



ITS PULSE

Volume 2
Issue 3
October 31, 2003

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FREE MARKETING OPPORTUNITY

If you are a member of ITS Heartland and have an Internet Web site, please contact Dennis Kroeger (kroeger@iastate.edu) to create a link to your Web site from the ITS Heartland Web site. Just send him your URL.

2003 ITS Fall Meeting Highlights

by Erin Flanigan, TransCore and 2003 ITS Heartland President

SPRINGFIELD, MO. - Autumn's beautiful splendor is in its glory in the Heartland and we are approaching winter's cold. Our chapter had the wonderful opportunity to partner with the Missouri Valley Section of the Institute of Transportation Engineers (MOVITE) for its Fall Meeting. The theme of the meeting was "Working Together - Meeting the Challenge," and I hope you were all able to attend and participate in this event. Two information packed tracks were held with sessions on Railroad Crossing ITS, Current Forecasting and Optimization Projects, Signal Systems, and Traffic and Arterial programs in the region. ITS Heartland sponsored one track on ITS topics and I would like to thank the speakers (*listed on page 2*) for their informative presentations at MOVITE.

MOVITE had record attendance at this meeting and I was very pleased to see the number of ITS Heartland members that were able to attend. Thank you all for your continued



Above: Fall meeting participants enjoy a break at the joint ITS Heartland/ Missouri Valley Section of MOVITE in Springfield, Missouri.

support and participation with our chapter activities.

In addition to the joint meeting with MOVITE, the ITS Heartland board met to plan our 2004 Annual Meeting agenda. Our 2004 Annual Meeting will be held in Kansas City, Missouri, on March 22nd - 24th. This, our fifth Annual Meeting, should be a great event! Please mark your calendars now, because you will not want to miss this chapter activity.

Although specifics are not yet in place, we plan to offer tours of ITS

projects in the Kansas City area, mega sessions on Department of Transportation/Department of Roads ITS direction and University activities in each member state, and sessions on wireless technologies, integration, homeland security, municipal systems, and more.

I want to thank Karen Gilbertson, Mary Ridgeway, Mike Malone, Libby Jones, Willy Sorenson, Leslie Fowler, Matt Volz, Tom Dancy, Dennis Kroeger, Steve Bahler, Lisa Vieth, Kathy

See **Fall Meeting**, Page 2

Fall Meeting

Continued from Page 1

Glenn, Chuck Miller, and Rick Bennett for working the entire day to outline our next Annual Meeting.

We are planning enhanced participation with our sponsors and vendors for the 2004 Annual Meeting. The board appreciates the strong support our vendors and sponsors have provided us in our earlier meetings and we know that the Exhibit Hall is an important function of our Annual Meeting.

Vendors and Sponsors will be seeing early material about this soon. Until then, please enjoy this wonderful newsletter and visit our website (www.itsheartland.org) often.

I'll see you all in Kansas City March 22nd - 24th! ■



ITS Heartland Board members interrupted planning for 2004 to take this group picture. *Front row, left to right:* Matt Volz, Kathy Glenn, Libby Jones, Leslie Spencer-Fowler, Willy Sorenson, Karen Gilbertson, Erin Flanigan. *Back row:* Chuck Miller, Dennis Kroeger, Steve Bahler, Mary Ridgeway, Mike Malone, Tom Dancey, and Lisa Vieth. Board members not pictured include: Jim McGee, Jaime Huber, Carlos Sun, Ken Gudenkauf, and Bill Troe.

More pictures on Page 7.

Thank you to all of our Fall Meeting Speakers!

