



Illinois Interchange



Illinois Technology Transfer Center

Vol. 17 No. 1 Spring Issue 2009



By Leigh Ann Lareau, IDOT, Bureau of Local Roads and Streets

The American Recovery and Reinvestment Act (ARRA) of 2009 was enacted on February 17, 2009 and provided \$936 million of highway and bridge funds to Illinois. Of that amount, 30 percent was required to be sub-allocated within the state to local agencies. Therefore, \$281 million was distributed within the state of Illinois to local entities, while \$627 million was provided to the Illinois Department of Transportation (IDOT) for state transportation projects. In addition, Illinois received another \$28 million for transportation enhancement projects throughout the state.

The ARRA mandated that each state's sub-allocations to the local agencies follow the existing law of Title 23, United States Code (U.S.C.) subsection 133(d)(3)(A), subsection 133(d)(3)(B) and subsection 133(d)(3)(D), resulting in the \$281 million of local sub-allocations being split as follows:

- \$203 million for urbanized areas over 200,000 in population, and
- \$78 million for urbanized areas and other areas less than or equal to 200,000 in population.

The \$203 million was further sub-allocated per ARRA as follows:

- Chicago \$175,253,358
- Round Lake Beach \$4,679,631*
- Rockford \$6,111,395
- Rock Island/
Quad Cities \$3,140,381
- Peoria \$5,586,123
- East St. Louis/
Metro-East \$8,077,088

**To be included with the Chicago allocation for administrative purposes. [Even though Round Lake Beach does not have a population over 200,000, the 2000 Census identified a bi-state Transportation Management Area (TMA) centered around Round Lake Beach. While no specific entity was actually identified as seeking this separate TMA designation, the Federal*

Continued on page 2

INSIDE:

IDOT Welcomes New Secretary.....	2
Pavement Preservation with Stimulus Funds.....	4
Engineer of the Year.....	6
Technician of the Year.....	7
IACE Engineers of the Year.....	8
Safety Projects with ARRA.....	9
Worker Visibility Rule.....	10
T2 Training Class Survey.....	11

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



IDOT Welcomes New Secretary GARY HANNIG

On February 28, 2009 Governor Pat Quinn named Gary Hannig Secretary of the Illinois Department of Transportation, overseeing personnel engaged in all facets, aspects and modes of transportation in Illinois.

Gary Hannig was born July 22, 1952 in Litchfield, Illinois. He was raised in Mt. Olive, Illinois where he attended Holy Trinity Catholic Grade School and Mt. Olive Community High School. Before graduating from Mt. Olive High School in 1970, Gary was selected as a member of the prestigious National Honor Society.

Gary attended the University of Illinois in Champaign, where he graduated with honors with a degree in Accounting in 1974. In 1975, he passed the exam to become a Certified Public Accountant.

In 1978 Gary Hannig was elected as the youngest member of the Illinois House of Representatives at that time. He has served as a member in every General Assembly until he resigned in February 2009.

Gary was appointed Assistant Democratic Leader for the 89th General Assembly and Deputy Majority Leader for the 94th General Assembly. He was the Chief Budget Negotiator for the House Democrats.

Continued from page 1

Highway Administration (FHWA) still had to recognize this designation. Eventually, agreements were signed so that the Chicago Metropolitan Agency for Planning (CMAP), which is the Chicago urbanized area metropolitan planning organization (MPO), retained planning responsibilities for the Illinois portion of the TMA, and the Southeast Wisconsin Regional Planning Commission (SEWRPC) retained planning responsibilities in Wisconsin. Until the next Census is completed, Round Lake Beach will continue to be identified as receiving its own appropriation, although in reality it is to be included with the Chicago TMA sub-allocation].

Of the remaining \$78 million for local agencies, \$45 million was sub-allocated to urban areas with populations between 5,000 and 200,000. This sub-allocation was based on population.

The last \$33 million was distributed among the rural areas of the state which consisted of the ninety-six downstate Illinois counties (this

excluded Cook, DuPage, Kane, Lake, McHenry, and Will counties).

