

Express Lanes

Lake County TMC and NAVTEQ take top honors in the ITS Midwest Annual Awards

Ten projects were nominated for ITS Midwest 2005 Projects of the Year by the ITS Midwest Board of Directors. Separate awards were made for projects undertaken by public agencies and by private sector companies.



Left photo: Anthony Khawaja (center) of Lake County Division of Transportation in Illinois accepts the award for the public sector Project of the Year from ITS Midwest president Gary Rylander (left) and Recognition committee chair Rick Weiland (right). Right photo: Cindy Paulauskas (center) of NAVTEQ accepts the award for private sector Project of the Year.

All nominees presented innovative ideas and solutions, making the decision for the best ITS project of 2005 a tough one. The 2005 project of the year winners were announced at the 2006 ITS Midwest Annual Meeting. The results were: the Public Sector award went to **Lake County Division of Transportation** and the Private Sector award went to **NAVTEQ**.

BEST PUBLIC SECTOR AWARD



Lake County Passage Final Design and Integration, lead by Lake County DOT, IL DOT, IL Tollway

Lake County Division of Transportation has developed a multi-agency integrated arterial and freeway management system that supports event and congestion management at a level unmatched throughout the country. The project includes automated congestion management, automated event management, integration of County maintenance activities and several ITS elements. This project successfully demonstrated the use of new and innovative technical solutions and showed how local, regional and statewide agencies can work together to support cost-effective multi-jurisdictional ITS solutions.

BEST PRIVATE SECTOR AWARD



Map Enhanced VII for the ITS World Congress, lead by NAVTEQ

NAVTEQ and its partners developed VII technology that was demonstrated at the 2005 ITS World Congress. The project consisted of data about real-time road incidents relayed to a central data server hosted by NAVTEQ. NAVTEQ then aggregated this data and displayed it on a digital map to allow viewers to see where these incidents had occurred. NAVTEQ also developed the 'TEQMobile' which displayed this information while driving. NAVTEQ made a reality of what many considered theoretical or even "wish list" technologies. They demonstrated how an entire business model for VII could exist, from how data is communicated from one vehicle, to a central server, and then relayed to other vehicles.

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

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President's message

GARY RYLANDER
President, ITS Midwest



This year marks the 50th anniversary of the Interstate Highway System. President Eisenhower signed this landmark legislation in June, 1956. The American Association of State Highway and Transportation Officials (AASHTO) is the lead sponsor for a "Celebrate the Interstate!" coast-to-coast convoy in June. It will commemorate the event by stopping in 13 states along its route from California to Washington, DC. In conjunction with the convoy, ITS America will be conducting live demonstrations of ITS applications in an **Innovative Mobility Showcase** at four locations: Salt Lake City, Omaha, Chicago (south suburban Tinley Park, actually), and Washington, DC. The purpose is to demonstrate

new ITS technologies for elected officials, the media, and the public.

The Innovative Mobility Showcase (IMS) demonstrations in Tinley Park will be held on Sunday, June 25th from 2:00 to 5:00 p.m. in the Holiday Inn Conference Center parking lot. I encourage everyone to stop by and see these demonstrations of ITS applications that are closer to deployment than one might think. These are the demonstrations will take place locally on June 25th:

- An in-car driver warning system that warns that a traffic signal is about to turn red,
- An in-car advisory to the driver that a construction zone is ahead, and

- Emergency vehicles given priority access to an intersection by a wireless signal to a traffic controller.

State/Regional Chapters are supporting the IMS at each of the four demonstration sites by providing volunteers to help with on-site logistics, safety and answer questions. For the IMS in suburban Chicago, **ITS Midwest has been asked to provide 20 volunteers** to be on-site from noon until 5:00. This is a great opportunity to see, firsthand, some of the latest technologies that were demonstrated at the highly successful, award winning IMS held as part of last November's ITS World Congress in San Francisco.

Please contact me if you are willing to support ITS Midwest by volunteering to help with this exciting event. I hope to hear from many of you! □

For more information, contact Gary Rylander at grylander@ekmail.com or 312-251-3000.

