

ITS MIDWEST & GCM *Express Lanes*

ITS MIDWEST
The Intelligent Transportation Society of the Midwest
A regional chapter of ITS America including the states of
Illinois, Indiana, Wisconsin



February 2003 Volume 8.1

ITS Midwest Annual Meeting set for March *Meeting themes are TEA 21 Reauthorization and ITS Public/Private Partnerships*

ITS Midwest will hold its 9th Annual Meeting at the Wyndham Hotel in Lisle, Illinois on Friday, March 7, 2003. Unlike recent years, the annual meeting will no longer be held in conjunction with the Chicago Auto Show. According to ITS Midwest President Jeff Hochmuth, this change provides more scheduling flexibility and permits selecting locations which showcase various facilities and ITS projects.

The event is hailed as a great opportunity for Midwest ITS leaders to explore technology solutions and exchange ideas with national, state and local transportation leaders. Timothy Martin, Illinois Department of Transportation Secretary, is the invited keynote speaker. The luncheon

speakers are David Ekern, Associate Director of AASHTO, and Brent Bair, Managing Director of the Road Commission for Oakland County, Michigan. A number of vendors will also be exhibiting ITS products and services.

A short business meeting will be conducted to review committee reports, discuss revisions to bylaws, and hold elections of officers. To cap off the annual event, the Illinois State Toll Highway Authority will sponsor a reception and tour of their new Traffic and Incident Management System (TIMS). □

See inside for the 2003 ITS Midwest Annual Meeting announcement and registration insert.

EXPRESS LANES is the official newsletter of ITS Midwest and the GCM Priority Corridor. Your comments, suggestions and contributions are welcome.

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Thanks for making 2002 a great year

Exciting opportunities lie ahead

BY JEFF HOCHMUTH
President, ITS Midwest



Thank you for all of your support to help make the World Congress in Chicago one of the best ever! The Sunday Night

Reception at the Planetarium was exactly what we wanted – a quality, world-class event where everyone who attended had a great time. We also had the most successful technical tour program ever, with almost 700 people taking advantage of 33 tours. Moreover, the volunteer program helped to ensure that the wide variety of professionals who attended the event were able to benefit from seeing the latest advances in the industry. All of this was accomplished through many hours of hard work and dedication from a long list of ITS Midwest members. We can all be

very proud of our effort and I would like to extend my personal thanks to everyone who participated.

While we had a great year in 2002, we look forward to many exciting activities in 2003. Building on our successes, we are now focused on the future and what this chapter must do to advance ITS regionally. We have high expectations for the coming year.

First, the Long-Term Strategy Committee is in full gear, laying out a plan for the types of activities our chapter should pursue. This will include increased education and awareness activities with elected officials, more training and education seminars/workshops, and enhanced coordination with other organizations. A goal is to be more proactive in advancing ITS.

See **Thanks** page 7

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The ITS World Comes to Chicago

During a beautiful autumn week, Gary-Chicago-Milwaukee (GCM) Coalition partners served as the local hosts for the 9th World Congress on Intelligent Transport Systems. Over 4,400 ITS leaders from around the globe descended on the Lakeside Center at McCormick Place October 14-17, 2002 for this annual premier event, exploring ways that technology can be applied to enhance the safety and performance of the surface transportation system.

The Chicago World Congress was a huge success. There were twelve executive sessions dealing with several ITS programs and issues, including telematics, safety and security, communications, transportation policy, and even the ITS Internet. There were thirty-six special sessions, a dozen discussion sessions, six scientific sessions, and over 125 technical sessions. More than 200 organizations, companies, manufacturers, and suppliers exhibited their products, services, and innovations at the World Congress.

ITS America photos



Opening ceremony of World Congress (top) and IDOT exhibition booth (bottom).

