

# ILLINOIS INTERCHANGE

Vol. 2020-01



## PASER TRAINING IN DIXON

Barry Kent, Technology Transfer Program Manager



The inaugural training session of PASER (Pavement Surface Evaluation and Rating) system was held in Dixon, Illinois on November 19th, 2019. PASER is an engineering based pavement rating system that helps road agencies assess the condition of their pavements. It describes types of defects and provides a simple system to visually rate pavement conditions. The class included both classroom lecture and practicing rating roads in the field for asphalt, seal-coat and gravel pavements.

Brian Tjernlund, Lee County Assistant County Engineer, developed the class and taught the 37 students from different LPA's throughout Illinois. The hands-on experience of rating 3 different types of pavement in the afternoon was very productive and gave each student a chance to take what they learned in the morning classroom session and apply it in the field that afternoon. Brian said "being the

first time this has been taught at IDOT, I was glad to have the class so well received. Students especially appreciated how simple the PASER system is to use and how it can help their agencies plan and budget for their future road maintenance. Several students commented that they would also like to see concrete ratings added which will be included in future classes."

The updated course is intended to assist local officials in understanding and rating the surface condition of asphalt, concrete, sealcoat, and gravel pavements. The course will consist of both classroom lecture and practicing rating roads in the field. "The class was well received by the Local's in attendance and demand for future classes will be high" says Tony Baratta, IDOT D2 LR&S Engineer.

PASER will be offered again on March 26, 2020 in Springfield at UIS in Room PAC G.

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

## BUILD A BETTER MOUSETRAP

Have you or one of your co-workers recently built an innovative gadget or developed an improved way to do a job? Well, now is the time to show off your creativity. The Illinois Technology Transfer (T2) Center is participating in the 2020 Build a Better Mousetrap National Competition sponsored by the Federal Highway Administration's Local Technical Assistance Program (LTAP) and Tribal Technical Assistance Program (TTAP) centers.

The Build a Better Mousetrap National Competition's purpose is to collect and distribute real world examples of best practices, tips from the field, and assist in the transfer of technology for local and county transportation workers and other LTAP/TTAP clients.

We are looking for projects that you, your employees or crew designed and built. Projects can be anything from the development of tools, equipment modification, and/or processes that increase safety, reduce cost, improve efficiency, and improve the quality of transportation.

Judging criteria will be based on a five-point scale used at both the state and national levels:

- Cost
- Savings/Benefits to the Community
- Ingenuity
- Ease of Transference to Others
- Effectiveness

Submit entries to the Illinois T2 Center, where an independent panel of judges will pick a state winner. State winners will be announced in the Summer of 2020 and entry will be submitted to the National Local Technical Assistance Program/Tribal Technical Assistance Program (LTAP/TTAP) Build a Better Mousetrap Competition. National winners will be announced at the annual National LTAP/TTAP Conference on July 27-30, 2020 in Seattle, Washington.

Submit your entries by email to [Barry.Kent@illinois.gov](mailto:Barry.Kent@illinois.gov) **The deadline to submit your entry is June 1, 2020.**



2020 Build A Better  
**MOUSETRAP**

National  
LTAP & TTAP  
Association

ILLINOIS TECHNOLOGY  
TRANSFER CENTER

Illinois Department  
of Transportation

## LET'S PLOW RIGHT IN

Plowing is an essential winter maintenance operation, so let's get into plowing and plowing techniques. First, let's talk about some considerations that operators must adopt as intuitively as they can – these should be second nature with experienced snow fighters.

All the normal thinking of defensive driving applies to the equipment operator in a snow storm. A heightened awareness of everything is important. Not just other vehicles, but pedestrians too. Uncleared or slippery sidewalks may force walkers out into the roadway, and they may or may not have clothing that makes them easy to see. Like it or not, you must be on the lookout for them.

Particularly in ice storms, actively look ahead for down or drooping utility lines, poles, or trees. Spot abandoned vehicles as far ahead as you can, so you have time to stop or take evasive actions. A spotter in the passenger seat can be handy not just to tell you amusing anecdotes and keep you awake, but also to help you always keep a sharp eye up ahead so there's plenty of time to take corrective actions.