- **Todd Brauer**, East-West Gateway Coordinating Council, "The Current State of the Practice in Forecasting Multi-Modal Travel"
- **Michael Trueblood**, HDR Inc., "Black Hawk, Iowa, Signal Optimization Project"
- **Leo Cologna**, MoDOT, "Exempt Railroad Crossing Safety Using ITS"
- **Alonzo Linan**, City of Olathe, KS, "Video Monitoring of Railroad Crossings"
- **Greg Allen**, Oklahoma DOT, "I-40 Bridge Collapse, Traffic Response and Reconstruction"
- **Reggie Chandra**, Mid-America Regional Council, "Working Together - Operation Green Light Multi-jurisdictional Signal System in Kansas City Area"
- **Tom Ryan**, MoDOT, "Public/Private Partnerships St. Louis ATMS Experience"
- **Tom Dancey**, City of Springfield, MO, "Springfield Area Incident Management"

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Plan to attend ...

ITS America 2004

14th Annual Meeting and Exposition
April 26 - 28, San Antonio, Texas

See www.itsheartland.org for more information

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Scouting Traffic Tie-Ups in Kansas City

by Dianna Kidwell, Missouri Department of Transportation

Scouting traffic tie-ups in Kansas City will be the name of the game once the area's new Intelligent Transportation System (ITS) begins operating at the end of the year. *Kansas City Scout* is a 75-mile, continuous traffic management system intended to help motorists across the state line in Kansas and Missouri. The project is a bi-state effort and the first of its kind for Kansas City.

"Work is nearly done," says Ray Webb, project manager, "and as long as equipment installations, power supply connections, and software deliveries all stay on schedule we should fire-up the Scout system at the end of the year."

That means Kansas City-area travelers will start the New Year with a new traffic tool designed to lessen their rush-hour woes.

"Scout isn't going to make rush-hour traffic disappear," says Webb, "but it will alert travelers to traffic-related troubles in a way never seen in this area before."

Scout will use 75 closed-circuit television (CCTV) cameras and various traffic sensors to monitor traffic patterns. If there is a problem on the

system, operators can light up any one of its three-dozen dynamic message signs (DMS) sitting alongside or over the freeway system to warn drivers about problems ahead. If a lane is blocked because of an accident or a stalled vehicle, for example, message signs will notify travelers in advance of the trouble spot and advise them how to proceed.

"In the case of an accident," Webb explains, "a motorist who is informed ahead of time will be more likely to slow down and pay closer attention. That avoids secondary accidents."

In Missouri, a Highway Advisory Radio (HAR) system will also notify travelers about traffic incidents. Webb says that some travelers, if given information about delays in advance, may choose to detour and exit the highway instead of sitting in traffic and possibly perpetuating the traffic and safety problems caused by incidents.

Once launched, Scout will initially operate on a limited schedule -- covering weekday rush-hour traffic. Operations will eventually include weekends, holidays and overnight hours. ■



Above Top: Message signs are becoming more popular along roadways in helping motorists be aware of road conditions.

Middle: Cameras continue to be installed along a 75-mile, bi-state area across the state line in Kansas and Missouri.

Above: TOC Staff monitor the roads using closed circuit television cameras placed on major intersections and roadways.

*For more information visit
the Scout Web site at
www.kcscout.net*

The "511" on the FHWA Congestion Web Site

by Lisa Behrns, Olsson Associates

The Federal Highway Administration has a new Web site devoted to Traffic Congestion, <http://www.fhwa.dot.gov/congestion>.

The site offers valuable links to federal and state agencies and organizations, as well as provides contact names of additional resources. Combining these topics into one site creates a toolbox that will help you to get more from existing resources.

Of the several areas of interest, a few of them include:

■ **Incident Management and Freeway Management**-- provides information including TMC Pooled Fund Study, Benefits Database, Freeway Management Handbook, Metropolitan ITS Deployment, Work Zone Traffic Management, and many more links.

■ **Arterial Management**-- provides links to a toolbox of related information, including arterial operations videos, CDs, and handbooks. Links to pages about safety and standards are also provided.

■ **Intelligent Transportation Systems (ITS) Program**-- provides links to ITS in every state, a document library and a variety of programs including ITS Peer-to-Peer. Current information from the US DOT and disaster/emergency response is listed as well.