The Illinois Department of Transportation (IDOT) certainly lived up to its *Friend of ITS* sponsorship status by hosting a terrific exhibit during World Congress week. Hundreds of delegates visited the IDOT technology transfer display. There they could see real-time, live demonstrations of the GCM Gateway Traveler Information System, the recently updated IDOT Traffic Systems Center (TSC), as well as live demonstrations by IDOT's two partners in the booth – the Regional Transportation Authority's (RTA) Itinerary Planning System, and the Illinois Tollway's new Traffic and Incident Management System (TIMS).

The IDOT/RTA/Tollway booth had perhaps the greatest content on the exhibit floor. IDOT's Claire Jonak and Tina Pittman managed this production. Scott Lee of the IDOT ITS Program Office, Karen George and Brian Jakubczak of Parsons Transportation Group and Doug Rorem of the University of Illinois at Chicago conducted the demonstrations on the Gateway. Joseph Brahm and Mircea Nistor of National Engineering Technology Corporation and the Tollway's John Benda and Ken Glassman handled the TIMS presentation. Brahm and Nistor

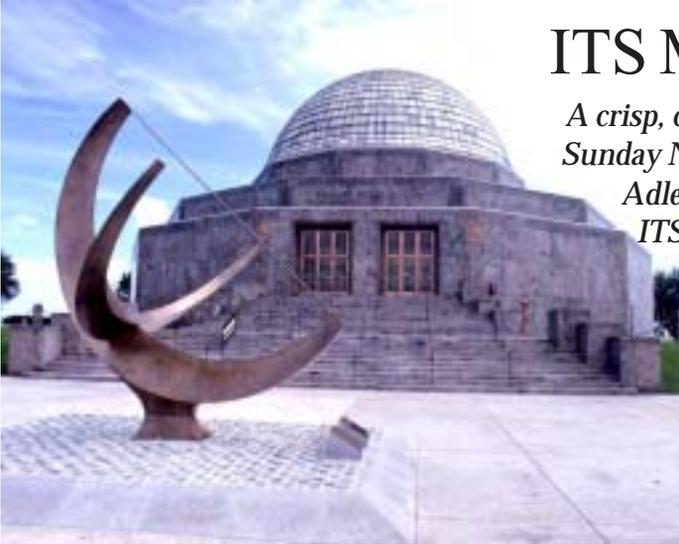
collaborated with IDOT's Jeff Galas on the TSC demonstration. The RTA's Duana Love and Gerry Tumbali handled the Itinerary Planning System (IPS) presentation. The booth also provided the opportunity for Coalition partners, Indiana Department of Transportation (INDOT) and Wisconsin Department of Transportation (WisDOT), to highlight ITS activities in the GCM Corridor.

Of course, honorable mention should be given to the corridor public-private partnerships on display elsewhere on the World Congress exhibit floor. Visitors to the FHWA booth could see the *TripInfo* XML demonstration partnership between IDOT and Mitretek based on the Gateway data. Visitors to the Navtech booth could sign up for on-the-road demonstrations of in-vehicle navigation integrated with real-time traffic and incident information from the Gateway in another IDOT partnership. And back at the IDOT booth, live video was being demonstrated thanks to a partnership between IDOT, the Tollway, and vBrick-iNOC, which supplied video encoding/decoding equipment during the World Congress.

As the local hosts, ITS Midwest leaders were active participants on the Chicago Organizing Committee in the persons of President Jeff Hochmuth of Iteris and David Zavattero of IDOT. Jeff was instrumental in organizing the dozens of ITS members who served as greeters during the World Congress. Because of their efforts nobody was lost in the labyrinth of the Lakeside Center. A special thanks is also due to the coalition partners who hosted the thirty-three technical tours at twelve local and regional facilities.

Chuck Sikaras made sure everyone got on the right bus whether they were headed to Metra's Consoli-

See **ITS World** next page



ITS Midwest Reception Sparkles

A crisp, clear evening provided a perfect setting for the October 13 Sunday Night Stargazing Reception hosted by ITS Midwest at the Adler Planetarium and Astronomy Museum. More than 250 ITS Midwest members and transportation professionals from around the globe attended this reception that launched the 9th World Congress on ITS.