ITS Midwest holds 2006 Annual Meeting in conjunction with ITS America workshop

Pairing of events provides a significant bonus to participants

ITS Midwest held its 11th Annual Meeting on February 7th in Chicago at the Doubletree Guest Suites hotel. This year, the event was held back-to-back with the ITS America national workshop on Electronic Payment Systems (EPS), which took place the next day. "ITS Midwest and ITS America believe the two events are very complimentary, and hope that participants found the pairing of events convenient and beneficial," remarked Gary Rylander, ITS Midwest president.

The ITS Midwest annual meeting featured sessions on Integrated Corridor Management, ITS Applications & Benefits, and "Getting the Word Out", which was the theme of the annual meeting. Neil Schuster, ITS America president and CEO, provided the opening keynote. He reinforced the need to do a better job measuring our successes and extolling the benefits of ITS. He noted that ITS America is working to establish better metrics to measure benefits and is reaching out to government to raise aware-



ITS Midwest president Gary Rylander introduces the keynote speaker, Neil Schuster, ITS America president and CEO, during opening remarks at the ITS Midwest 11th Annual Meeting.

ness, including monthly roundtable meetings with members of Congress and their staff. Schuster noted future plans to raise consumer and media awareness with events such as the Intelligent Mobility Showcase held at the recent ITS World Congress in San Francisco. The Showcase will also be featured in upcoming "Celebrate the Interstate" events (see President's Message, above).

Brian Cronin, USDOT congestion program manager, led a morning panel on Inte-

grated Corridor Management, which aims to more optimally use ITS deployments by integrating the services of multiple agencies across multiple travel modes. The luncheon speaker, Ronald Giguere, manager of USDOT's ITS Professional Capacity Building (PSB) program, described efforts to provide learning resources to improve the skills of ITS workers.

During the business meeting, elections confirmed the slate of officers and directors (see organization chart at www.itsmidwest.org/aboutus). A technical tour hosted at the Chicago 911 Communications Center rounded out the day. A reception at the hotel in the evening provided a networking opportunity for annual meeting and workshop participants.

The Electronic Payment Systems workshop on February 8th featured a strong slate of speakers from the Midwest, as well as leaders from national and international deployments, to share their experiences and challenges in initiating and making EPS work in their regions. James Reilly, RTA Chairman, gave the keynote address. □

For more information, contact Tom Ewing at ewing@anl.gov or 630-252-5455.

Transportation Management Center officially opens

Lake County celebrated the completion of a key component of its intelligent transportation system when the Transportation Management Center (TMC) officially opened in February. The 4,700 square-foot facility houses technology and staff resources needed for Lake County PASSAGE, the name given to the county's system.

"The county is limited to investing about \$22 million annually for road construction projects and it can cost as much as \$4 million to build one mile of new roadway," according to County Board Member Diana O'Kelly, chair of the Public Works and Transportation Committee. "One way to address congestion is to use intelligent transportation to more efficiently utilize the roads we already have in place."

According to Lake County Board Chairman Suzi Schmidt, Senator Dick Durbin and Congressman Mark Kirk negotiated \$3.6 million to date in federal funding toward the \$6.8 million cost of the initial phase of PASSAGE. This initial phase includes construction of the facility, connecting an initial communications network of 79-miles of fiber optic cable to interconnect traffic signals and purchasing and installing technology at the TMC. The TMC building was constructed at a cost of \$1.3 million in federal funding.

The initial phase involves interconnecting 150 signals throughout Lake County. Additional signals will be added in later phases and will eventually include the county's entire network of 661 traffic signals. A second part of the initial phase to be completed in 2006 includes expanding state/county signal interconnects, expanding



Congressman Mark Kirk and Congresswoman Melissa Bean, along with an audience of officials, celebrated the opening of the facility that will bring intelligent transportation to Lake County.

communications, upgrading software, and enhancing and expanding field equipment.

Phase 2, anticipated to begin in 2007, again includes expanding county/state signal interconnects, expanding networks of interconnected signals to include municipalities, and enhancing field elements with additional equipment such as static and pan/

tilt/zoom cameras. Congressman Kirk and Congresswoman Melissa Bean, along with staff representing Senator Barack Obama, noted at the TMC grand opening ceremony that an additional \$3.2 million in federal funding has been secured to begin the next phase.

In the future, travel times on arterial roadways will be provided via portable changeable message signs, a PASSAGE website and Highway Advisory Radio (1620 AM). Three radio transmitter towers are already in place along the Tollway (I-94) and three additional towers will be added in western Lake County. Highway Advisory Radio uses technology and computerized voice software to automatically broadcast messages when problems occur on arterial roadways.