Municipalities with populations less than 5,000 and townships can coordinate with the counties for use of the \$33 million available for rural areas. These rural funds were distributed based on 1) non-urban population, 2) non-urban area (square miles), and 3) non-urban centerline mileage.

IDOT, with guidance from the Federal Highway Administration (FHWA), utilized the same factors for distribution of the ARRA funds as are used in the annual allotment of federal Surface Transportation Program (STP) funds to local agencies. These factors have been in use since 1991 in distributing both the rural and urban allotments to local agencies in Illinois and have been agreed upon by the metropolitan planning organizations (MPOs), county engineers and municipalities within the state.

For a list of the ARRA dollar amounts provided to each local

agency in Illinois, please access the following website: www.dot.il.gov/stimulus/fundingsplits.html.

The ARRA funds are being provided at a 100% funding ratio, with no local match required. However, the transportation enhancement funds will be provided at an 80% federal/20% local match ratio; the local agency will be required to provide the 20% match utilizing local funds.

The federal economic stimulus funds are not grants to be given directly to local agencies. These funds will be received through a reimbursable process, whereby either IDOT or the local agency provides the initial funding required for each project. To be eligible for federal reimbursement, work on a project cannot begin until federal authorization. Once FHWA has authorized the funds for the project and work is actually under way, IDOT requests

Continued on page 3

Continued from page 2

and receives reimbursement from the federal government for the federal share of the project. FHWA will reimburse 100% of these funds to the state or local agency only after evidence is shown that expenditures were conducted within federal regulations (including environmental, labor, etc.).

The ARRA funds have the same

funds cannot be used on roads functionally classified as local roads or rural minor collectors except in the following circumstances:

- Bridges on public roads of any functional classification;
- Carpool projects, fringe and corridor parking facilities, bicycle transportation and pedestrian walkways, and public sidewalks to comply with the Americans

- For projects in non-MPO areas, the process requires the lead local agency to publish the project in a local publication (i.e., newspaper) for a 15-day public comment period. After the 15-day timeframe, IDOT is notified of any public comments and then coordinates with FHWA to approve this project to be amended into the current STIP.



eligibility requirements for utilization as regular STP funds. Even though the ARRA is intended to be accomplished within a limited timeframe, the same federal guidelines and procedures for the use of federal funds will be required. FHWA will not implement any shortcuts for expediency throughout the various phases of the funded projects. Any phase of a project is eligible to use the ARRA funds.

Highway construction projects utilizing stimulus funds will still need to be located on federal-aid routes functionally classified as urban collectors, rural major collectors or higher. These federal-aid stimulus

with Disabilities Act of 1990;

- Safety infrastructure projects;
- Transportation enhancement projects. Each project that has not been previously published in the IDOT Multi-Year Highway

Improvement Program will have to be amended to the current Statewide Transportation Improvement Program (STIP) in order to meet public involvement policies for federal authorization:

- If a project is in an MPO area, it must be included in that MPO's Transportation Improvement Program (TIP).

The necessary state appropriation (authority to spend) for the federal ARRA funds being provided to Illinois was signed into law by Governor Quinn on April 3, 2009 as Public Act 096-0004.

The ARRA funds sub-allocated to the local agencies must be federally authorized by March 3, 2010 (which is one year from the date of apportionment of the funds by FHWA to Illinois), or they will be redistributed to other states that can use the funds.

PAVEMENT PRESERVATION WITH STIMULUS FUNDS

Kevin Burke III, P.E., IDOT Local Policy & Technology Engineer

The Central Bureau of Local Roads & Streets (CBLRS) has received many questions concerning the use of American Recovery and Reinvestment Act of 2009 (ARRA) on pavement preservation projects. This article is intended to provide general guidance and to clarify existing policies regarding pavement preservation. However, agencies should continue to work closely with their District Bureau of Local Roads & Streets (DBLRS) to ensure all ARRA projects meet federal guidelines and deadlines.

The Federal Highway Administration (FHWA) issued a memorandum on September 12, 2005 to define pavement preservation eligibility for federal funding.