A crisp, clear evening provided a perfect setting for the October 13th Sunday Night Stargazing Reception hosted by

Transportation Authority, and TransCore).

The ITS Midwest Stargazing Reception was financially supported by 28 sponsors who all contributed to a memorable evening that set the stage for a successful 9th World Congress. These sponsors were:

ITS World

Continued from page 2

dated Control Facility, the Chicago Transit Authority's Control Center, the United Parcel Service-Burlington Northern Santa Fe Freight Center, the Chicago 911 Center, the IDOT TSC, Emergency Traffic Patrol, Com Center/Gateway, the Tollway TIMS, points farther north or east including WisDOT's MONITOR Center and InDOT's Borman Traffic Management Center, or even riding the Pace Intelligent Bus System equipped transit bus. The nearly 700 delegates who participated in the technical tour program got much more than a glimpse of the extensive ITS deployments in the GCM corridor.

ITS Midwest can be rightfully proud of their contributions to the success of a world-class World Congress. When the ITS world came to Chicago in October 2002, a good time was had by all. We truly seized the opportunity to showcase all the world-class intelligent transportation systems that each of us have worked so hard to build. What we demonstrated, what we learned, and the contacts we made will only help us as we strive to improve ITS in the GCM Corridor. □

ITS Midwest at the Adler Planetarium and Astronomy Museum. More than 250 ITS Midwest members and transportation professionals from around the globe attended this reception that launched the 9th World Congress.

The guests sampled Greek, Italian, Chinese and Mexican delicacies, and also such native Chicago staples as hot dogs and Chicago-style pizza at the "Taste of Chicago" cuisine/beverage stations located throughout the Museum. Breathtaking night views of Chicago's famous skyline on Lake Michigan greeted reception visitors, who mingled, networked and strolled throughout the museum viewing the interactive exhibits.

Guests could attend any of the Zeiss Sky Theater shows throughout the evening to witness a vivid recreation of the night's starry sky projected on the dome of the historic planetarium. Guests could also take control of a simulated journey from Earth to explore brave new worlds under the dome of the world's first virtual-reality space show in the StarRider™ interactive 3-D theater. This spectacular experience was sponsored by three Sunday Night Reception Jupiter sponsors (HNTB Corporation, Regional

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Special mention should be made of the Sunday Night Reception (SNR) Committee chaired by Ken Jonak and including Claire Jonak, Chuck Sikaras, and Ken Glassman for their diligent effort. □

“Touch & Go” to Chicago Attractions & Events

The Regional Transportation Authority (RTA), in conjunction with the service boards (CTA, Metra & Pace) and the Metropolitan Planning Council (MPC) is developing a regional traveler information kiosk system. Referred to as “Touch & Go,” the kiosks will be an integrated and interactive portal of transit, highway, and tourism information. The goal of the project is to promote the use of transit for attending cultural events and exploring popular destinations around the Chicago area.

The RTA and other project stakeholders are currently working on the development of a regional traveler information database that fuses transit, special events, and cultural attraction information. This system will serve as a “one-stop” guide for both residents and tourists looking for Chicago highlights and entertainment, and looking for the best way, i.e., transit, to get them there. The “Touch & Go” kiosks will be located at major transportation facilities and tourism destinations, such as museums, convention centers, hotels, and airports.

The beauty of the Touch & Go kiosk is that it is a web-enabled information delivery system that supports the region’s multi-modal traveler information system. The goal is to develop a kiosk application that provides basic networking of the service boards, RTA and the Gary-Chicago-Milwaukee (GCM) Gateway Traveler Information System.

The kiosk project is an initiative under the RTA’s Regional Transit ITS Plan (RTIP, 2001) and was conceived as a method of distributing real time and static information to ‘en-route’ or ‘pre-trip’ travelers making inquiries at RTA and service board facilities. The kiosks will allow access to multiple types of information including attractions, schedules, maps, real-time service bulletins, general transit information, and trip planning functions.