"To reduce gridlock, we need to widen and expand roads. We also need to manage intersections better using the latest hi-tech equipment. This center will help us to spend less time on the road and more time with our families," Kirk said at the grand opening ceremony. "It will be a model for reducing traffic congestion that plagues Chicago's suburbs."

Also attending the grand opening ceremony were officials from the Illinois Department of Transportation, Illinois Tollway, and local communities. □

For more information, contact Martin Buehler, DOT@co.lake.il.us, or 847-362-3950.

GCM Corridor Action Team construction plans

With the start of the 2006 summer construction season, the GCM Corridor Action Team has been coordinating construction activities and information between agencies to reduce the impact of major construction projects on travelers.

The team held a meeting on February 27, 2006 for agencies to share construction plans for 2006 as well as their methods for providing this information to the public. While there is no major construction planned on the Borman Expressway in Indiana this summer, there are a number of major construction projects in the Southland Chicago area.

Dan Ryan and Kingery Expressways
Illinois DOT is encouraging drivers of passenger vehicles to avoid the Dan Ryan Expressway if possible due to the drastic lane and ramp closures for this widening and improvement project.

Recommended alternates are Ashland Avenue, Stony Island Avenue, Lake Shore Drive, and the Chicago Skyway. The website www.danryanexpressway.com provides detailed information on construction plans and alternative transportation possibilities and allows users to sign up for an email of construction updates. Work on the Kingery Expressway mainline should be completed this year. Construction information and email update subscriptions are available at www.kingeryexpressway.com.

Tri-State Tollway

The Tri-State Tollway is being rebuilt and widened between 95th Street and the Kingery Expressway and between Belmoral

Avenue and Dempster Street. The Illinois Tollway is also converting its remaining toll plazas to Open Road Tolling (ORT) facilities.

Chicago Skyway

Eastbound lanes of the Skyway from State Street to Commercial Avenue will be reconstructed in 2006. This construction should not significantly impact traffic and is an alternate route to avoid some of the Dan Ryan Expressway construction.

The Corridor Action Team published cards with construction information directing travelers to the GCM Travel webpage (www.gcmtravel.com) for real-time information. The cards are being distributed to the public by transportation agencies in the region. □

For more information, contact Dan Shamo at dan_shamo@URSCorp or 317-636-7469.

Awards

Continued from page 1

Other nominees included:

Illinois Statewide ITS Strategic Plan and Architecture, lead by Illinois DOT

The product of an effort involving over 20 partner stakeholders, the Illinois Statewide ITS Strategic Plan helps insure that ITS supports the management and operation of transportation systems, provides improved service and safety benefits to users, and supports key projects throughout the state. This insures that ITS investments are coordinated, integrated, effective and beneficial to both state and regional users.

My 511, lead by NAVTEQ

NAVTEQ, with ATX, developed voice-enabled technology which allows users to receive directions which reflect real-time traffic conditions, traffic information, and parking information through the 511 channel. NAVTEQ demonstrated that directions via the telephone is effective, and they are refining the concept of voice enabled technology to lead to stronger voice-enabled communication with navigation systems in automobiles and via telephones.

Indianapolis Regional ITS Architecture, lead by Indianapolis MPO

In concert with InDOT's Statewide ITS Architecture, the Indianapolis Regional ITS Architecture provides a framework for the integrated deployment of ITS strategies and techniques. With the

Regional Architecture, the MPO and partner agencies can better integrate ITS efforts beyond their boundaries, pool funds, and deploy ITS technologies and projects that benefit both the Indianapolis region, and the entire State of Indiana for years to come.

Gateway TIS: New Tools for Travelers, lead by Illinois DOT

The Gateway Traveler Information System collects, processes, validates, fuses, and distributes real-time information on the performance of the 3-state region's transport system to over 20 operating agencies, more than a dozen public and private sector information service providers including the media, and to the traveling public via www.gcmtravel.com. Gateway receives more than 15 million page views each month from travelers seeking travel time, congestion, construction, and incident information to help them plan and make their trips.