Snow and ice control are not about convenience or getting to the hunting apparel sale at the mall. It's not even about clearing the streets to get people to work and school – not yet. First, it's about public safety. There's plenty of time to think about getting to jobs and schools, providing for economic development and tourism, and commerce as the storm starts to wind down. But through the peak of the storm and beyond, you need to be singularly focused on ensuring that if there is a 911 call, the EMTs, firefighters, and police officers can get their vehicles through and can respond as quickly as possible.

If you knew where those things would happen, you could just clear those streets. But then, you could also take actions to stop that bad thing from happening. Either way,



you don't know. So, smart money is to clear a distribution network of streets, starting with your primary streets and working outwards. Also, have a system in place for communicating with other first responders to help coordinate your agency's response. It is important to identify these priorities in your snow and ice control plan of time. Educating the public about the process your agency has for clearing streets can help them have a better understanding why you do what you do. So, think about these concepts when drafting press releases and making public presentations. Also, keep in mind, you might need to explain in greater detail route differences, such as a primary route versus a secondary route, and so on.

### Rural Routes

Let's look at plowing typical rural roads with one lane in each direction; we'll focus in a moment on roads in an urban environment, which can up the ante. Here, we often have narrow or non-existing shoulders which might limit our snow storage and can pose hazards with plows in ditches. If the adjacent lands are open, drifting snow can again be a problem.

The typical approach is to start in one direction with the plow overlapping the centerline somewhat exposing that centerline stripe early is an important visual cue for the motorists behind you and tells you that, yes,

you are still on the road. (If that seems like a strange concern, you need to spend a night in a plow truck with near whiteout conditions – then you'll understand.) Coming back the other direction, you grab at or just over the centerline to minimize windrows. Depending upon the size of the plow and the traffic volume on the roadway, you may need four passes just to clear enough for two-way traffic.

Everything must be pushed to the right because there's no median, and if you're expecting a heavy storm or more storms behind it or melting and freezing in the coming days, you need to get it back off the shoulder, if you can, to make room. Depending upon horsepower, that will be easiest early on, but you may not have the luxury for the passes it will take to do it right now.

There is sometimes a real temptation for plow operators, late at night, when there seems to be no traffic on the road, to tandem plow the full width of a two-way road at one time, with one or more plows moving against the flow of traffic – BAD IDEA. Unless you've set up traffic control to ensure that no traffic can come from the opposite direction (which is very difficult to do considering driveways and intersections and so on), this should never be allowed. It's a well-intentioned idea, but it's too risky for the gain.

### Urban Routes

Urban streets pose many of the same challenges as the rural routes, but you now also have new concerns to attend to.

Adjacent sidewalks mean we must really think about plow speed. Throwing snow over on the sidewalk creates a problem for someone else (or your own agency) and this does not help your public relations people; as or more important, there can be a pedestrian on that sidewalk (I don't know why they aren't home where it's safe,





they're just not.) and snow thrown by a plow is not fluffy and light, particularly if it has stones and hubcaps in it. Slow it down. Adjacent parking is a similar concern. As folks are digging out their cars, they tend to stick their butts out in the travel way and may or may not notice you coming. They may pop out from between cars without notice. You must be on the lookout. And slow down.

Intersections should generally be plowed by carrying snow around corners and depositing it to the right of the road because this tends to minimize piles in the intersection, but it's still going to leave that curved diamond in the center and if you have lighter equipment available, this can be a good use for it in an urban environment where these intersections are in close proximity.

In heavier storms, you should have a contingency plan for removing snow with loaders and dump trucks and have an environmentally suitable location to put it.

In grid street systems, hit the priority streets first and often; a series of right turns is often the most efficient way to work through these, but some careful consideration of maps, coupled with the operator's experience, will yield a smart approach.

If you want parking aisles cleared during the storm to facilitate removal on key routes, you need local regulations that provide a means to make it happen. It must be enforceable, so ask law enforcement and your legal counsel. If you don't consistently enforce it, you may win the battle but lose the war.