This is made possible through a shared database that contains transit and highway data from the transportation operators as well as entertainment and services information from the City of Chicago and Chicago Bureau of Convention and Tourism.

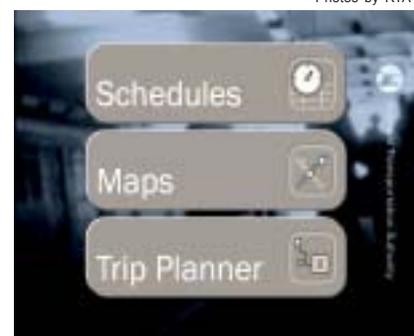
The kiosk project will leverage other transit ITS initiatives that are emerging in the region. Multi-modal technology applications in the region include, Active Transit Station Signs (ATSS), Parking Management Guidance Systems (PMGS), BusInfo and the RTA Itinerary Planning System (IPS).

These systems are the enabling technologies that support content development for the multi-modal information kiosk system.

As of November 1, 2002, the initial kiosk prototypes were installed and operational in the RTA’s Customer Service Center (CSC) located at 175 West Jackson, Chicago. Because this information can now be printed on demand, the kiosks have eliminated the need for the CSC to stock paper schedules and maps. In addition, CSC customers can print personalized travel itineraries to reach their destinations.

Midway Airport and Metra’s Randolph Street station will be the next phases for installation. Other potential sites identified through MPC are O’Hare International Airport, Navy Pier, downtown Museum Campus, and Water Tower Place Mall, as well as other sites in and around the central business district of Chicago. □

For more information, please call Shaunda Reynolds at (312)913-3159.



Photos by RTA

Touch & Go kiosk (left) and touch screen menus (top and bottom right) showing traveler information options.

Regional ITS Architecture for Northeastern Illinois



The *Northeastern Illinois Regional ITS Architecture* is a roadmap for transportation systems integration in the six-county (Cook, DuPage, Kane, Lake, McHenry, and Will) Northeastern Illinois region over the next 15 years. The architecture was developed through a cooperative effort by the region's transportation agencies, covering all modes and all roads in the region. The architecture represents a shared vision of how each agency's systems will work together in the future, sharing information and resources to provide a safer, more efficient, and more effective transportation system for travelers in the region. It provides an overarching framework spanning these organizations and individual transportation projects.

Using the architecture, each transportation project is viewed as an element of the overall transportation system. It provides visibility into the relationship between individual transportation projects and ways to cost-effectively build an integrated transportation system over time. The *regional* architecture further identifies the stakeholders in a region, the systems or "elements" they operate, the information exchanged

between stakeholder elements, and selected standards for information exchange.

There are several benefits to developing a regional ITS architecture for northeastern Illinois. First, it serves as a transportation-planning tool that looks beyond the current set of projects. It provides a detailed plan for the evolution of transportation services and systems in the region, and is extremely important for sequencing deployment of ITS projects. Second, it defines integration opportunities between the ITS elements in the region.

Integration means not just defining what systems talk to each other, but what information they share. Third, when agencies plan as a region and not as individual agencies they can often leverage their funding. Fourth, the regional ITS architecture can serve as a forum for institutions to meet and discuss their mutual needs and problems. Finally, if agencies use Highway Trust Fund money to fund deployment of projects containing ITS elements (and the region does), the ITS Architecture and Standards Final Rule/Policy requires creation of a regional ITS architecture.

Consequently, the development of a regional ITS architecture is a necessary step to meet federal requirements.

The Northeastern Illinois Regional ITS Architecture was developed through a project funded by the Chicago Area Transportation Study (CATS), the Illinois Department of Transportation (IDOT), and the Federal Highway Administration (FHWA). One of the first outputs of the project was a technical review of previous efforts, including documentation from the Northeastern Illinois Strategic Early Deployment Plan, Tier 2 Architecture, Gary-Chicago-Milwaukee (GCM) Corridor, GCM Gateway project, Regional Transportation Authority (RTA) Regional Transit ITS Plan, Illinois Tollway Traffic and Incident Management System (TIMS), Chicago Traffic Management Center, Cicero Avenue Corridor, and Northwest Indiana Regional ITS Architecture.