Illinois Tollway and NBC5 Partnership, lead by Illinois State Toll Highway Authority

In April 2003, the Illinois State Toll Highway Authority deployed its new Traffic and Incident Management System, a visionary approach to applying integrated ITS technologies. In the past year, TIMS has been expanded to better manage traffic and inform travelers. A variety of traffic applications were developed through a private sector partnership with local television channel NBC-5 that permits their use of Tollway video and traf-

fic information, while NBC-5 promotes the use of the I-PASS electronic toll collection system and Open Road Tolling.

Critical Incident Customer Communication, lead by Illinois State Toll Highway Authority

The goal of the Illinois Tollway's Critical Incident Customer Communication Initiative is to maximize the dissemination of accurate, real time incident information to enhance the traveler's ability to make informed travel decisions while, at the same time, mitigating the impacts of congestion. Email notification provides notification of Tollway incidents involving lane blockage. This relatively low-cost ITS effort contributes to the reduction of congestion, saves time and money, and has been shown through other studies to improve air quality.

I-74/Peoria Intelligent Transportation System, lead by Illinois DOT

ITS technologies and strategies were planned, designed, and implemented to enhance the operations and management efficiency of the I-74 corridor, both during and after construction. Beginning with the development of the I-74 ITS Project System Architecture in 2001, an integrated system was developed to promote the sharing of transportation data between partner agencies. The result is an intelligent transportation system that helps provide safer, more efficient movement of travelers, goods, and services in the I-74 corridor.

Travel Times on Regional Dynamic Message Signs (DMS), lead by IL DOT and IL Tollway

IDOT and the Tollway have installed systems, equipment, and operational procedures to provide travel time information on more than 50 DMS at critical locations on the system. Customers find the information to be timely, accurate, and useful. Making travel time information available to drivers via the DMS is a key component of the region's congestion relief initiatives. The partnership between IDOT and the Tollway serves travelers throughout the Chicago region effectively. □

For more information, please contact Rick Weiland at 847-864-8500 or rjweiland@earthlink.net.

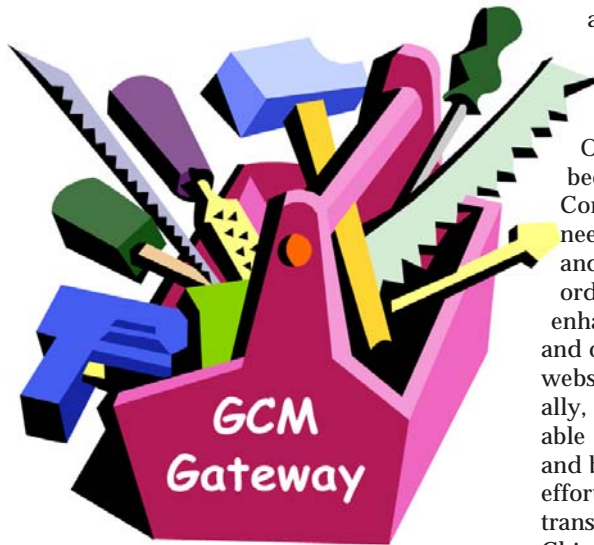
Statewide Traffic Incident Management program update

The Wisconsin Department of Transportation has recently expanded the regional Traffic Operations Center (TOC) to handle traffic management statewide. The Statewide TOC is also working on identifying statewide programmatic Traffic Incident Management (TIM) needs, goals, and objectives to better streamline TIM programs throughout the state. The first step was to take an inventory of existing regional TIM activities in Wisconsin and identify emergency transportation operations and security needs. From this inventory, immediate deployment activities were identified, such as alternate route guidelines, for consistency and the need for a statewide TIM training program.

Work on the Statewide TIM program was launched in July 2005 with a small group of WisDOT employees, and was expanded to include public safety professionals. A scan of nationwide TIM, Wisconsin TIM, and statewide needs, goals, and objectives was completed in February 2006. All of these efforts will be discussed at the statewide TIM conference this summer.

Contact lists for each WisDOT region will be developed to assist with TIM response, and alternate routes and TIM plans will be reviewed for each region. Emerging statewide emergency traffic operations and evacuation activities will also be included in the statewide TIM efforts. □

For more information, please contact Anne Reshadi-Nezhad at 414-227-2141 or anne.reshadi-nezhad@dot.state.wi.us.