In short, this FHWA site answers basic questions from "what is congestion?", to providing ideas for local agencies to solve traffic problems in our neighborhoods and on our roadways. ■

Congestion Factsoids

■ Congestion results in 5.7 billion person hours of delay annually in the United States.

■ The individual cost of congestion exceeded \$900 per driver in 1997, resulting in over \$72 billion in lost wages & wasted fuel.

■ Between 1980 and 1999, route miles of highways increased 1.5 percent while vehicle miles of travel grew by 76 percent.

source: FHWA Web site

ITS Chapter Ends Successful Membership Drive

by Kathy Glenn, ITS Heartland Chapter Administrator

It's common knowledge that an organization is only as strong as its membership base. Thanks to members like you, ITS Heartland is in excellent shape. To-date, the chapter has a total of 42 corporate members and 43 individual members. All totaled, that means 293 transportation professionals, (including those listed as part of corporate memberships) are now on the ITS Heartland membership rolls! This is great news based on the fact that 2003-2004 was the first year annual membership dues were not included with fees to attend or exhibit at the Annual Meeting. Thank you again for your ongoing support of ITS Heartland!

ITS Heartland Memberships Received June 25 - Oct 15, 2003

Corporate Members

3M Intelligent Transportation Systems
City of Wichita, KS/Wichita Transit
ESRI
Gray-Calhoun & Associates
FHWA- Nebraska Division
Iteris, Inc.
Kansas City Scout
Siemens Integrated Local Government Systems
ThomTech Design, Inc.

Individual Members

Allen Glover, General Traffic Controls, Inc.
Melissa Guieb, City of Olathe
Glenn Hansen, City of Omaha
Kevin Harder, Black & Veatch
Richard Jarrold, Kansas City Area Transportation Authority
Kimberly Kossmann, Black & Veatch
David Kumke, City of Olathe
Alonzo Linan, City of Olathe
David Petefish, City of Topeka, KS
Carlos Sun, University of Missouri-Columbia

Bill Tobin, Dubuque, IA Transportation Study

Barry Wilson, Optelecom, Inc.

Steven Worley, Kansas City Public Works

Gary Wurdack, City of Topeka, KS

Total Members:

250 Corporate

43 Individual

Advanced Traveler Information System (ATIS) Reports Across State

by Jim McGee, Nebraska Department of Roads

Nebraska's Advanced Traveler Information System (ATIS) provides a variety of information. The services and contents of each piece of the system are described below.

Traveler Information

- Provides the centralized collection and fusion of statewide traveler information that will be distributed in a variety of ways, including electronic message boards, highway advisory radio, 511, the NDOR traveler information portal and the Internet
- Collects, processes, disseminates, and exchanges traffic and system status information with other ITS systems, service providers, and adjacent jurisdictions
- Information includes both real-time and static data
- Includes remote sensing data and status information
- Provides point-of-contact for information redistribution, public outreach, and education

Traveler Information Portal

- Includes dynamic highway condition map
- Road weather information
- Electronic message boards
- Images from NDOR cameras
- Additional highway system "snapshot" information

Highway Condition Reporting System (HCRS)

- Provides travelers with a "snapshot" of the Nebraska highway system as conditions are updated during working hours
- Includes highway conditions, work zones, accidents, closures, and incidents
- Accessible via NDOR Internet portal and will include a dynamic color-coded map with icons
- Information is available via 511
- 180 NDOR staff have been trained at locations across Nebraska and will

provide detailed information to Nebraska HCRS

- Potential users include media outlets, travelers, transportation and freight organizations, planners, emergency responders, and others

Statewide Data Archive

- Supports information collection, data accuracy, and the ability to import and verify data.
- Provides ability to store, access, and retrieve data for re-use by multiple users
- Includes user interface
- Supports operational data collection, asset management, maintenance systems, system monitoring, and applications

Communications

- Supports multi-agency data exchange, data collection, and system monitoring
- Communications challenges include roadside-center links and center-center links

Urban

- Supports data collection from ITS devices
- Processes and redistributes system status information received from freeway management system
- Supports incident management, including scheduled events, road construction, maintenance operations, closures, and restrictions
- Point-of-contact for local media and information service providers

Rural

- Supports data collection from ITS devices
- Processes and redistributes system status information received from rural ITS devices
- Supports incident management, including scheduled events, road construction, maintenance operations, closures, and restrictions
- Point-of-contact for local media and information service providers ■

Nebraska Upgrades Traveler Information Portal

by Jim McGee, Nebraska Department of Roads

Many improvements are coming in the way that the Nebraska Department of Roads collects and distributes traveler information.