“Pavement Preservation is ‘a program employing a network level, long-term strategy that enhances pavement performance by using an integrated, cost-effective set of practices that extend pavement life, improve safety and meet motorist expectations.’ (Source: FHWA Pavement Preservation Expert Task Group)

An effective pavement preservation program will address pavements while they are still in good condition and before the onset of serious damage. By applying a cost-effective treatment at the right time, the pavement is restored almost to its original condition. The cumulative effect of systematic, successive preservation treatments is to postpone costly rehabilitation and reconstruction. During the life of a pavement, the cumulative discount value of the series of pavement preservation treatments is substantially less than the discounted value of the more extensive, higher cost of reconstruction and generally more economical than the cost of major rehabilitation. Additionally, performing a series of successive pavement preservation treatments during the life of a pavement is less disruptive to uniform traffic flow than the long closures normally associated with reconstruction projects.”

This federal definition has been confused with the Local Agency Pavement Preservation (LAPP) Policy that was issued by CBLRS on December 30, 1993 (now contained in Section 33-4 of the BLRS Manual). The LAPP Policy addresses the repair and resurfacing of existing roadways and is intended to provide an interim improvement until rehabilitation or reconstruction may be funded. Form BLR 33410 is used for project approval. The LAPP policy is intended for functional hot-mix asphalt (HMA) overlays and does not meet the current federal definition of pavement preservation. Therefore, pavement preservation projects should not be submitted using BLR33410. However, HMA overlays

under the LAPP Policy are eligible for ARRA funding.

The key point of the federal definition is “the cumulative effect of systematic, successive preservation treatments.” Since 2005, the CBLRS has been allowing counties to participate in a pilot pavement preservation program with federal funds. In order to be eligible, a county must request participation from the DBLRS by providing:

- the condition rating of all highways included in the pavement preservation program;
- a ten year program estimate detailing types of treatments and typical treatment timings; and
- a detailed 2 year plan with estimated treatment costs.

Continued on page 5

The National Center for Pavement Preservation
2657 Jolly Road, Okemos, Michigan 48864
Phone: (517) 432-6220, Fax: (517) 432-6223, Email: ncpp@engin.msu.edu
MSU Civil and Environmental Engineering • MSU College of Engineering

[About](#)
[Preservation Partnerships](#)
[Training & Services](#)
[FHWA Resources](#)
[Reference Library](#)
[Bulletin Board](#)
[Links](#)

Pavement preservation is a cost-effective set of practices that extend pavement life and improve safety and motorist satisfaction while saving public tax dollars.

The National Center for Pavement Preservation (NCPP) seeks to advance and promote sound preservation practices through education, research, management, outreach, and hands-on technical assistance.

What is Pavement Preservation? [Read more about it.](#)

TSP-2 [CLICK HERE TO VISIT TSP-2](#)

- Pavement & Bridge Preservation
- Preservation Help Desk
- Free Technical Assistance

[ARRA/FHWA Information](#)
[Polymer Modified Emulsion Study](#)
[FHWA & HIF FOR SEAL STUDY](#)
[路面保护中文资源](#)
[Michigan State University](#)
[ncpp](#)



Figure 1: Components of Pavement Preservation

FHWA divides a pavement preservation program into three components: preventive maintenance, minor rehabilitation (non structural), and routine maintenance activities as seen in figure 1. Types of treatments may include thin overlays, in-place recycling, surface treatments, and crack sealing. With dedicated funding for a pavement preservation program, highway agencies are able to combine these treatments over a period of years. As a result, highway agencies should see an increase in overall condition rating of their system.

Several pavement preservation treatments may be eligible for ARRA funding even when performed outside of an approved pavement preservation program.

- Thin HMA Overlays
- Ultra-thin Whitetopping
- Ultra-thin Friction Course
- In-Place Recycling (*Hot and Cold*)
- Mill and Fill
- Microsurfacing
- Cape Seal

Most of these treatments are considered minor rehabilitation and/or

were approved for federal funding by CBLRS before FHWA adopted the current pavement preservation definition. Agencies should continue to provide a list of projects to the DBLRS as early as possible to verify eligibility under ARRA funds.

For more information concerning pavement preservation please visit the National Center for Pavement Preservation at www.pavementpreservation.org.



