

Illinois Interchange



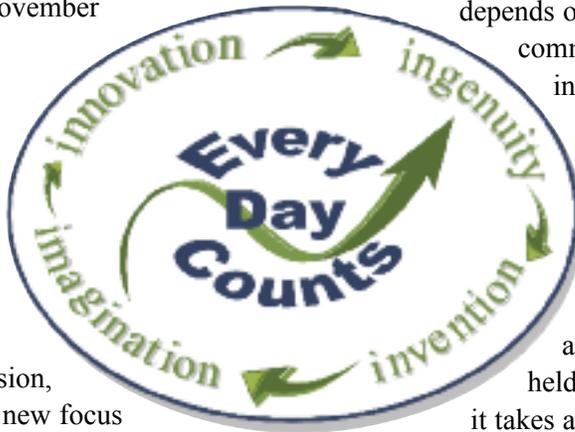
Illinois Technology Transfer Center

Vol. 2011-01

ILLINOIS CONTRIBUTES TO EVERY DAY COUNTS INITIATIVE

By Tom White, Office of Public Affairs, Federal Highway Administration

Illinois is doing its part to contribute to an important Federal Highway Administration (FHWA) initiative. In November 2009, FHWA Administrator Victor Mendez launched the Every Day Counts (EDC) initiative to expand upon FHWA's mission and vision, and to provide new focus areas for now and the future.



Every Day Counts Defined

EDC was created to transform the way FHWA does business—both externally on our Nation's transportation systems, and internally in the Agency's operations. The objectives of EDC are three-fold: to **shorten project delivery**; to **accelerate technology and innovation deployment**; and to make FHWA a "greener" Agency.

Shortening Project Delivery

FHWA's ability to deliver timely transportation projects to the public depends on the highway community advancing innovative practices to a level of routine use by highway agencies and contractors. It's a commonly held perception that it takes an average of 13

years to deliver a major highway project from planning through completion. This perception is based partly on the experiences of State Departments of Transportation (DOTs) and FHWA, and partly on data collected on projects that require the preparation of an Environmental Impact Statement (EIS). FHWA believes that using innovative approaches will improve project delivery times.¹

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

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Accelerating Technology and Innovation

FHWA is working with the transportation community to leverage 21st century technologies and solutions to improve safety, reduce congestion, and keep America moving and competitive in the world market.

Accelerating Technology and Innovation is not about inventing the next “big thing.” It's about taking effective, proven and market-ready technologies and getting them into widespread use. By advancing 21st century solutions, we can improve safety, reduce congestion and keep America moving and competitive.²

Protecting the Environment

FHWA is doing its part internally as an Agency to help protect our environment, by turning lights off when they are not in use; increasing recycling and implementing green waste management; reducing paper usage; and using greener transportation options, among other “green” concepts. Although these are internal Agency proposals, FHWA encourages other agencies and organizations to do their part to protect the environment, and invites others to emulate FHWA's best practices.

Illinois Contributes

FHWA has been hosting a series of regional summits for EDC training and to answer questions on EDC. One such summit took place in Chicago on October 14 – 15, 2010. In addition to representatives from the Illinois FHWA Division Office and the Illinois Department of Transportation (IDOT), transportation officials from Indiana, Michigan, Ohio and Wisconsin also attended the

regional summit. As a takeaway from the Chicago summit, State transportation officials were asked to establish State Transportation Innovation Leadership Teams (STILTs), and Implementation Teams to address individual strategies and technologies.

Currently, IDOT and FHWA Illinois Division Leadership are working to establish a STILT that will serve as a representative body of key transportation stakeholders. This Team will initiate and oversee the rapid deployment of innovative strategies and technologies into routine practice. A Team Charter has been drafted and the first team meeting is to be held this Spring.

Implementation Teams consisting of staff from the IDOT and the FHWA Illinois Division have also been established for individual strategies and technologies. Representation from other agencies and organizations are currently being pursued.

The Illinois STILT and Implementation Teams have embraced a number of ideas in support of EDC, including (but not limited to):

- Mitigation Banking;
- Programmatic Agreements; and
- Flexibilities in Right-of-Way and Utility Accommodation and Relocation.