The Nebraska Traveler Information Portal, or TIP, will become the public internet doorway to new detailed information that should make travel in Nebraska more safe and efficient.

More than 180 Nebraska Department of Roads staff members have been trained to provide several types of roadway information to the new system.

Through TIP, Nebraska travelers will be able to learn about changing roadway conditions throughout the day.

While road surface weather conditions are currently available, new sources of information that affect travel are work zones, events, maintenance zones, traffic accidents, and other unexpected occurrences for drivers.

Internet users can expect to see Nebraska's TIP upgrades available starting in January 2004. ■

On the WWW:

www.itsa.org and www.itsheartland.org

KDOT's ITS Set-Aside Program

by Karen Gilbertson, KDOT ITS Unit

Background: *The ITS Set-Aside Fund was created within KDOT in order to meet the funding needs of ITS/Technology related projects in Kansas that may not be able to secure funding through the normal channels. The ITS Set-Aside fund became available within KDOT beginning in fiscal year 2000. In fiscal year 2001 this program was opened up to cities, counties, and planning organizations.*

An application was received from the City of Topeka and project champions Lee Holmes and Mark Biswell. The requested project was part of the City of Topeka's Advanced Traffic Management System (ATMS) development. The City's proposal included an overall plan, describing the proposed system components, the project cost, the City's initial investment and their matching funds, the project's benefits, project support and integration, and the vision for the future.

Project Update: The City of Topeka, Kansas, is in the implementation stage of the Pyramids Traffic Control System. The Pyramids Traffic Control System is initially being developed as a means to communicate with the City traffic signal controllers and peripheral devices, provide video surveillance of selected locations, and provide a platform for traffic signal records.

The system has evolved through the cooperation of the KDOT and the City. The scope of the project was to procure, through a competitive bid process, the

system software and complete the system development via City furnished hardware, communications system, and peripheral devices. To date, the City is approximately 43 percent complete. Within the originally intended concept, the City currently communicates with 52 traffic-signalized intersections of the originally intended 120 intersections.

The City's system is comprised of the Pyramids Traffic Control System software by Econolite Control Products, Inc., ATC170-HC11 intersection controllers, 170 E or S controllers with 470I prom modules, Intelligent Communications Modules (ICM), related traffic signal cabinet peripheral equipment including detectors, video camera systems, conflict monitors which are being procured via City funds over a six-year period, and the Traffic Operations Control Room and related equipment.

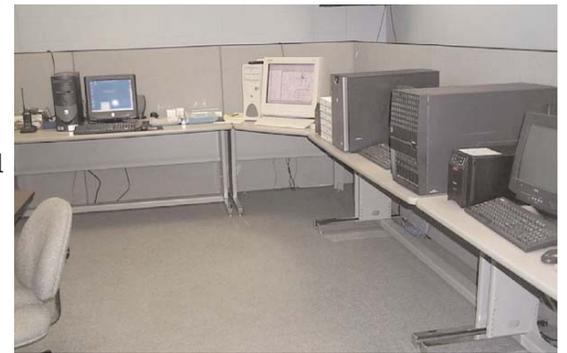
Communications for the traffic signal system are accomplished mainly via City, 501 School District, and privately owned fiber optic communication lines.

From the partner fiber optic backbones, access to local intersections is gained over City installed fiber optic laterals. The City has

accomplished the installation of the laterals to date using a combination of means including in-house work, contracted work,



Above Top: Bob at 332 Cabinet.