Cold In-Place Recycling (CIR) with Foamed Asphalt



BROOKS BRESTAL

Mississippi River Bridge

District 8, Bureau of Program Development

Brooks Brestal has been managing and coordinating Illinois' efforts in the New Mississippi River Bridge Project. Brooks was instrumental in the development of various programming and engineering options that led to an eventual signing of the Bi-State Agreement between Illinois and Missouri. His leadership skills has provided the Department the ability to finish off the environmental evaluation required to move the Mississippi River Bridge project to the design phase. With the reputation and ability to get things done, Brooks was assigned solely to this project with a focus of delivering the project.



ENGINEER OF THE YEAR NOMINEES

Vince Cirrintano, *Region 1/District 1*
Trisha Thompson, *Region 2/District 2*
Greg S. Lee, *Region 2/District 3*
Heather Z. Shoup, *Region 3/District 4*
Jeffrey L. Allen, *Region 3/District 5*

Rick Walker, *Region 4/District 6*
David P. Macklin, *Region 4/District 7*
Ryan Guthman, *Region 5/District 9*
James P. Allen, *Safety Engineering, Central Office*

CHAD TODD

Response to Natural Disasters and Incidents

District 6, Bureau of Operations

Chad assisted with department response on four major events in 2008. In January 2008, Chad helped coordinate the department cleanup in Pike and Scott counties after a major ice storm. Then that spring, Chad worked along emergency responders to set up a traffic detour after a major railroad derailment near Barry, Illinois. Chad developed an emergency repair plan and oversaw day labor efforts in response to a significant slide that closed IL 13 for over a month in the summer. In June 2008, as a result of major flooding on the Mississippi, Chad was instrumental in the construction of a temporary roadway on IL 136 into Iowa from Hamilton, Illinois. Finally, in the fall, Chad coordinated the work needed to set up pumps and sandbags necessary to prevent flooding in the town of Frederick when the Illinois River experienced flooding.



TECHNICIAN OF THE YEAR NOMINEES

Mark Schwabe, *Region 1/District 1*

Derek J. Griffith, *Region 2/District 2*

Steve Mellendorf, *Region 2/District 3*

Jackie Schertz, *Region 3/District 4*

Kathleen A. McConnell, *Region 3/District 5*

Raymond S. Warner, *Region 4/District 7*

Tom Shank, *Region 5/District 8*

Julie Klamm, *Region 5/District 9*

Ryan K. McLean, *Materials & Physical
Research, Central Office*

IACE ENGINEERS OF THE YEAR

Each year the Illinois Association of County Engineers (IACE) recognizes certain members who excel at being active in the IACE, take a leadership role in their community, and are exemplary in their work for 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. The year's awards were presented at the 95th Annual T.H.E. Conference which was recently held at the University of Illinois Champaign-Urbana's campus on February 24th and 25th, 2009.



The 2008 IACE Zone I Engineer is Joseph R. Korpalski. Joe received his B.S. in Civil and Environmental Engineering from the University of Wisconsin – Madison in 1990. He worked as an engineer for the Illinois Department of Transportation, Region 1/District 1, for ten years before his first appointment as County Engineer for McHenry County in 2001. Outside of his professional duties, he is a member of the National and Illinois Society of Professional Engineers, National and Illinois Association of County Engineers, American Society of Civil Engineers and American Public Works Association.



The 2008 Zone II Engineer is Calvin Hance. Calvin received a B.S. in Civil Engineering from the University of Missouri-Rolla in 1971. He worked for Marion and Logan Counties and for IDOT before being appointed Morgan County Engineer in 1979.



The 2008 Zone III Engineer is Jeffrey M. Jones. Earned BS degree in Civil Engineering at the University of Illinois after transferring from Southeastern Illinois College. After a year stint with Amax Coal Company, he worked for bridge and paving contractor Superior Structures Inc. as construction superintendent and plant manager. Jeff was appointed as Saline County Superintendent of Highways on December 1, 1984 and has served continuously since.