New GCM Gateway tools benefit users

The Gary-Chicago-Milwaukee (GCM) Corridor is a three-state multi-agency coalition dedicated to integrating transportation operations and data to enhance safety and mobility. Facilitating the movement of people, goods, and services in the GCM Corridor has a significant, positive impact on both the regional and national economies. Traveler Information Services play a key role in achieving these benefits.

There is a history spanning over three decades of providing travel times and congestion information to the public in the Chicago area through commercial radio and television. More recently, the internet has provided an additional, powerful outlet for data. The increased user demand for quality information has driven efforts in the GCM Corridor to integrate data and new technologies, leading to new tools and data services.

The Gateway Traveler Information System is one of the premier accomplishments of the GCM Corridor Coalition, demonstrating the benefits of coordination among numerous agencies to share their information to the mutual benefit of coalition partners and the public at large. The primary means of public

access to the Gateway system is the www.gcmtravel.com website, which now averages over 15 million page views per month.

Over the last three years, there has been a concerted effort in the GCM Corridor to assess user experience and needs, including evaluating feedback and usage patterns, in order to significantly enhance the services and outreach of the website. Additionally, GCM has been able to coordinate and build upon the efforts of regional transit partners. The Chicago Regional Transportation Authority (RTA) serves as the oversight board for Chicago's combination of rail and bus transit systems. As part of RTA efforts to enhance user services with multi-modal trip planning capabilities and connect with roadway network data available through the GCM Corridor, RTA has surveyed users regarding both multi-modal needs and the adequacy of existing user tools, including www.gcmtravel.com.

New tools

The Illinois Department of Transportation has been the lead agency in the development and operation of the Gateway system. In the past year the Illinois DOT has implemented enhancements and new features to improve services to enhance the transportation user experience in the corridor through traveler information in several areas:

- Enhanced www.gcmtravel.com web site usability
- Utilization of Historical Travel Time data via www.gcmtravelstats.com
- Development of Wireless travel Times and Email Alert Services
- Enhanced support of private information service providers
- Availability of Closed Circuit Television (CCTV) cameras

Historical Data. The ability to track transportation network performance has obvious benefits to the transportation planning and design communities relative to construction and maintenance

activities and for long-term planning. The growing public understanding of traffic information to make transportation mode and route decisions provides motivation for seeking better ways of presenting data.

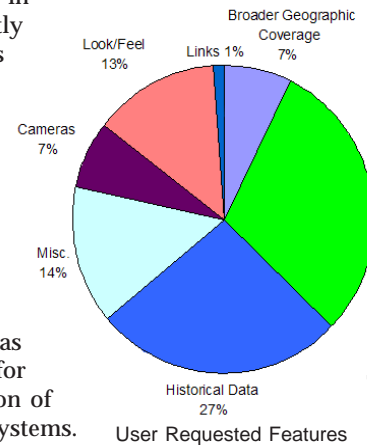
Travel Time data is a fundamental measure of transportation network performance and congestion -- a measure that the public users generally understand. Within the GCM Corridor, both system operators and public data users utilize historical travel data in conjunction with real-time data to make immediate and future decisions regarding route choices, departure, and arrival times.

The integration of historical travel time visualization at www.gcmtravelstats.com as an ancillary tool to

www.gcmtravel.com has provided several benefits and has generated 300,000 web page views in approximately 7 months of service. These benefits include:

- The graphical data representation effectively supports departure schedule decisions for commuters.
- The Commercial Vehicle industry can plan schedules around historical periods of congestion and delay.
- Corporations can use the data to make decisions about facility placement relative to workforce.
- Area visitors can preview conditions for anticipated trips to the region.
- The tool fulfills a high priority request from public users.

Wireless Travel Times and Email Notification. The pervasiveness of mobile devices with web and text services presents a significant new opportunity for distribution of traffic data. A wireless travel time feature providing quick, easy-to-read travel time information to cellular phones and portable data assistants (PDAs) is now available on www.gcmtravel.com. The Wireless Travel Times allow users to make route selections as they enter vehicles, thus allowing a more timely response to real-time conditions.



See **Tools** page 7

Taking action to improve freight flow

The GCM Corridor coalition has developed a plan to reduce the impacts of congestion on commercial motor carriers on tollways and expressways in the corridor. With input from motor carrier associations, GCM identified several areas where its members could reduce delays to freight movements on state maintained roads. This initiative will benefit the regional economy by improving the delivery times for goods. It will also reduce congestion to the traveling public by helping route commercial trucks around some roadway segments that are already at capacity.