And how do you enforce it? Writing them a ticket doesn't do you a lot of good, if the goal is for the car to not be there. You'll need a tow truck company. Ever towed someone's car? It does not make them happy. If you're not prepared for their angst – don't pass the ordinance and don't put up the sign.

Another technique is to pass an ordinance

providing for alternate side parking in the days that follow a storm, enabling you to clear those aisles over the next couple days. Of course, the snow tends to be packed down to ice piles by then, so it's only going to get so good. This is often a good job for a backhoe, skid steer, or loader.

### **Cul-de-sacs, Dead End Streets, and Alleys**

So, I stated earlier, never go against traffic. Well, when plowing cul-de-sacs, sooner or later, you will do this. Or you're going to be backing up a lot and that's a dicey maneuver also. But unless you have just the right cul-de-sacs and just the right equipment, you'll end up doing one or both. Be careful. Use a spotter when you can and when it's safe to do so. There are many cul-de-sac designs, which means there is no one way to attack them.

These are just a couple examples, but anything else will be a variant on the theme.

If you have a one-way plow, you are stuck sending snow to the right only. So, a somewhat convoluted approach like I mentioned in the previous paragraph is necessary.

If you use reversible plows, you can attack with more flexibility, as in the second approach.

You can also enter the cul-de-sac on the right (i.e., the right way) and go around the outside two thirds or so around, throwing snow to the right, stop, back up to the rear of the cul-de-sac and then make a series of back and forth movements to clear the snow out of the cul-de-sac.

One of the goals in plowing a cul-de-sac is to minimize how much snow you're carrying at any point because there's usually a lot of driveway entrances and you'd like to minimize the angst. That's why pushing some of the snow into a center island is nice if you have the chance and pushing the snow out of the cul-de-sac (to somewhere) is another nice option if you have it.

Dead ends pose similar challenges as cul-de-sacs, plus they have the bonus of little or no turnaround area (There may be a T-turn-around if you're lucky.) and there may be no right-of-way room for storage of pushed snow. In these cases, you may find you have to back down the dead end and push snow out of the street. If you have these, try to have someone with you to assist with backing and take it slow; don't run over the curious residents that pop out in the road when you finally come down their street.

Alleys can pose additional safety concerns because there could be doorways leading right onto them and people could walk right out in front of you. With limited visibility, you really need to avoid backing up in alleys. Of course, some alleys are narrow, and you'll need to select the equipment that can do that route deliberately. Additionally, materials may be in the way: trash cans, dumpsters, stored materials, cars, etc. You should address these issues in advance and pass an ordinance if necessary.

### **Parking Lots**

If you have parking lots, get to them early if you can, but you already know that. If you have wheel stops, know where they are, because you're going to break them and jar your kidneys. Have you backed into a light post? You never see them move behind you, do you?

With parking lots, plan where you're going to push the snow. The higher it is, the longer the pile is going to be there, if that matters. And plan the worst of it on the low side of the lot but be mindful that you don't make an enemy of the neighbors by creating a drainage problem when the melting starts.

Push boxes are commonly used for parking lots and other large surfaces like pedestrian plazas, as they allow the operator to push snow straight ahead, minimizing windrows and damage to the pavement.

**Bridges**

You may have heard that bridges freeze before roadways or that they're prone to be icy. This caution is not just for motorists; it's also for you as a plow operator. Be careful on approaches to bridges while you're in that big, bulky rig.

Bridges require additional considerations. Control speed so you don't send snow, rocks, and debris over the side and onto cars or people below. Think about where the drainage features of the bridge are located and try not to jam them up. Think about what happens when it all starts melting.

**Speed**

Speed is a bit of a double-edged sword. Top speeds should always be low enough to ensure that the plow vehicle can be operat-

ed safely. Traction conditions must be continually monitored - sudden changes must be expected. It's a heavy vehicle on a pavement that is more slippery than normal. You must be prudent.

