ENGINEERS OF THE YEAR



### Zone 1 **CARL SCHOEDEL, Kane County**

Carl Schoedel earned his B.S. in Civil Engineering (Magna Cum Laude) from Washington University in 1986 and a Master of Urban Planning from Indiana University in 1995, (receiving Outstanding Graduate Student Honors). With 27 years dedicated to public service, Mr. Schoedel's professional background includes extensive experience in regional transportation planning, highway engineering, and public utility management. He has conducted academic research on infrastructure and public policy, co-authoring articles for Journal of the American Planning Association, Journal of Urban Affairs, Economic Development Quarterly and several other national publications. Carl has been instrumental in developing public policy and local initiatives to provide safe & efficient transportation facilities and to safeguard public drinking water supplies. Joining Kane County's staff in 1997, Mr. Schoedel has served the Division of Transportation as Permit Engineer and later Chief of Planning & Programming. Carl was appointed as County Engineer in 2003 and Director of Transportation in February 2005. He oversees a significant capital improvement program in a high-growth metropolitan County. Most notably, he oversaw the implementation of the Stearns Road Bridge corridor, a \$160 million High Priority Project designated in SAFETEA-LU, the Federal Transportation Bill. Carl is a Licensed Professional Engineer in Illinois and Missouri. He is active in a number of professional associations and is a past President of the Illinois Association of County Engineers .



### Zone 2 **CRAIG FINK, DeWitt County**

Craig Fink is a registered Professional Engineer licensed to practice in Illinois. He is the County Engineer for DeWitt County, Illinois and has served in that capacity since July 1997. Craig received a Bachelor of Science in Agricultural Engineering and a Bachelor of Science in Agricultural Science from the University of Illinois at Champaign-Urbana in 1986. He worked as a technician, engineer and assistant county engineer for Logan County, Illinois from 1986 until 1997, obtaining his Professional Engineering license in 1991. Craig serves a population of approximately 16,300 constituents from the DeWitt County Seat of Clinton, Illinois. He is responsible for over 96 miles of county highways and the bridges and infrastructure they contain. In addition, he provides technical advice and project delivery for 13 township road districts that are responsible for 573 miles of township roads and their bridges and infrastructure. He has been very active in the Illinois Association of County Engineers (IACE) serving as president in 2007. He is currently serving as chairman of the IACE Liaison Committee to IDOT and as the IACE Representative to the Transportation for Illinois Coalition (TFIC).



### Zone 3 **GRANT GUTHMAN, Jackson County**

Grant received a bachelor of science degree in Civil Engineering from Southern Illinois University at Carbondale in 1996. He worked as project manager and vice-president for S.M. Burkey Construction from 1996 to 2000 when he accepted employment with the Jackson County Department of Highways. He has been County Engineer for Jackson County since 2003.





## FHWA Illinois Division 2012 Engineer of the Year Award JANIS PILAND

Jan was instrumental in improving tribal coordination by developing a Memorandum of Understanding, which in turn has created an atmosphere of openness and trust with tribal officials. She is co-leading a process review of archeology with IDOT and the Illinois Historic Preservation Agency that will result in recommendations to strengthen IDOT's archeology program and streamline processes to improve project delivery times, leading to stronger relationships between the three agencies. Jan is also a nationally recognized expert in highway noise analysis. She has had to broaden that knowledge to address train noise as part of the CREATE program.

## IACE UNIVERSITY OF ILLINOIS SCHOLARSHIP WINNERS



**Amanda Budnik**

Junior, CEE/Construction Management, Transportation

**Jeffrey Lahucik**

Junior, CEE/Structural, Transportation

**Daniel Rivi**

Sophomore, CEE/Construction, Transportation

**Cody Suba**

Junior, CEE/Construction, Transportation

*Left to Right:*

*Bruce Bird, Jeffrey Lahucik, Bill Buttlar*

*Not pictured:*

*Amanda Budnik, Daniel Rivi, Cody Suba*

# "Because of Public Works..."

## National Public Works Week, May 19-25, 2013

Since 1960, APWA has sponsored National Public Works Week Across North America, our more than 28,000 members in the US and Canada use this week to energize and educate the public on the importance of the contribution of public works to their daily lives, planning, building, managing and operating the heart of our local communities and building the quality of life.

APWA has selected "Because of Public Works..." as its theme for the 2013's National Public Works Week which will be celebrated May 19-25. The theme is about the quality of life brought to communities around the world. We are able to have clean water, safe streets and neighborhoods, efficient traffic and safe clean communities "Because of Public Works..."

[WWW.APWA.NET/NPWW](http://WWW.APWA.NET/NPWW)

## Join Us in Celebration!

This year, artist Jannie Ho shows the many facets of public works in a whimsical and bright illustration. Born in Hong Kong and raised in Philadelphia, Jannie studied at Parsons School of Design in New York. Her work appears in children's books, magazine, toys, crafts and digital media.