A meeting between members of the GCM Executive Committee and representatives of the Illinois Trucking Association, the Midwest Truckers Association, the Wisconsin Motor Carriers Association, and the Upper Midwest Freight Corridor Study was held on December 9, 2005 to identify areas the GCM Corridor should focus on. The following were identified as areas that GCM member agencies could target to significantly impact truck traffic:

- Traveler Information
- Virtual Weigh Stations
- Work Zones
- Rest Areas
- Weight Regulation
- Congestion Mitigation/Truck-Only Lanes

The GCM Corridor then held workshops on December 14, 2005 and January 4, 2006 for members of the GCM



Commercial Vehicle Operations (CVO) Work Group and representatives of the motor carrier associations to suggest project ideas in these six areas. After analysis of these project ideas, a report was issued recommending the following projects:

- Conduct a **Freight Industry Outreach Campaign** to make truck drivers and dispatchers aware of the real-time traveler information currently available.
- Organize a **Regional Corridor Action Team** to provide trucking companies information on construction near the Illinois/Wisconsin border.
- Expand **Advance Notification Boundaries** to post messages about congestion and closures on DMS system up to 200 miles away from the Corridor.
- Deploy **Dynamic Message Signs** at key decision points within a 200 mile area of the corridor.
- Collect **Website Publications of Local Regulations** to provide a common point for truckers to refer to for state, county, and municipal regulations in the corridor.
- Identify potential sites for **Expanded Parking Facilities**.
- Partner with entities to **Develop and Operate Parking Facilities**.

The Corridor has started with some of the more immediate actions, such as working with motor carrier associations to provide articles on the GCM Gateway to the association magazines.

For more information, contact Dan Shamo at dan_shamo@URSCorp or 317-636-7469.



National Incident Management System (NIMS) Requirements

Beginning on October 1, 2006, states and some state agencies will need to have completed full implementation of NIMS. For information on NIMS and what actions are necessary for compliance, go to www.fema.gov/emergency/nims/index.shtml.

ITS America 2006 Annual Meeting held May 7-9 in Philadelphia

Billed as a forum for addressing the latest ITS trends and issues, ITS America President and

CEO Neil Schuster noted: "It is the only event that brings together such a diverse group of individuals within the private and public sectors who are all dedicated to developing and deploying ITS technologies." The meeting included 64 educational and specialty sessions from leading industry practitioners and policy makers, three days of technical tours, networking events and 120 exhibitors.

ITSA State Chapters Council workshop

Representatives of the state chapters of ITS America met on May 6, 2006 in Philadelphia to discuss best practices and share ideas. ITS Midwest briefed the other chapters on outreach efforts to improve public and legislature awareness of ITS benefits, which turned out to be a common theme. Other chapters face many of the same issues, hence there is real benefit to sharing experiences and discussing solutions to common problems. The chapters identified quality brochures and videos to support chapter outreach efforts as a need that ITSA could provide assistance. ITSA in turn voiced the need for help from the chapters in state legislature outreach to bolster their outreach efforts to Congress.

Marquette Interchange Update

On time and on budget, the Marquette Interchange project is about to perform another major traffic shift on the West leg of the project beginning in March through December 2006. Work continues on the North leg. In early June, several bridges that were demolished and reconstructed will be reopening. For more information, visit www.mchange.org.

Wausau Smart Work Zone

Wisconsin Department of Transportation's Statewide Traffic Operations Center (STOC) is now monitoring traffic management devices in several cities in Wisconsin. One of the most distant cities from the Milwaukee-located STOC is Wausau, WI. Efforts for the Smart Work Zone project have achieved communications to the portable changeable message signs, which are now broadcasting delay messages throughout the work zone. The STOC is also receiving volume data from the work zone to create a work zone traffic congestion map. For info, call 414-227-2166, or email Milwaukee.toc@dot.state.wi.us.

Tools

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The email notification system allows users to access a more *filtered* and customized set of traffic data to meet specific user needs relative to congestion severity, incident and roadwork related conditions. The e-mail traffic alert is a free subscription-based service to provide travelers with targeted information to assist their trip planning decisions.