Mitigation Banking

Mitigation Banking is the restoration, creation, enhancement, or preservation of a wetland, stream, or habitat conservation area which offsets expected adverse impacts to similar nearby ecosystems.⁴

For several years, IDOT has utilized wetland mitigation banking in the Rock Island and St. Louis Army Corps Districts. IDOT continues to pursue other possible locations for wetland banking.³

Programmatic Agreements

A Programmatic Agreement is a document that spells out the terms of a formal, legally binding agreement between a State DOT and other State and/or Federal agencies. A Programmatic Agreement establishes a process for consultation, review, and compliance with one or more Federal laws.⁵

The Illinois Division and IDOT currently have 13 executed programmatic agreements. An additional five are in development or are being updated. The Illinois Division and IDOT are investigating the possibility of others.³

Flexibilities in Right-of-Way and Utility Accommodation and Relocation

An Illinois Implementation Team is investigating concepts and best practices that have been utilized in other States, and the use of incentives to reduce construction delays from utility relocation.⁶

Contributing Even More

But Illinois is not just committed to these three ideas. Both IDOT and the FHWA Illinois Division Office are embracing the following EDC concepts:

Shortening Project Delivery

- Planning and Environmental Linkages
- Clarifying the Scope of Preliminary Design
- Design-Build

Accelerating Technology and Innovation Deployment

- Warm Mix Asphalt
- Safety EdgeSM
- Adaptive Signal Control/ACS Lite

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- Prefabricated Bridge Elements and Systems
- Geosynthetic Reinforced Soil Integrated Bridge Systems

At the 97th Annual Illinois Transportation and Highway Engineering Conference (THE) on February 22 – 23 two of these EDC technologies

were discussed during the technical breakout sessions—Geosynthetic Reinforced Soil/Integrated Bridge Systems and Safety EdgesSM.

Illinois is fully committed to *Every Day Counts* and is embracing many of its concepts and best practices. We know there is still much to do, and we will continue to shorten project delivery, and accelerate technology and innovation deployment.

¹FHWA *Every Day Counts* Web site: <http://www.fhwa.dot.gov/everydaycounts/>

²FHWA *Every Day Counts* Web site: <http://www.fhwa.dot.gov/everydaycounts/technology/>

³*Every Day Counts Implementation Status* - State of Illinois memo, February 9, 2011

⁴Wikipedia.com:http://en.wikipedia.org/wiki/Mitigation_banking

⁵http://environment.transportation.org/documents/programmatic_agreement_toolkit/WhatIsPA.html

⁶*Every Day Counts Implementation Status* - State of Illinois memo, February 9, 2011



Home About IPSI The Institute Sponsors Committee

ILLINOIS PUBLIC SERVICE INSTITUTE (IPSI)

IPSI is a three-year training program which provides instruction expressly designed for public service professionals. The course is divided into three one-week sessions (one week each year) focusing on training in public service, personal growth and professional development.

Sessions for the upcoming program include:

- Focus on Leadership** - October 2 – 7, 2011
- Service Excellence** - October 7 - 12, 2012
- Personal Supervisory Skills** - October 6 - 11, 2013

For more information on IPSI, visit their website at www.ilpsi.org

INNOVATIVE PAVING TECHNIQUE IMPROVES SAFETY ON OUR HIGHWAYS

In November 2009, Federal Highway Administration (FHWA) Administrator Victor Mendez launched a new initiative to expand upon FHWA's mission and vision, and to provide new focus areas for now and the future—the Every Day Counts (EDC) initiative. The objectives of EDC are three-fold: to shorten project delivery; to make FHWA a “greener” Agency; and to accelerate technology and innovation deployment. And, an innovative paving technique is helping FHWA realize its EDC-vision of advancing technologies to better suit the public's needs and to make our Nation's highways safer. This paving technique is known as the Safety EdgeSM.

What is the Safety EdgeSM?

The Safety EdgeSM is a simple solution to pavement edge-related crashes. It provides for a 30-degree pavement edge that allows drivers who inadvertently run off the highway surface to re-enter the road safely and securely.

Conventional paving techniques

create nearly vertical pavement edges. These edges, even when initially covered during shoulder operations, become exposed over time, resulting in significant drop-offs. These sharp edges—known as pavement-edge drop-offs—are a contributor to some of the most severe roadway departure crashes. Roadway departures account for more than half of all fatal crashes (53 percent). Furthermore, one recent study conducted in Iowa from 2002-2004 indicates that pavement edges may have been a contributing factor in as many as 18 percent of rural run-off-road crashes on paved roadways with unpaved shoulders. Additionally, these types of crashes were four times more likely to include a fatality compared to rural crashes overall on similar roads.¹

The Safety EdgeSM provides drivers a gradual lift back onto the road surface. This substantially reduces the risk of vehicle crashes because it is easier for drivers to maintain control when pulling back onto the road surface.