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 I am pleased to announce that the following four students have been selected as recipients for the 2009 IACE Scholarships:

Robert L. Bates, Junior, CEE/Transportation • Dixon High School, Dixon IL

Alexander S. Brand, Junior, CEE/Transportation • Downers Grove High School

Pamela Gronkowski, Sophomore, CEE/Transportation • McAuley Liberal Arts High School

Amanda Koenig, Junior, CEE/Transportation • Mokena, IL

SAFETY PROJECTS WITH AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA)

James P. Allen, P.E., IDOT Bureau of Safety Engineering

Highway construction projects utilizing stimulus funds will need to be located on federal-aid routes functionally classified as urban collectors, rural major collectors or higher.

However, since ARRA funds are to be implemented using federal Surface Transportation Program (STP) funding guidelines, safety projects on any public road are eligible for the stimulus funds. While no additional ARRA funds are available, local agencies may have a small percentage of their ARRA allocations left for safety improvements; or local agencies may elect to do a more substantial system wide safety project. Following is a brief description of possible projects.

Sign upgrades to meet the new retro-reflectivity requirements are eligible for all local roads as a safety improvement. Counties that ranked low or ineligible agencies (municipalities with populations > 5,000 people) in the Illinois Department of Transportation's Rural Sign Upgrade Program may consider use of ARRA funds at 100%. Agencies selecting to use ARRA funds for sign upgrade must comply with the Rural Sign Upgrade Program requirements including inventory approval, installation of new safety enhancement signage, replacing only regulatory and warning non-retroreflective signs, and installing signs upon delivery.

Low cost, system wide improvements are eligible as safety projects on all local roads. In urban areas, this may include corridor signal upgrades for one signal per lane or increased signal size, pedestrian countdowns, and reflective signal back plates to enhance visibility. In rural areas, agencies may consider curve

enhancement with shoulder widening, chevron installation, edge or center-line rumble strips or stripes, and super elevation correction.

Conducting a Road Safety Assessment (RSA) may help identify improvements that will work well for your system.

Promotion of safety in all ARRA projects is encouraged by FHWA. Therefore, consider the following potential safety projects as additions

to other work: upgrade guardrail end terminal as part of a resurfacing project; use enhanced signing, signal modernization or pavement markings as part of an intersection reconstruction; or accommodate all users (motorists, pedestrian, and bicyclists) in projects.

Please contact the Bureau of Safety Engineering for more safety ideas or for assistance in selecting projects using ARRA funds.



Two-Direction Large Arrow Sign (W1-7) before and after sign upgrade.

WORKER VISIBILITY RULE

By Marshall Metcalf, IDOT, Bureau of Safety Engineering

Wearing a high-visibility vest has always been a good idea. Now, in most cases, it's the law.

The Code of Federal Regulations Title 23, Part 634 established policy for use of vests. Effective November 24th, 2008, workers within the right of way of a federal-aid highway who are exposed either to traffic or construction equipment are required to wear high-visibility safety garments. The rule also established definitions of who workers are, and what a high-visibility garment is.

A worker means people on foot whose duties place them within the right of way. This includes highway construction and maintenance workers, survey crews, utility crews, all responders to incidents, tow operators, and Adopt-A-Highway volun-

teers. Law enforcement personnel are also required to comply when directing traffic and investigating crashes. Fire fighters have some exceptions, as well.

High-visibility safety garments means personal protective safety clothing that is intended to provide conspicuity in daytime and nighttime usage, and meets the Performance Class 2 or 3 requirements of the ANSI/ISEA 107-2004 publication titled "American National Standard for High-Visibility Safety Apparel and Headwear."

Many of you may ask, what are the rules when I'm not on a federal-aid highway? There is a proposed revision to the 2009 update of the Manual for Uniform Traffic Control Devices (MUTCD) that will require

all workers within the public right of way to wear an ANSI Class 2 or 3 garment. So, whether you are working on a major collector, or out in the sticks, vests are going to become a part of our work apparel.

The good news is compliance is easy. ANSI 107 High-visibility vests are inexpensive, made in all sizes, and are even available in tear-away configuration for those working around equipment. Law enforcement personnel are allowed to wear the ANSI 207 Public Safety Vest, which is shorter in length to allow access to items on their belt.