Following the review, a base architecture draft was developed in a hypertext format and placed on the Internet. This architecture was then used as an outreach tool to meet with the key stakeholders in the region to get their contribution to verify and modify the architecture. The development team conducted 14 group meetings with stakeholders from state and federal highway and transit, emergency management, and county agencies. The team also conducted a one-day workshop involving 60 stakeholders to discuss and review the architecture draft. Comments received from these meetings or via other means were incorporated in the architecture final version. The architecture is defined by three outputs: a document, a database, and a hypertext linked web site/CD.

Documentation developed in support of the architecture database includes or contains pointers to the following aspects of architecture:

See **Architecture** page 6

Calendar of Events

GCM Meetings: CVO Work Group, 9:30 am, Traffic & IM Work Group, 11:30 am, Safety & Security Work Group, 1:30 pm, March 6, 2003, IDOT ETP, Chicago, IL. For info: Jeff Benson, (612) 373-6444.

ITS Midwest Annual Meeting, 8:30 am to 5:00 pm, March 7, 2003, Wyndham Hotel, 3000 Warrenville Road, Lisle, IL. For info: Mousa Abbasi, (312) 930-9119, www.itsmidwest.org.

ITS America 13th Annual Meeting and Exposition, May 19-22, 2003, Minneapolis Convention Center, Minneapolis, MN. For info: www.itsa.org/annualmeeting.html.

Architecture

Continued from page 5

- A description of the region, participating agencies and other stakeholders.
- A description of needs and ITS services that the regional ITS architecture will provide.
- An operational concept identifying the roles and responsibilities of participating agencies and other stakeholders in the operation and implementation of the elements included in the regional ITS architecture.
- System functional requirements.
- A description of the interface requirements and information exchanges with planned and existing systems and subsystems and architecture flows as defined in the National ITS Architecture.
- Projects that may require sequencing for implementation.
- Existing ITS standards to support regional and national interoperability.
- Agreements that may need to be considered for operations including those affecting ITS project interoperability, utilization of ITS related standards, and the operation of the projects identified in the regional ITS architecture.
- A maintenance plan to respond to the dynamic nature of the architecture and to address the ongoing ITS-related activities.

In addition, the project developed a communication white paper indicating how Northeastern Illinois transportation agencies can create a reliable, cost-effective communication system for exchanging information among themselves and with the public while conforming to the National ITS Architecture. □

For more information about this project, please contact Mark Thomas at (312) 793-3467 or David Zavattono at (847) 705-4800.

GCM and I-95 ITS Corridors Organizations to Meet

On April 22, representatives from both the GCM and I-95 ITS Priority Corridors will meet in New Jersey to share lessons learned and discuss opportunities for collaboration. Approximately 25 representatives from our GCM Corridor will travel to the Hilton Metro Park for the one-day meeting. The representatives will be given an opportunity to attend the April 23 I-95 Steering Committee meeting (the equivalent of our Coordination Work Group).

Participants from both organizations will come from the various Departments of Transportation, federal agencies, and local transportation groups. FHWA's Peer-to-Peer program is covering the GCM state and local agency employees' travel costs.

The following have been identified as areas for discussion. They relate directly to the committee structures and to primary work programs of the two organizations.

- Federal Funding legislation
- Traveler Information
- Traffic and Incident Management
- Multi-Modal Transport
- Commercial Vehicle Operations

- Outreach & Public Information
- Safety & Security
- Electronic Payment
- Program Management

The two organizations have surprisingly similar structures, although there are many differences in the projects they have undertaken. These differences are expected to promote out of the box thinking by the group as we compare the programs from different perspectives. This gathering builds on the success of a smaller meeting hosted in the Midwest in August 2001 that focused specifically on incident response issues.