This edging device—known as a shoe—creates the 30-degree pavement Safety EdgeSM. The shoe is easily retrofitted to existing paving equipment.

And—even as the name implies the Safety EdgeSM's most important benefit—safety is not the only benefit. When the Safety EdgeSM is incorporated into a road surface, edge raveling is decreased due to an additional level of consolidated materials. This helps increase the life-span of the pavement surface.

How does the Safety EdgeSM fit in with Every Day Counts initiative?

One-third of the *Every Day Counts* (EDC) initiative's mission is to accelerate bringing new techniques and engineering advancements to the forefront, and to make the deployment of these new techniques the norm. (The other two components of the EDC initiative are the shortening of project delivery, and the greening of FHWA). However, accelerating technology and innovation deploy-



An inspector measures the angle of the Safety EdgeSM after asphalt has been applied. The Safety EdgeSM angle is approximately 30-degrees.

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ment is not just about bringing the latest and greatest technological advancements to the forefront for purposes of streamlining and saving taxpayer money. Rather, another integral element of advancing these new techniques is to make our transportation system safer.

As stated by FHWA Administrator Mendez on the *Every Day Counts* initiative:

Our society and our industry face an unprecedented list of challenges. Because of our economy, we need to work more efficiently. The public wants greater accountability in how we spend their money. We need to find ways to make our roads safer. And we have an obligation to help preserve our planet for future generations . . .

The first round of initiatives described represent what I hope will lead to a sea change in the way we deploy innovation. Our industry is shaped by invention, ingenuity, imagination, and innovation. These words are not new to the transportation community's lexicon. They've always been at the heart of our work.

But safety is not just a priority of FHWA Administrator Mendez. The U.S. Department of Transportation (DOT) Secretary Ray LaHood has placed safety as the Department's number one priority. Anyone who lis-



A road crew lays down the Safety EdgeSM using existing pavement equipment that has been retrofitted at minimal cost.

tens to Secretary LaHood's speeches, or reads his Fast Lane blog (<http://fastlane.dot.gov/>), knows how important safety fits in with his vision of making America's transportation system the best in the world.

In rural McLean, Virginia lies the Turner-Fairbank Highway Research Center. This advanced facility—consisting of multiple labs and test tracks that span 44 acres—is where the FHWA's Office of Research and Technology develops new engineering technologies and innovations.

After a recent visit to the facility, Secretary LaHood said:

While most people have never heard of the Turner-Fairbank Center, it's impossible to overstate the importance of the work they do.

That's because the testing, modeling, and development in each of the Center's labs leads directly to greater safety for everyone on America's roadways. And safety is, as my Fast Lane readers know, our top priority at DOT.

The Safety EdgeSM is one such technology that fits in with Administrator Mendez's and Secretary LaHood's vision for making our transportation systems safer.

How does the Safety EdgeSM process work?

During the paving process, an adjustable metal edging device, or "shoe," is attached to the paver. Asphalt is extruded under the shoe, creating the 30-degree angle. This new edge is also more durable than the traditional pavement edge, resulting in less deterioration over the life of the pavement surface. Thus, the Safety EdgeSM not only provides a safety benefit on the roadway by providing a 30-degree angle for roadway re-entry; but, it also may save maintenance costs for pavement repairs.



Shows a dangerous pavement drop-off without a Safety EdgeSM. If a motorist inadvertently leaves the roadway, bringing the tires back onto the pavement is more difficult—and dangerous—with a steep-angled surface.

Is it cost effective?

Costs for implementing the Safety EdgeSM are nearly negligible because the Safety Edge shoe can be retrofitted to work with existing paving equipment. When used with traditional asphalt paving processes, the Safety EdgeSM requires less than 1 percent additional asphalt material. Furthermore, adding the Safety EdgeSM does not require additional production time in the paving process.

A best practice, aligned with a strategic vision.

Because the Safety EdgeSM makes our highways safer for the immediate and long-term future, is relatively inexpensive to implement in paving and resurfacing projects, and is aligned with the FHWA's EDC initiative of accelerating technology and innovation deployment, the FHWA views it as a best practice to follow. The Safety EdgeSM is a low-cost safety improvement. The Safety Edge is a technology aligned with FHWA's mission ". . . to enhance mobility through innovation, leadership and public service."