Sometimes, you'd like to go faster – the snow will be broadcast wider and minimize windrows and help with melting and all that – on a rural road, this might be fine. And the faster you're moving, the greater your productivity will be, all things equal.

On the other hand, slower speeds in urban areas will minimize snow on the sidewalks and pose less danger to pedestrians (flying stones and all that).

Slower speeds also give you more time to observe trouble up ahead (stalled car, kids, ATVs, animals, downed trees or utilities, etc.)

and take evasive or braking action. At slower speeds, you can deal better with the kidney jammers (bridge expansion joints, railroad crossings, manholes) and do less damage to these structures and your plow rig.

Speed can also affect your material spreading effectiveness. Your speed should match the distributor speed, based on your calibration runs.

**Snow plowing isn't for the weak. It is an art and a skill. It takes patience, lots of practice, and experience. You will encounter many of the situations discussed in this article and even more we didn't cover. Have a safe winter maintenance season!**

*Article shared by Matt Carter, Delaware T2 Center (LTAP)*

SAVE THE DATE / JULY 27-30, 2020

**NATIONAL LTAP-TTAP-NTTD ANNUAL CONFERENCE**

SEATTLE, WASHINGTON

**RENAISSANCE SEATTLE HOTEL**  
515 Madison St / Seattle, WA 98104

National  
**LTAP & TTAP**  
Association



PROPELLING  
INNOVATION







## NATIONAL WORK ZONE AWARENESS WEEK



NWZAW is held each year at the beginning of the road construction season, to spread awareness of the importance of work zone safety. The event is held nationwide, and each year a state department of transportation (DOT) hosts a media kickoff event for NWZAW. State DOTs must apply to host the NWZAW kickoff event in their state.

### 2020

**Host State: Michigan**

**Dates: April 20-24, 2020**

Michigan will be the host of NWZAW 2020. The national press kick-off event will be held at on April 21 at a location to be determined.

### Go Orange Day 2020


**Wednesday, April 22**

All roadway safety professionals across the country are encouraged to wear orange to proudly show their support of work zone safety. Go Orange Day and NWZAW is an important time to show your support of the roadway safety industry, especially to the families of victims who have lost their lives in work zones.






NWZAW has been successful in spreading awareness for work zone safety across the country because of participation from organizations and individuals just like you. Hundreds of companies and individuals reach out to ATSSA on social media each year using #NWZAW. <http://www.nwzaw.org/>






**The IDOT Technology Transfer Center will be passing out t-shirts in support of NWZAW during the month of April at Work Zone Safety trainings and Flagger trainings (while supplies last).**




**Illinois Chapter Conference**  
*May 6 - 8, 2020*

-  Sessions Focusing on Innovations and Improvements in Public Works
-  Institute of Transportation Engineer Sessions
-  Operation Maintenance
-  Sustainability Track
-  PPUATS Street Maintenance Seminars



**2019 APWA Project of the Year – Jackson Street Corridor  
Springfield, IL**



**IMSA Certification Seminars**  
May 4th – 8th, 2020

# OUT AND ABOUT

come meet the T2 staff!

## The Illinois Technology Transfer Center events in 2020

- January 13-15** in Washington DC at the Winter **NLTAPA** meeting
- February 10-11** in Springfield at the **TCTR** DBE conference
- March 3-6** in Indianapolis, IN at **The Work Truck Show 2019**
- March 24-25** in Decatur at the **ECIHCA** seminar
- April 29-May 1** in Bloomington at the **IACE** annual Spring meeting
- May 6-8** in Peoria at the **APWA** Illinois Chapter conference
- May 11-15** in Effingham at the **APWA** Illinois Roads Scholar Program
- May 20-21** in Villa Park at the **APWA** Chicago Metro Chapter conference
- June 11-12** in LaHarpe at the **WCIHCA** seminar
- July 26-30** in Seattle, Washington at the **NLTAPA** conference
- August 5-6** in Peoria at the **THCOI** conference
- September 11** in Peoria at the **APWA** Snow Rodeo
- September 24-26** in Chicago at the **IML** conference
- October 7-9** in East Peoria at the **IACE** annual Fall meeting
- October 15-16** in Bloomington at the **IPWMAN** conference
- November 15-17** in Springfield at the **TOI** education conference