Support of private service providers of traveler information. The GCM Corridor's implementation of XML-based data services has been an extremely effective enabler to source traffic data to new outlets, including private information service providers.

This has opened up a host of new options for end users to receive data, and is also expected to foster a more competitive market for such services.

CCTV Imaging. The expanded use of closed circuit television (CCTV) images within the corridor has offered *pictures tell a thousand words* benefits for traffic conditions. This is especially valuable in areas where construction activities and/or limited resources limit the use of tradition detection and congestion measures. Illinois DOT's use of portable CCTV implementations in construction zones to supplement traveler information have met with improved customer satisfaction.

The development, deployment, and outreach efforts for the new Gateway

tools was nominated for the 2006 "Best of ITS" award in the marketing/out-reach category. The website was previously awarded the 2002 and 2003 Best Traveler Information website awards from the USDOT and the 2003 "Best of ITS" award from ITS America in the consumer products category. The Illinois Department of Transportation and other GCM coalition partners are confident that the enhancements will not only enrich the experience of travelers in the GCM Corridor, but also increase awareness of ITS benefits. A substantial increase in usage of the GCM website over prior years provides evidence that the efforts have been successful. □

For more info, contact David Zavattero at david.zavattero@illinois.gov, 847-705-4800.

Illinois' State Emergency Operations Center dedicated

On October 26, 2005, Illinois' new State Emergency Operations Center (SEOC) was dedicated, furthering the state's abilities to prevent and respond to natural and man-made disasters. The state-of-art facility will help bring key decision makers together and equip them with cutting-edge technology to better protect the lives and property of Illinois' residents for decades to come.

The State Emergency Operations Center merges the State Incident Response Center (SIRC), the Illinois Emergency Management Agency (IEMA) 24-hour Communications Center, the Statewide Terrorism and Intelligence Center (STIC) and the Radiological Emergency Assessment Center (REAC) under one roof. Until the opening of this facility, these entities were housed in three separate locations in Springfield.

At the heart of the new 50,000 square foot SEOC is the SIRC, where more than 75 decision makers from state agencies and other response organizations can gather during emergencies to coordinate resources for response efforts. The SIRC hosts two 12-foot by 18-foot video display walls enabling decision makers to simultaneously view a variety of disaster-related information, including live footage from disaster sites, weather tracking, mapping, status tracking of mission response and live news coverage of the disaster. Breakout rooms adjacent to the SIRC allow up to 120 additional people to meet and work on tasks in support of the response effort.

Standing members of the SIRC include: IEMA; the Illinois State Police; the Illinois Department of Military Affairs; the Illinois Office of the State Fire Marshal; IEMA's Division of Nuclear Safety; the Illinois Department of Transportation Division of Highways and Division of Aeronautics; the Illinois Commerce Commission; the Illinois Department of Corrections; the American Red Cross; the Illinois Department of Public Health; the Illinois Environmental Protection Agency; the Illinois Department of Central Management Services; the Illinois Department of Agriculture; the Illinois Department of Natural Resources; and Illinois Secretary of State Police. Other state agencies and organizations have SIRC involvement depending on the nature of the disaster.

In September 2003, Illinois received a \$9.3 million grant from the U.S. Department of Homeland Security to build the new SEOC. It repre-

sented the second largest grant ever awarded under that program.

Total cost for the new SEOC and technology for use in the facility is \$19 million. In addition to the federal grant, the state provided a \$3.1 million match in construction bond money including \$20,000 from IEMA. Funding from the U.S. Department of Homeland Security and the Illinois Terrorism Task Force totaling \$6 million was provided for state-of-the-art technology in the new facility. Exelon, which operates six nuclear power stations in Illinois, also contributed \$800,000 for the REAC and technology used to monitor conditions in and around nuclear power station. Legislation that brought the new SEOC to fruition was sponsored by Illinois Senator Debbie Halverson and Representative Willie Delgado. □

For more info, contact Tom Korty at 217-782-2984 or kortyte@dot.il.gov.