¹Hallmark et. al: *Safety Impacts of Pavement Edge Drop-Offs*, AAA Foundation for Highway Safety, Washington, DC, Sept 2006.

*Photos courtesy of the Federal Highway Administration's Office of Safety, and the Federal Highway Administration's Resource Center.

2010 IDOT CO-ENGINEERS OF THE YEAR



LAURA RAKERS MLACNIK

Region 4, District 6

Laura managed and oversaw the completion of construction plans and specifications for a total of 105 projects. Laura also continued to work on acquiring the right-of-way for 60 parcels needed on the US67 project.

Laura's willingness to accept additional responsibilities, while continuing to get the job done, demonstrates her enthusiasm, professionalism, and dedication to the department.

TED B. WALSCHLEGER

Central Bureau of Design & Environment

Ted's section conducted lettings in each of the first seven months of the year, awarded 1,476 contracts totaling \$2.44 billion, and processed over 6,000 bids as part of the largest highway program in department history. His section also provides a multitude of special studies and reports involving construction costs and project information for IDOT and other governmental agencies.

Ted is a valuable asset to the department, the Bureau of Design, and his section.



2010 IDOT TECHNICIAN OF THE YEAR

DAVID ST. PIER

**Region 2, District 2,
Project Implementation**

The CARE/AC program is now used by HMA producers in 8 of the 9 districts. The program completes multiple forms with less data entry. The form is transmitted electronically to the district office for review prior to being imported into MISTIC. This has improved the efficiency and accuracy of material testing data. Due to his critical role in developing and expanding CARE/AC, Dave is deserving of the Technician of the Year award.



ENGINEER OF THE YEAR NOMINEES

Steven P. Brink, *Region 1/District 1*
Brian Holliday, *Region 2/District 2*
Dave Broviak, *Region 2/District 3*
Derek C. Parish, *Region 3/District 4*

Gary Michael Sims, *Region 3/District 5*
Christopher P. Smith, *Region 4/District 7*
Jeffrey Keirn, *Region 5/District 8*
Carrie Nelson, *Region 5/District 9*

TECHNICIAN OF THE YEAR NOMINEES

Raymond Ritchie, *Region 1/District 1*
Christopher R. Salisbury, *Region 2/District 3*
Dave Layne, *Region 3/District 4*
Garry M. Ross, *Region 3/District 5*
Dana Arnold, *Region 4/District 6*

Ryan Petersen, *Region 4/District 7*
Phillip "Pete" Sawyer, *Region 5/District 8*
Randy Schaefer, *Region 5/District 9*
Jennifer Rhodes, *Central Bureau
of Local Roads & Streets*

IACE ENGINEERS OF THE YEAR

Each year the Illinois Association of County Engineers recognizes certain members who excel at being active in the Illinois Association of County Engineers, active in their community, and exemplary in their work for their county government. The selection for the award is based on a vote by the recipient's peers who are the IACE members in each respective zone. This year's awards were presented at the 96th Annual T.H.E. Conference which was recently held at the U of I's Champaign-Urbana campus on February 23- 24, 2010.



Zone 1 County Engineer of the Year - DAVID R. WINTERS, P.E. - Livingston County

The 2010 IACE Zone I Engineer is David Winters. David is a 1975 graduate of the State University of New York College of Environmental Science and Forestry at Syracuse. He began working for the Livingston County Highway Department in 1976 after a brief tenure with the USDA Soil Conservation Service. He was appointed County Engineer in 1995.

Mr. Winters has twice been a speaker on local agency bridge inspection at T.H.E. and has presented historic bridge reconstruction experiences to the ACEC-Illinois Section. Two Livingston County structures have received Merit Awards from the ACEC-Illinois during his term as County Engineer.

David has been very active in the Illinois Association of County Engineers, having served on the Board of Directors, Chairman of the Policy Committee and a member of Liaison, Revenue, Legislative and Traffic & Safety committees. His other professional memberships include NACE, ISPE and ARTBA.

David lives in Pontiac with his wife Carol, a retired teacher. They have 2 adult children: Aaron of Washington DC and Karin of Chicago.



Zone 2 County Engineer of the Year – RICHARD PATTERSON - Jasper County

The 2010 IACE Zone II Engineer is Richard Patterson. Richard is a 1965 graduate of Neoga High School and shortly thereafter began his career at the Illinois Department of Transportation in their Technician Program.