**FEBRUARY 10-11, 2020**

CROWNE PLAZA  
SPRINGFIELD, ILLINOIS

**SAVE THE DATE!**



The T2 center has a strong relationship with the following:

**APWA**

*(American Public Works Association)*

**ECIHCA**

*(East Central Illinois Highway Commissioners Association)*

**IACE**

*(Illinois Association of County Engineers)*

**IML**

*(Illinois Municipal League)*

**IPWMAN**

*(Illinois Public Works Mutual Aid Network)*

**LTAP**

*(Local Technical Assistance Program)*

**NACE**

*(National Association of County Engineers)*

**NLTAPA**

*(National Local Technical Assistance Program Association)*

**NTTD**

*(National Transportation Training Directors)*

**TRB**

*(Transportation Research Board)*

**TCTR**

*(Today's Challenge Tomorrow's Reward)*

**THCOI**

*(Township Highway Commissioners of Illinois)*

**TOI**

*(Township Officials of Illinois)*

**TOIRMA**

*(Township Officials of Illinois Risk Management Association)*

**WCIHCA**

*(West Central Illinois Highway Commissioners Association)*



# IMPORTANT NOTICE – FLAGGER TRAININGS



Flaggers whose certification expires on or before **August 31, 2020**, will need to be enrolled in one of the **Spring 2020** training sessions scheduled.

Going forward, flagger trainings will be held at strategically placed locations throughout the State. Trainings will be held in every region of the State each Spring and Fall, locations within each region will be rotated per training season.

If your agency has a training room which is computer/projector accessible, will seat at least 50 participants, and is willing to host with other agencies in attendance, please contact Stephanie

Stoverink at [Stephanie.A.Stoverink@illinois.gov](mailto:Stephanie.A.Stoverink@illinois.gov) to be placed in this rotation.

The US Department of Labor and the Illinois Department of Labor have not specifically defined flagging as a hazardous job. However, the Illinois Department of Transportation recognizes there are definite hazards and risks associated with the job of flagging.

As of August 1, 2019, the IDOT Bureau of Local Roads and Streets Technology Transfer Center limits participation for flagging classes and activities to participants **age 18 and up**.



**May 20th-21st**  
**Odeum Expo Center**  
 1033 North Villa Avenue  
 Villa Park, IL 60181

**Featured Education Tracks:**

- WATER
- TRANSPORTATION
- ENVIRONMENTAL
- YP YOUNG PROFESSIONALS

# SAVE THE DATE!



## INNOVATIVE USE OF JAWS-OF-LIFE MEANS REPAIRS TAKE MINUTES INSTEAD OF HOURS



Designed to pry or cut the steel from mangled automobiles, we're probably the only government organization to use the Jaws-of-Life to straighten the crushed ends of steel culverts. Arapahoe County Road and Bridge partnered with Byers Fire Department and together they

were able to turn an ingenious idea into a time- and cost-saving reality.