Calendar



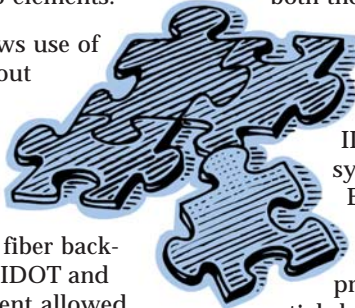
- ITS Midwest Board of Directors meeting, June 12, 2006, Lisle, IL, 3 pm
- GCM Coordination Work Group Meeting, July 13, 2006, Chicago, IL, 1:00 pm
- GCM Executive Committee Meeting, July 13, 2006, Chicago, IL, 5:00 pm
- Advance Technology in Transportation (AATT) 2006, Chicago, Aug 13-16, 2006, www.asce.org/conferences/AATT2006/
- ITS World Congress, October 8-12, 2006, London, UK. See itsa.org for details.

IDOT and Tollway partner for integration

ITS is most effective as a transportation system management and operations tool when it is integrated both functionally and institutionally. IDOT and the Illinois Tollway have partnered to achieve functional and institutional integration that is consistent with the northeastern Illinois Regional ITS Architecture and Strategic Plan and supportive of the GCM Coalition.

This partnership is outlined in an Intergovernmental Agreement between IDOT and the Tollway and covers two elements:

1) The Tollway allows use of four fibers throughout the Tollway system for IDOT and GCM communication purposes. This fiber provides important parts of the fiber backbone being used by IDOT and GCM. This agreement allowed IDOT to build an initial ATM link between the Tollway TIMS and the Gateway. Key parts of this network have recently been converted to GigB Ethernet. The GigB Ethernet over the Tollway fibers used by GCM is now being used for connections not only to Tollway TIMS but also to the Lake County PASSAGE center and the WisDOT MONITOR center.



2) IDOT is installing non-toll I-Pass readers to provide real time congestion and travel time data to both the Tollway TIMS and the Gateway at several key locations where the Tollway and the IDOT expressway systems connect. Eleven readers are being installed at six locations to provide this essential data.

The fiber and reader projects are another example where GCM Coalition partners have identified a need and developed cooperative solutions to the benefit of all. □

For more info, contact David Zavattono at ZavattonoDa@dot.il.gov or 847-705-4800.

ITS MIDWEST MEMBERS

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 Brown Traffic Products
 Cambridge Systematics
 Carrier and Gable
 Chicago Area Transportation Study
 Chicago Department of Aviation
 Chicago DOT
 Chicago Transit Authority
 City of Rockford
 Citilog
 Civitech Engineering, Inc.
 Cohu Electronics
 Computer Sciences Corp.
 Control Technologies
 Corning Cable Systems, Inc.
 CORNET Technology Inc.
 Crawford, Bunte, Brammeier
 Daktronics, Inc.
 DMJM + HARRIS
 Dupage County
 Eaton Corp.
 ECM Inc.
 Edwards & Kelcey
 EIS Electronic Integrated Systems
 Federal Highway Administration
 Federal Transit Administration
 Ford Motor Co.
 Garcia LE & Associates
 General Motors Corporation
 HDR Engineering
 HNTB Corp.
 Hudson Institute
 Illinois DOT
 Illinois Commerce Commission
 Illinois Section ITE
 Illinois State Toll Highway Authority

Indiana DOT
 International Road Dynamics
 Iron Mountain Systems
 Iteris Inc.
 Jacobs Civil
 Ken Voight Traffic Associates, LLC
 Kimley-Horn and Associates
 Lake County Division of Transportation
 Ligas Consulting
 MasTec North America
 Meade Electric Company
 Mid-West Truckers Assoc./D. Schaefer
 Motion Maps/R. Winick
 Motorola Inc.
 National Engineering Technology Corp.
 NAVTEQ
 Pace Suburban Bus
 Parsons Transportation Group, Inc.
 PB Farradyne Inc.
 Purdue University
 Regional Transportation Authority
 Schneider National
 Skyline Products
 TAPCO
 Traffic Control Corporation
 Traffic Technologies
 TrafficLand
 TransCore
 TranSmart Technologies Inc.
 Treehaven Technologies
 University of Illinois at Urbana Champaign
 URS Corp.
 Westwood One (Metro Networks)
 Weiland Consulting Co.
 Wight & Co.
 Wilbur Smith Associates
 Wilson Consulting
 Wisconsin DOT
 Ygomil LLC

For further information about joining and the benefits of membership in ITS Midwest, contact Gary Rylander at grylander@ekmail.com. □



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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.

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