While employed at IDOT, Mr. Patterson was drafted into the United States Army. He attended the Signal Corps Officer's Candidate School and graduated as a 2nd Lieutenant in April 1967. Richard served in the Army until 1969.

Mr. Patterson then attended the University of Illinois, graduating with a B.S. in Civil Engineering in 1973.

He then spent 4 years with a consulting engineer in Effingham, followed by 8 years with Central Illinois Public Service Company as a Land Surveyor Engineer and Maintenance Supervisor.

After another 2 year engagement with a consulting engineer in Arizona, Mr. Patterson returned to Illinois and has been the County Engineer for Jasper County since 1997.



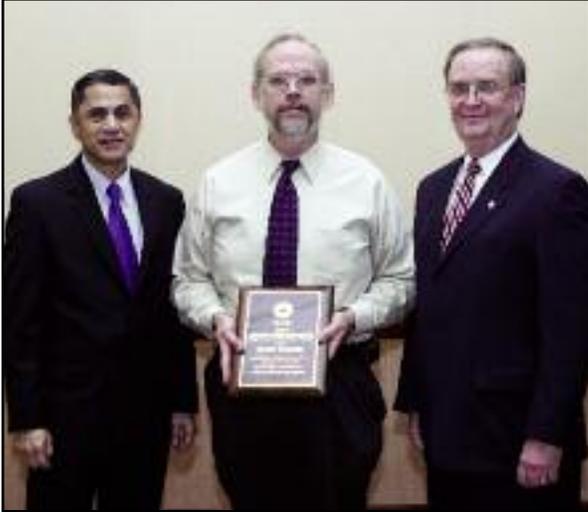
Zone 3 County Engineer of the Year - STEVE SCHNAKE - Jefferson County

The 2010 IACE Zone III Engineer is Steve Schnake. Steve received his B.S. in Civil Engineering from the University of Missouri at Rolla in 1970.

Mr. Schnake has a wide range of professional experience, having started his career at the Illinois Department of Transportation in District 7, where he worked until 1973.

In addition, Steve has 21 years of experience in the mining industry prior to being appointed as County Engineer in Jefferson County in 1998.

According to his bio, Steve promises that he will be retiring at the end of February this year (2011), so it is only fitting that we award him with County Engineer of the Year for Zone 3.



FHWA Illinois Division 2011 Engineer of the Year Award **SCOTT A. MCGUIRE**

This award honors one engineer from the Illinois Division in recognition of engineering excellence and dedicated service to FHWA and the people of the State of Illinois. The 2011 recipient is Scott A. McGuire, Field Engineering Manager.

Scott has played a pivotal position in the delivery and oversight of over 800 Recovery Act projects in the State of Illinois. His leadership, advanced knowledge of Federal-aid procedures, and problem solving skills were key contributions that helped assure that all of the extraordinary Recovery Act requirements were satisfied. Through his efforts, the \$936 million made available to Illinois was fully utilized to improve the condition of transportation infrastructure throughout the state.

This annual award focuses on personal accomplishments during the past year that reflect outstanding engineering-related, value-adding contributions advancing FHWA's mission in Illinois. Criteria include the work characteristics of the nominee, who exhibits professionalism, work ethic, and personal integrity.

IACE UNIVERSITY OF ILLINOIS SCHOLARSHIP WINNERS



Each year the Illinois Association of County Engineers awards scholarships to existing University of Illinois Civil Engineering students. The Transportation Group at UIUC is pleased to announce that the following four students have been selected as recipients for the 2010 IACE Scholarships

Joseph Riddle, Junior, CEE/Structures, Transportation, Business

Oana Toma, Junior, CEE/Structures and Transportation

Emily Van Dam, Junior, CEE/Materials and Transportation

Mary Ward, Junior, CEE/Transportation

Exemplary Ecosystem Initiatives (EEI) - The EEI awards recognize initiatives that reduce habitat fragmentation, encourage the development of more sustainable mitigation sites, promote early ecosystem planning, and foster ecosystem based research. Only seven projects located in six states received EEI Awards in 2010.