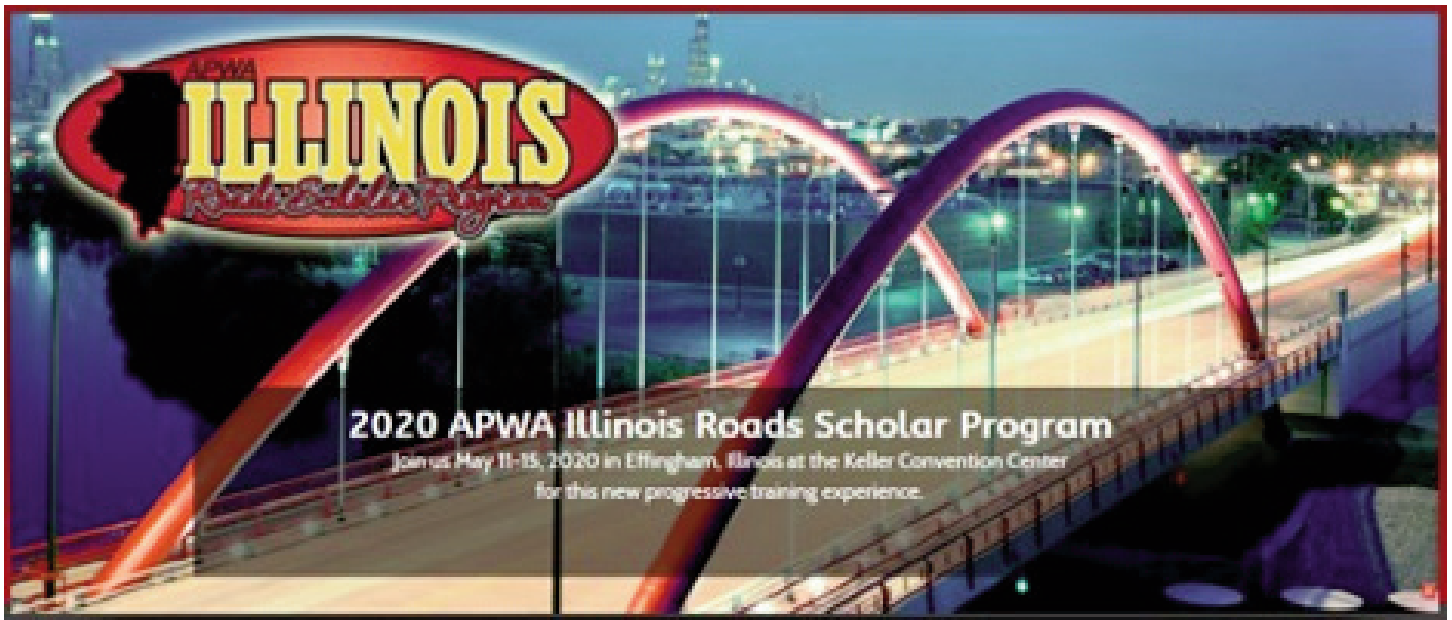
This innovative plan enabled Road and Bridge staff to hydraulically straighten damaged culverts in a fraction of the time and expense it normally takes. Repairing these culverts in a traditional manner required approximately 4-6 hours of labor and cost around \$1,000 per culvert. With the Jaws-of-Life, it takes only one employee under 30 minutes to make the repairs and the work can also be completed without disrupting traffic.

So unique was this solution that the Colorado Chapter of the American Public Works Association recognized the Road

and Bridge staff for their innovation. And subsequently, the Arapahoe County Board of County Commissioners approved the purchase of the Jaws-of-Life. The equipment has already paid for itself in cost savings with the first dozen repairs and it's expected that \$300,000 in savings will be realized over the life of this equipment.

<http://www.co.arapahoe.co.us/CivicAlerts.aspx?AID=1407>

*Story by: Colorado's Arapahoe County Road and Bridge partnered with Byers Fire Department.*





U.S. Department of Transportation  
Federal Highway Administration



TRANSPORTATION  
CURRICULUM  
COORDINATION  
COUNCIL  
AASHTO

Local government and tribal transportation practitioners across the U.S. are responsible for more than 75 percent of our Nation's highway network. AASHTO's TC3 training library is one resource for local and tribal agencies in building and maintaining the skills necessary to operate such a vast system. FHWA has an agreement with AASHTO to provide local government and tribal transportation practitioners with access to this library.



## What is TC3?

TC3 is AASHTO's online training library of 190+ training modules. Courses are developed by subject matter experts and include national best practices. All courses are available on the TC3 website and also a mobile app, available on iOS and Android systems.



## About the Courses

Courses are developed using a Core Curriculum Matrix model that focuses on six technical categories: construction, employee development, maintenance, materials, pavement preservation, and traffic and safety. Each category is divided into four skill levels that define a career progression, from entry level (Level I) through management and administrative (Level IV). Users can then take courses that match their field and skill level.