Above: City of Topeka, Kansas, Traffic Operations Control Room



Above: ATC170-HC 11, ICM Fiber Optic Modem

and by including designs within City street or traffic signal improvements. The City has also provided all fiber optic modems used for communications needs.

In all, the City will utilize six primary data circuits to communicate with the initial 120 traffic signalized intersections. To accomplish this, Communications and Data Concentrators are incorporated within the fiber optic communications system at the Traffic Operations Control Room.

The system hardware at the Traffic Operations Control Room includes a Dell 2500 Server for the communications server, a Dell 4400 Server for the system file server, and a Compaq 550 computer which serves as the primary workstation. Secondary workstations operate within the assigned computers for selected Traffic Operations staff.

See **KDOT**, Page 8

2004 National Rural ITS Conference Update

The Duluth Organizing Committee (DOC) is hard at work with about 10 months to go before



the 2004 NRITSC in Duluth, Minnesota. Following the 2003 NRITSC in Florida, the DOC decided

to extend the 2004 conference to include sessions on Wednesday, August 25, 2004. The Wednesday sessions will include a meeting of

the Rural ITS Special Interest Group in the morning and the afternoon session will be a detailed update of the Minnesota Guidestar Program. So mark your calendars for August 22 - 25, 2004 for the 2004 NRITSC in Duluth.

The 2004 conference will officially begin with a welcome reception at the Lake Superior Railroad Museum on Sunday, August 22nd. The DOC is also planning a visit to Grandma's Sports Garden on Monday, August

23rd, and a dinner/cruise on Lake Superior aboard the Vista Star on Tuesday, August 24th. Sessions are scheduled to start on Monday morning, August 23rd, with a special welcome from the Mayor of Duluth and a keynote presentation by Congressman James Oberstar (invited). A "Call for Presentations" has been distributed and is available on the ITS Minnesota website (www.itsmn.org). The deadline for submission of abstracts is December 1, 2003. ■

More Pictures from the MOVITE/ITS Heartland Fall Conference

Below: ITS members prepare for the Board Meeting enjoying the calm before the storm.
Right: Session attendees listen to presenters at the combined MOVITE/ITS Heartland Conference.



Above Left: Mary Ridgeway of the FHWA, Missouri Division presents to the group.
Above Center: MoDot's Tom Ryan speaking at the conference about the public and private partnerships of the St. Louis ATMS Experience.
Right: A crowd gathers in the vendor area at the combined MOVITE/ITS Heartland conference.



FHWA Corner

by Mary Ridgeway, FHWA Missouri Division

Well, October 1 came and we're still in business.

For the near future, the funding for the Federal Highway Administration (FHWA) will be based on two legislative acts:

- The Surface Transportation Extension Act of 2003, (STEA03) and
- The joint resolution making continuing appropriations for the fiscal year 2004 (CR).

STEA03 authorizes contract authority for the first five months of FY 2004 for FHWA programs. In most cases, the amounts authorized are for 5/12ths of the amount authorized for FY 2003. The CR provides continuing appropriations for the period October 1, 2003 through October 31, 2003. Under the continuing resolution, each State will receive obligation limitation equal to 31/365ths of its FY 2003 formula limitation. For more information on the reauthorization, please visit our website at <http://www.fhwa.dot.gov/reauthorization/index.htm>

Speaking of dates, there's another one out there that is fast approaching and that is April 8, 2005. This is the date that requires development of regional ITS architectures. The FHWA Final Rule and FTA Policy requires that if a region is already deploying ITS projects, then regional ITS architecture must be developed within four years of the effective date of the Rule/Policy, which was April 8, 2001. If a region has not yet deployed an ITS project then a regional ITS architecture must be developed within four years of the deployment of the initial

ITS project in the region.