As a follow up, URS will produce a report summarizing the proceedings. Sharing the combined insights of all these professionals is expected to provide a wealth of ideas for both sides as they address the growing challenges of the two remaining ITS Priority Corridor Programs. Both groups are hopeful that productive ongoing relationships will be established as a result of this introductory meeting. □

For more information, contact Dan Shamo, URS, (317) 636-7469.

REGISTER NOW

See information insert or visit www.itsmidwest.org

ITS Midwest 9th Annual Meeting

March 7, 2003

Wyndham Hotel, 3000 Warrenville Rd., Lisle, IL



News



Governor picks Martin to head transportation in Illinois

Illinois Governor Rod Blagojevich appointed Chicago Public Schools (CPS) Chief Operating Officer Timothy W. Martin to serve as Secretary of Transportation. Martin was named CPS chief operating officer by Mayor Richard M. Daley in 1997. Under Martin's leadership the school system completed over 2,000 renovation projects including 17 new schools, 30 additions and 27 annexes. Prior to his work with the school system, Martin served as chief highway engineer and deputy commissioner for the Chicago Department of Transportation.

Hartman named Executive Director

Illinois Governor Rod Blagojevich announced January 17, the appointment of Jack Hartman as the new executive director for the Illinois State Toll Highway Authority. Hartman served as the executive vice president for construction, engineering and facilities at the Chicago Transit Authority (CTA) since 1997, where he was responsible for the CTA's Capital Development Program. The \$2.5 billion program has been on schedule and on budget. He managed more than 400 buildings and 24 million square feet of space, with 1,400 employees and an operating budget of \$150 million per year.

INDOT plans upgrades to Hoosier Helper Program

In November, the Indiana Department of Transportation received approval to utilize federal

Congestion Mitigation and Air Quality (CMAQ) funds to purchase new Hoosier Helper vehicles for Northwest Indiana, as well as for the Indianapolis and Jeffersonville/Clarksville areas. The total funding allocation is \$1,131,584, with \$428,504 slated for upgrading the Hoosier Helper fleet in Northwest Indiana.

The success of the Hoosier Helpers throughout the state made this upgrade a critical component in the INDOT's traffic and incident management efforts. Funding will be provided for fiscal years 2003-2005, ensuring state-of-the-art equipment for Indiana's incident management teams.

FHWA recognizes Gateway as outstanding traveler information website

FHWA announced the second winners of its national awards for traveler information websites. The Gateway website, www.gcmtravel.org, a cooperative effort of the GCM Priority Corridor Partners: the Illinois, Indiana, and Wisconsin Departments of Transportation, was recognized as one of the top traffic information sites in the USA. The winners were formally recognized by Administrator Mary E. Peters at the annual meeting of the American Association of State Highway and Transportation Officials on October 13, 2002, in Anchorage, Alaska. Mrs. Peters noted "The World Wide Web is an important means of providing traveler information. These outstanding sites were chosen because of their 'user friendliness,' comprehensiveness of information, and real-time reporting..." The selections were made following a national review of 215 traveler information websites, covering both content and usability of the sites. The Gateway project development team is led by Parsons Transportation Group and

includes the University of Illinois at Chicago Artificial Intelligence Lab and TranSmart.

For more information contact: David Zavattero, (847) 705-4800, zavatteroda@nt.dot.state.il.us. Or, go to the GCM Public Information Library page at www.travelinfo.org.

Indiana Toll Road Deploys Dynamic Message Signs system wide

The Indiana Department of Transportation (INDOT) has deployed dynamic message signs along the entire length of the Indiana Toll Road (I-80/90). Twenty-three signs have been strategically placed along the Interstate to alert motorists about possible traffic hazards and conditions, including weather, accidents, congestion and construction. The initial deployment in November 2002 provided holiday travelers with travel conditions on the Toll Road and the Borman Expressway in the Gary-Hammond area. In the first month of use, it advised motorists of major snowstorm conditions along the Toll Road and provided information on numerous incidents causing major disruptions.