If you have any questions, contact Marshall Metcalf with the IDOT Bureau of Safety Engineering at (217) 782-8608.



IL DOT conducts a RSA on a township road.

T2 TRAINING CLASS SURVEY

It's Time to Plan the 2009-2010 Training Program

The Bureau of Local Roads and Streets' Technology Transfer Center is soliciting local agency interest in classes for the October 2009 to April 2010 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 2009-2010 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 **June 30, 2009**. If you have questions regarding class content, please call the Center at (217) 785-2350.

Bridge Construction Inspection (2 days)	_____	MUTCD (1 day)	_____
Bridge Inventory Documentation (1 day)	_____	OSHA 10-Hour General Industry (1.5 days)	_____
Bridge Piling (1 day)	_____	Pavement Construction Inspection (3 days)	_____
Bridge Repair (1 day)	_____	Pavement Maintenance (1 day)	_____
Bridge Safety Inspection (1 day)	_____	Reclaimed Asphalt Pavement (RAP) (1 day)	_____
Colors (1 day) (prerequisite before taking classes below)	_____	Rehab of Streets & Highways Seminar (1 day)	_____
• Managing People Effectively (1 day)	_____	Response Handbook for Incidents, Disasters (1/2 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 (1/2 day)	_____
Confined Space Awareness (2 hours)	_____	Street Sweeping (1 day)	_____
Const. Materials Insp. Documentation (1 day)	_____	Structure Info & Management Systems (SIMS) (1 day)	_____
Culvert Hydraulics (1/2 day)	_____	Surveying I-Beginning (3 days)	_____
Context Sensitive Solutions (1/2 day)	_____	Surveying II-Intermediate (4 days)	_____
Documentation (3 days)	_____	Surveying III-Construction Staking (3 days)	_____
Erosion Control (1 day)	_____	Surveying IV-Map GPS & St. Pl. Coord. (2 days)	_____
Flagger Training (1/2 day)	_____	Team Building (1 day)	_____
Hazardous Material-First Responder Awareness (1 day)	_____	Traffic Signal Maintenance (1 day)	_____
HEC-RAS (3 days)	_____	Trenching & Shoring Safety (2 hours)	_____
Highway Jurisdiction/Transfers (1 day)	_____	Work Zone Safety-Crews (1/2 day)	_____
Highway Signing (1 day)	_____	Work Zone Safety-Design (1 day)	_____
Highway Engineering Principles (1 day)	_____	Understanding Specifications (1 day)	_____
Low Cost Safety Improvement Workshop (1 day)	_____	Urban Storm Mitigation/Tree Damage (1 day)	_____
MFT Accounting and Auditing (1 day)	_____	Additional Classes _____	_____

Contact Person _____

Agency _____

Phone Number _____ Zip _____



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.

Illinois Technology Transfer Center
Illinois Department of Transportation
2300 South Dirksen Parkway - Room 205, Springfield, IL 62764
Fax (217) 785-7296
E-mail us at T2LRSDOT@dot.il.gov

Local Policy & Technology Engineer

KEVIN BURKE

Kevin.BurkeIII@illinois.gov • (217) 785-5048

Training and Graphics Specialist

AMY NEALE

Amy.Neale@illinois.gov • (217) 782-1682

Training Development Technician

ROY WILLIAMSON

Roy.Williamson@illinois.gov • (217) 785-2350

Visit our website at www.dot.il.gov/blr/t2center.html



T2 ADVISORY COMMITTEE

Thomas E. Klasner

(Chairman)

County Engineer, Jersey County

201 West Pearl, P.O. Box 427, Jerseyville, IL 62025

(618) 498-5571

Douglas Bishop

County Engineer, Perry County

3698 State Route 13/127, Pinckneyville, IL 62274

(618) 357-6556

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

Pam Broviak

Director of Public Works

City of LaSalle

745 Second St., LaSalle, IL 61301

(815) 223-9508

Vacant

Director of Public Works

Brian A. Pfeifer

Asset Management Program Specialist

Federal Highway Administration

3250 Executive Park Drive, Springfield, IL 62703

(217) 492-4281