North Chicago, Illinois: Wetland Joint Mitigation Effort

- The Illinois Tollway and the Illinois DOT partnered in 2006 to rehabilitate 150 acres of native landscape in North Chicago, Illinois. Before the mitigation effort by the two agencies, a layer of invasive shrubs covered the site's native plant species and development was a threat to the site. With the cooperation of the U.S. Army Corps of Engineers and the Illinois DNR, the Tollway and IDOT were able to rehabilitate and protect the rare prairie and wetland site.
- Award Recipients - Illinois Department of Natural Resources, Illinois Department of Transportation, Illinois Tollway, U.S. Army Corps of Engineers



Exemplary Human Environment Initiatives (EHEI) – The EHEI awards recognize outstanding examples of transportation projects or processes that either create or improve conditions for human activities while protecting the “natural environment. Only ten projects located in eight states received EHEI Awards in 2010.

Goodwin Avenue Pedestrian and Bicycle Safety Improvements

- During the City of Urbana's road safety assessment, Goodwin Avenue was identified as a high-risk corridor for pedestrians and bicycles. The City of Urbana Public Works Department installed several roadway modifications to improve pedestrian and bicycle safety. The streetscape modifications improved bicycle and pedestrian circulation and safety on Goodwin Avenue and met the transportation goals of the adjacent U of I campus.
- Award Recipients - City of Urbana, Clark Dietz, Inc., Cross Construction, University of Illinois – Champaign-Urbana



Project Notification System (PNS) for Section 106 Tribal Consultation

- The Project Notification System is a computerized notification system and a necessary project tool for the Section 106 consultation process in Illinois. The password-protected online system provides information to tribes at the same time that it is available to Illinois State Archaeological Survey and IDOT engineers. In 2009, IDOT posted more than 250 projects on its website, providing tribes with the opportunity to learn about projects and to convey project concerns back to IDOT through the PNS.
- Award Recipients - Illinois Department of Transportation, Illinois State Archaeological Survey, Illinois Historic Preservation Agency, Illinois State Museum



T2 TRAINING CLASS SURVEY

It's Time to Plan the 2011-2012 Training Program

The Bureau of Local Roads and Streets' Technology Transfer Center is soliciting local agency interest in classes for the October 2011 to April 2012 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 2011-2012 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) 557-1910.

ADA/PROWAG (1 day)	_____	Highway Signing (1 day)	_____
ArcGIS-Introduction (3 days)	_____	Highway Engineering Principles (1 day)	_____
ArcGIS-Building a Map Document (1 day)	_____	Low Cost Safety Improvement Workshop (1 day)	_____
ArcGIS-Labeling/Annotation Layers (1 day)	_____	MFT Accounting and Auditing (1 day)	_____
ArcGIS-Queries (1 day)	_____	MUTCD (1 day)	_____
Asset Management (1 day)	_____	NHI-3-Day Bridge Insp. Refresher Training (3 days)	_____
Bridge Calibration (1½ days)	_____	NHI-Bridge Inspection Calibration Class (2 days)	_____
Bridge Construction Inspection (2 days)	_____	NHI-Safety Insp. of In-Service Bridges (10 days)	_____
Bridge Piling (1 day)	_____	OSHA 10-Hour General Industry (1½ days)	_____
Bridge Repair (1 day)	_____	Pavement Construction Inspection (3 days)	_____
Bridge Safety Inspection (1 day)	_____	Pavement Maintenance (1 day)	_____
Colors (1 day) (prerequisite before taking classes below)	_____	Retroreflectivity (½ day)	_____
• Managing People Effectively (1 day)	_____	Road Safety Assessment (1 day)	_____
• Team Building (1 day)	_____	Seal Coats (1 day)	_____
• Cultural Diversity (1 day)	_____	Small Drainage Structure Const. Insp. (2 days)	_____
• Conflict Resolution (1 day)	_____	Snow & Ice Control (½ day)	_____
Confined Space Awareness (2 hours)	_____	Surveying I-Beginning (3 days)	_____
Context Sensitive Solutions (1/2 day)	_____	Surveying II-Intermediate (4 days)	_____
Erosion Control (1 day)	_____	Trenching & Shoring Safety (2 hours)	_____
Flagger Training (1/2 day)	_____	Work Zone Safety-Crews (½ day)	_____
Hazardous Material-First Responder Awareness (1 day)	_____	Work Zone Safety-Design (1 day)	_____
HEC-RAS (3 days)	_____	Understanding Specifications (1 day)	_____
Highway Jurisdictional Transfers (1 day)	_____	You and the Media	_____
Highway Safety Improvement Workshop (1 day)	_____	Additional Classes _____	_____

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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