For maximum flexibility, users can build a personal library of courses. They can also start and stop courses as needed based on their schedule. The platform includes a dashboard that tracks progress through each course a user starts so they can see where they are at a glance and pick back up where they left off.

More than 90 percent of the courses also qualify for professional development hours (PDHs) that can contribute to continuing education and licensure renewal.

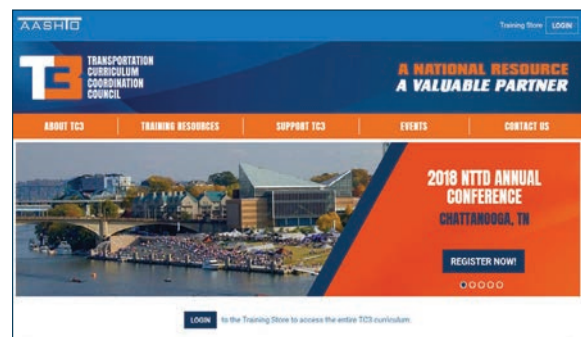


## Get Started!

Access to courses is available to local agency and tribal staff only. To get started:

Create an AASHTO account login at <https://register.transportation.org>

- Select Register. **Then you must enter your agency email address.**
- After registration is complete, you will have unlimited access to the curriculum.
- To browse and gain access to the TC3 course offerings, go to <https://tc3.transportation.org/>
- Use promotion code: **D5X3-B3D9-52CB-4XCX**
- For additional help, watch this YouTube video: <https://youtu.be/NcFONY2R78s>



*FHWA does not endorse specific products, services or enterprises.*

TC3  
[www.tc3.transportation.org](http://www.tc3.transportation.org)

FHWA Center for Local Aid Support (CLAS)  
[CLAS@dot.gov](mailto:CLAS@dot.gov)  
[www.fhwa.dot.gov/innovativeprograms/centers/local\\_aid](http://www.fhwa.dot.gov/innovativeprograms/centers/local_aid)

## Illinois Technology Transfer Center

### 2020 Class Offerings

#### ADA Self Evaluation and Transition Plans

Tim Peters (IDOT)

#### ADA/PROWAG (Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way) Seminar

Traci Baker (FHWA) and Carrie Nelsen (IDOT)

#### Basic Essentials of the Uniform Act, Real Estate Workshop for LPAs

James Kyte (FHWA)

#### Basic Math Refresher Training

Barry Kent (IDOT)

#### Basic Supervisory Skills

Barry Kent (IDOT)

#### Communication Excellence: Written Communication and Maximizing Social Media in the Workplace

Tina Barton (Consultant)

#### Concrete Structures

Doug Dirks (IDOT)

#### Contract Administration

Mike Copp (IDOT)

#### Creating a Healthy Workplace Culture Starts With You

Heather Humphrey (IDOT)

#### Drilled Shafts Construction Inspection

Doug Dirks (IDOT)

#### Earth Excavation and Embankment

Ryan Sheley (IDOT)

#### Excavating-Trenching

County Highway Department

#### Flagger Training

Stephanie Stoverink (IDOT)

#### Grant Accountability and Transparency Act (GATA)

Carissa Calloway (IDOT) and Dana Edwards (IDOT)

Denise Johnson (IDOT) and Shelly Runyard (IDOT)

Aubrey Schuckman (IDOT) and Cassandra Squires (IDOT)

Melanie Turner (IDOT)

#### General Administrative Duties of the Township Highway Commissioner

Barry Kent (IDOT)

#### HEC-RAS Training

Consultant

#### IDOT Phase 1 Course

John Sherrill (IDOT) and Felecia Hurley (IDOT)

Carlos Feliciano (IDOT) and Charles Riddle (IDOT)

Kevin Stallworth (IDOT) and Janel Veile (IDOT)

Ken Runkle (IDOT) and Janis Piland (FHWA)

#### Illinois Roads Scholar Program

APWA Chicago Metro Chapter in conjunction with IDOTT2

#### Implementing Safe Work Zone Operations Strategies

FHWA

#### Instructing the Implementing Safe Work Zone Operations Strategies Training Course

FHWA

#### Instructing the Implementing Safe Work Zone Operations Strategies Training Course

FHWA

#### Land Acquisition: A Federal and State Update

James Kyte (FHWA)