If you have any questions about NPWW or art requests, please contact Jon Dille via email, [jdilleypawa.net](mailto:jdilleypawa.net) or call 816-595-5251.



# T2 TRAINING CLASS SURVEY

## It's Time to Plan the 2013-2014 Training Program

The Bureau of Local Roads and Streets' Technology Transfer Center is soliciting local agency interest in classes for the October 2013 to May 2014 training program. Please look over the list and indicate those classes of interest to you or your personnel by filling in the blank with an approximate number of attendees your agency would send if the classes were available in your area. This solicitation will be used by the Center in scheduling the 2013-2014 training program. Every effort will be made to locate specific classes in areas showing the most interest. Classes lacking in interest will be dropped from this year's schedule..

Please complete this class interest survey and mail or fax it to the Center at (217) 785-7296 by **July 15, 2011**. If you have questions regarding class content, please call the Center at (217) 785-2350.

ADA/PROWAG (1 day)	_____	MUTCD (1 day)	_____
ArcGIS-Introduction (3 days)	_____	NHI-3-Day Bridge Insp. Refresher Training (3 days)	_____
ArcGIS-Building a Map Document (1 day)	_____	Bridge Inspection Calibration Class (2 days)	_____
ArcGIS-Labeling/Annotation Layers (1 day)	_____	NHI-Safety Insp. of In-Service Bridges (10 days)	_____
ArcGIS-Queries (1 day)	_____	OSHA 10-Hour General Industry (1½ days)	_____
Asset Management (1 day)	_____	Pavement Construction Inspection (3 days)	_____
Bridge Calibration (1½ days)	_____	Pavement Maintenance (1 day)	_____
Bridge Construction Inspection (2 days)	_____	Retroreflectivity (1/2 day)	_____
Bridge Piling (1 day)	_____	Road Safety Assessment (2 days)	_____
Bridge Repair (1 day)	_____	Seal Coats (1 day)	_____
Colors (1 day) (prerequisite before taking classes below)	_____	Small Drainage Structure Const. Insp. (2 days)	_____
• Managing People Effectively (1 day)	_____	Snow & Ice Control (1/2 day)	_____
• Team Building (1 day)	_____	STTP-Concrete Inspection (1 day)	_____
• Cultural Diversity (1 day)	_____	STTP-HMA Inspection (1 day)	_____
• Conflict Resolution (1 day)	_____	STTP-Patching Inspection (1 day)	_____
Confined Space Awareness (2 hours)	_____	STTP-Piling (1 day)	_____
Flagger Training (1/2 day)	_____	Trenching & Shoring Safety (2 hours)	_____
Highway Jurisdictional Transfers (1 day)	_____	Work Zone Safety-Crews (1/2 day)	_____
Highway Safety Improvement Workshop (1 day)	_____	Work Zone Safety-Design (1 day)	_____
Highway Signing (1 day)	_____	Understanding Specifications (1 day)	_____
Highway Engineering Principles (1 day)	_____	You and the Media (1 day)	_____
Low Cost Safety Improvement Workshop (1 day)	_____	Additional Classes _____	_____
MFT Accounting and Auditing (1 day)	_____		

Contact Person \_\_\_\_\_ Phone Number \_\_\_\_\_

Agency \_\_\_\_\_

E-mail \_\_\_\_\_ Zip \_\_\_\_\_ Agency Willing to Host?  yes  no





The Technology Transfer (T2) Program is a nationwide effort financed jointly by the Federal Highway Administration and individual state departments of transportation. Its purpose is to transfer the latest state-of-the-art technology in the areas of roads and bridges by translating the technology into terms understood by local and state highway or transportation personnel.

The Illinois Interchange is published quarterly by the Illinois Technology Transfer Center at the Illinois Department of Transportation. Any opinions, findings, conclusions, or recommendations presented in this newsletter are those of the authors and do not necessarily reflect views of the Illinois Department of Transportation, or the Federal Highway Administration. Any product mentioned in the Illinois Interchange is for informational purposes only and should not be considered a product endorsement.

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Visit our website at [www.dot.il.gov/blr/t2center.html](http://www.dot.il.gov/blr/t2center.html)

## T2 ADVISORY COMMITTEE

**Brett Aukamp**

*(Chairman)*

*County Engineer, Logan County*  
529 S. McLean Street, Lincoln, IL 62656  
(217) 732-3059

**Ron Johnson**

*Highway Commissioner*

*St. Charles Township (Kane County)*  
1725 Dean Street, St. Charles, IL 60174  
(630) 584-3496

**Olen Kibler**

*Highway Commissioner*

*Newman Township (Douglas County)*  
608 North Howard, Newman, IL 61942  
(217) 837-2723

**Vacant**

*1 County Position*

**Vacant**

*2 Municipality Positions*

**Brian A. Pfeifer**

*Asset Management Program Specialist*  
*Federal Highway Administration*  
3250 Executive Park Drive, Springfield, IL 62703  
(217) 492-4281