The solar-powered system consists of portable, dynamic message signs with communication linkage via cellular phone. The signs are controlled using laptop computers by field supervisors. The deployment and operation of the signs is a coordinated effort between the Toll Road District and the Borman Traffic Management Center as part of INDOT's *Traffic Wise* initiative to use intelligent transportation systems to increase safety and efficiency of the traveling public throughout the state.

For further information, contact Sam Wolfe at 574-674-8836.

Thanks

Continued from page 1

Closely tied with this is the refinement of our annual budget process. While the chapter has always soundly managed its finances, we intend to develop a line-item budget to identify projected revenues and expenses for specific areas. This should give us a much clearer picture of how well we are implementing our vision, allowing us to better identify and track our chapter activities. Hopefully, it will demonstrate that we are good stewards of our resources and help us rally support for the higher

level of activity we plan to pursue. We expect it will also stimulate ideas from our members to help us identify new areas where we should grow.

Another change for this year is that our ITSMW annual meeting has been moved and is no longer tied to the Chicago Auto Show. While there are a variety of reasons for this, the main intent is to start highlighting chapter member accomplishments. More and more chapter events will be moved around geographically to give the membership an opportunity to visit some of the new ITS centers. Many of our members have

worked hard to develop systems. By sharing our experiences with others in our chapter, we hope all of us can benefit.

There are many new and exciting opportunities ahead for ITS Midwest. Building on our 2002 achievements, I look forward to continuing our proactive approach to advancing ITS. As always, if you have any questions or suggestions, please email me at jjh@iteris.com. Thank you again for making the 2002 World Congress a great success! □

ITS Midwest Membership

Membership in ITS Midwest is open to corporations, companies, government agencies, universities, and other organizations and individuals with an interest in ITS development and deployment. Members of ITS America are entitled to up to three free chapter memberships, based on their ITS America dues.

A qualifying organization which is not a member of ITS America may join the ITS Midwest chapter for \$245. Organizations belonging to ITS America which have used up their complimentary chapter memberships may also join for \$245. Individuals may also join for \$100 if their employer is not a member of ITS Midwest. For complete rules and costs, visit the ITS Midwest web site at www.itsmidwest.org.

Chapters like ITS Midwest play a key role of outreach, education, and support for ITS technical and planning activities. ITS Midwest also provides a forum for planning and support of the GCM Priority Corridor. **Join ITS Midwest today and play a role in shaping our future transportation systems!**

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For further information about joining and the benefits of membership in ITS Midwest, please contact Jeff Hochmuth at jjh@iteris.com. □

ITS MIDWEST

The Intelligent Transportation Society of the Midwest
A regional chapter of ITS America including the states of
Illinois, Indiana, Wisconsin



How to reach us...

Please address all publication inquiries, comments, suggestions, and contributions to: Tom Ewing, Editor, ITS Midwest, c/o Argonne National Laboratory, 9700 S. Cass Avenue, TD/360, Argonne, IL 60439. Express Lanes may also be reached at:

- ♦ Telephone: 630-252-5455
- ♦ FAX: 630-252-4007
- ♦ email: ITSnews@anl.gov

Express Lanes is the newsletter of the Intelligent Transportation Society of the Midwest and the GCM Corridor Coalition. Contributions of general interest to our readers are encouraged, including news from members, upcoming events, articles on technology, research and deployment projects, and other ITS-related information.

For information on ITS Midwest, visit our website www.itsmidwest.org, or contact Jeff Hochmuth, 630-926-1487.

For information on GCM corridor activities, visit the GCM website www.gcmtravel.org, or contact your local DOT representative or the URS/BRW consulting team:

Illinois DOT:
David Zattero, 847-705-4800
Chuck Sikaras, 847-705-4800

Indiana DOT:
Mark Newland, 317-232-5523

Wisconsin DOT:
Phil DeCaboote, 608-267-0452

URS:
Jeff Benson, 612-373-6444

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Address Correction Requested