#### Land Acquisition: Negotiation Skills Workshop

James Kyte (FHWA)

#### MFT (Motor Fuel Tax) Accounting & Compliance Review

Amy Whitecotton (IDOT)

#### MUTCD (Manual on Uniform Traffic Control Devices) Training

Dean Mentjes (FHWA) and Marshall Metcalf (IDOT)

#### PASER

Brian Tjernlund (Assistant Lee County Engineer)

#### PCC Pavement Construction Inspection

Doug Dirks (IDOT)

#### Permeable Pavements Workshop

FHWA

#### Pile Foundation Construction Inspection

Mike Copp (IDOT)

#### Plant Mix Asphalt: Design, Construction, Maintenance, and Rehabilitation

Kevin Burke III (Illinois Asphalt Pavement Association)





**Project Administration Seminar**

IDOTT2

**QBS (Qualification Based Selection) Training**

Tim Peters (IDOT)

**Seal Coats (Oil and Chipping)**

Consultant

**Seal Coat, Gravel and Dirt Roads**

Tim Peters (IDOT)

**Small Drainage Structures Construction Inspection**

Mike Copp and Ryan Sheley (IDOT)

**Snow and Ice Control**

Tim Peters (IDOT)

**Social Media: Do's and Don'ts**

Joe Schatteman (IDOT)

**Steel Structure Construction Inspection**

Justan Mann and Ryan Sheley (IDOT)

**TMOST (Tractor Mower Operator Safety Training)**

Consultant

**Turning Conflict into Collaboration**

Heather Humphrey (IDOT)

**Understanding USACE and IDNR/OWR Permitting Requirements for Road Projects**

Donna Jones (Army Corp of Engineers) and Bill Milner (IDNR) – Downstate  
 Keith McMullen (Army Corp of Engineers) and Steve Altman (IDNR) – St. Louis  
 District Julie Rimbault (Army Corp of Engineers) and Gary Jereb (IDNR) –  
 Chicago area

**WMFT (Web Motor Fuel Tax)**

Barry Kent (IDOT)

**Work Zone Safety**

Paul Gurklys (IDOT) and Dean Mentjes (FHWA)

**You, Others & Their Real Colors (Real Colors Series Program)**

**Real Solutions (Real Colors Series Program)**

**Real Applications (Real Colors Series Program)**

**Real Teams (Real Colors Series Program)**

Stephanie Stoverink (IDOT)

**Roadside Safety Design**

**Highway Slope Maintenance and Slide Restoration**

**Traffic Signal Design and Operation**

**Modern Roundabouts: Intersections Designed for Safety**

**Intersection Safety Workshop**

NHI (National Highway Institute) (FHWA)

**Barry Kent**

Technology Transfer Program Manager • Illinois Department of Transportation

2300 S. Dirksen Parkway, Room 208 • Springfield, IL 62764

(217) 785-2350(w) • (217) 720-2300(c) • barry.kent@illinois.gov

Schedule, Enroll or Host by contacting

**Save The Date**



**106<sup>th</sup> Annual Spring Meeting**

April 29-30, May 1, 2020

Bloomington-Normal Marriott Hotel &  
 Conference Center, Normal, Illinois

**Save The Date**



**106<sup>th</sup> Annual Fall Meeting**

October 7-9, 2020

Embassy Suites  
 East Peoria, Illinois

Join us as we celebrate the 20th anniversary of The Work Truck Show® in 2020.



# 20<sup>TH</sup> WORK TRUCK SHOW ANNIVERSARY

North America's largest work truck event offers access to world-class education and training, thousands of industry professionals, and new technology on display.

# Registration open

**March 3–6, 2020**

Indiana Convention Center  
Indianapolis, IN

Sessions begin March 3  
Exhibit hall open March 4–6

**800-441-6832 | [worktruckshow.com](http://worktruckshow.com) | [info@ntea.com](mailto:info@ntea.com)**

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