TEA-21 required ITS projects funded through the highway trust fund to conform to the National ITS Architecture and applicable standards. The intention of the Rule/Policy is to foster the deployment of integrated regional ITS systems. For further information or details visit the architecture website <http://itsarch.iteris.com/itsarch/index.htm>

Architectures will help, but they are only one tool in the war against congestion. FHWA has developed a new Web site to provide state and local agencies simple access to a variety of tools and information on traffic congestion and to help them find solutions to traffic problems in their areas.

The "Congestion and Traffic" Web site -

<http://www.fhwa.dot.gov/congestion> - is part of FHWA's efforts to help state and local transportation agencies develop initiatives to reduce congestion through effective system management and operations strategies. This site consolidates all the information found about traffic congestion on FHWA's Web site onto one portal, linking to the various FHWA programs and services designed to help mitigate congestion. It also links to specific state programs designed to manage congestion, and to articles, research, and other information related to traffic conditions.

That's all for this time. Here's to hoping we have a new six-year bill by the next issue. ■

KDOT

Continued from Page 6

City staff intends to bring approximately 28 more intersections on line in 2003 for a total of 80 intersections. In addition, the City is in the process of procuring the video (CCTV) module of the Pyramids Traffic Control System from the Econolite project vendor with the intent of working towards two initial video surveillance stations; one located near 21st Street and Wanamaker, and one located at Topeka Boulevard and Huntoon.

Additional video surveillance locations would include the CBD area, I-70 and Wanamaker vicinity, and 29th Street and Topeka Boulevard intersection, locations that provide the most potential for corridor surveillance opportunities. ■

Information in the article provided by Karen Gilbertson, KDOT ITS Unit, Gary Wurdack and Jack Fultz, City of Topeka.



Left: Communication and File Servers in Control Room

5th Annual Meeting



KANSAS CITY, MO
Hilton Kansas City Airport
March 23-24, 2004

- **Vendor Exhibits**
- **Conference Presentations on ITS in the Heartland**
- **Technical Tours of KC SCOUT Traffic Management System and much, much more!**

For more information, contact Lisa Vieth @ viethL2@mail.modot.state.mo.us or 573-751-1323

Greater Des Moines Area Receives Intelligent Transportation Technologies

Iowa Department of Transportation

AMES, Iowa - Video cameras and radar speed sensors are scheduled for installation along the Greater Des Moines area's major highway corridors. The Iowa Department of Transportation (DOT) reports it is currently working on the design and installation of an integrated transportation management system for the area.

"The DOT's goal is to maximize the safety and efficiency of the highway system in the Des Moines area, allowing motorists to get to their destinations with the least amount of disruption, even during periods of peak construction work, traffic incidents, and major events," said Mike Jackson with the DOT's Research Bureau.

The Iowa DOT has assembled a team of technology experts to assist the department with the design, hardware acquisition, and installation of a complex,

integrated traffic management system.

Three firms are under contract with the DOT to provide these services, including: TransCore ITS of Kansas City, Missouri, and Milwaukee, Wisconsin; Jacobs Civil of Chicago, Illinois; and Castle Rock, headquartered in Portland, Oregon.

When installation is completed in June 2004, a network consisting of 40 video cameras and 65 radar speed sensors will be installed along I-235, I-80, I-35, and the Iowa 5/US 65 bypass. All will be interconnected and information transmitted to central location where incoming data and visuals can be monitored by DOT personnel.

Existing DOT staff will periodically monitor traffic conditions or be alerted by an alarm system when traffic problems arise. Aided with this information, staff can notify

Highway Helper, law enforcement, or emergency personnel.

Eventually, motorists will also have access to the camera images and sensor data by calling 511 or visiting 511ia.org or i235.com.

This will allow highway users to check on traffic conditions before leaving home or the office. In addition to the still images (refreshed every 60 seconds), sensor data will be displayed in a map format indicating traffic speeds along the highway routes.

Also included in the DOT's plan are two additional overhead changeable message boards and 20 portable message boards.

With the new traffic management system, DOT staff will be able to activate these boards when conditions warrant. Federal Congestion Mitigation and Air Quality funds are supporting 80 percent of the \$5 million-\$5.5 million to be invested in this new system. ■

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