

**TRAFFIC OPERATIONS PARTNERS FORUM**  
**SECOND TELECONFERENCE MINUTES**  
**1pm-3pm (CST), Wednesday, March 22, 2006**

**Attendees**

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## MEETING SUMMARY

This was the second in a series of teleconferences leading up to an April 24 Workshop in which the 7-state Upper Midwest Region will explore opportunities for and benefits of coordinated interstate highway operations and traffic management across the region.

These minutes are paraphrased and, while effort was made to preserve accuracy, should not be considered as an absolute record. Comments or corrections can be sent to [svanhecke@wisc.edu](mailto:svanhecke@wisc.edu).

The teleconference took place on March 22, 2006 from 1:00 pm – 2:30 pm and was hosted by the Upper Midwest Freight Corridor Study, the Midwest Regional University Transportation Center, Wisconsin Traffic Operations & Safety Laboratory, and the Gary-Chicago-Milwaukee ITS Priority Corridor.

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\*All documents are in the form in which they were originally sent to out to meeting attendees on 3/21/06. They will be revised following further input and made available prior to 4/24/06.

# MEETING TRANSCRIPT

## 1 - Welcome and Introductions

### **Teresa Adams-**

Welcome. This is the follow-up to the previous TOPF teleconference where we heard from regional MSTOPS.

### **All-**

Introductions

### **Teresa Adams-**

We are here to talk about what happened on Feb.22 and look at the new materials that have been compiled (table of state initiatives and bottlenecks).

### **John Corbin-**

Thanks for joining us. The primary point of this teleconference is to take a stepping stone towards a productive working chat in Columbus in April. The goal of these discussions remains scanning and harvesting any immediate high-priority opportunities for both short-term and long-term to coordinate, particularly on the interstate highway network across the region, the operation and the reliability of operation of that interstate highway network and we recognize that that really can't be done just at the state level or at borders but also needs to be complemented by some discussion on the broader, multi-state regional level. Thanks for your participation. Thanks to TOPS and the MRUTC for support of the continued dialogue. We look forward to working together today and in Columbus on April 24 to complete a rapid feasibility assessment of what the partnerships may be.

## 2 - Summary of February 22nd teleconference

### **Sam Van Hecke**

Here are some of the highlights from the first teleconference:

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### **John Corbin (Wisconsin Department of Transportation)**

“This is an informal exchange – we want to start dialogue to enable us to provide better services, this effort is targeted on interstate highways across the seven upper Midwest states.

If you look at our region from national perspective and consider other national regional transportation systems, you see us as a gap. We seem to be in a position to have a lot to add with the linkage of technology. We want to learn what is going on across the region and find opportunities for advancement.”

### **Valerie Briggs from AASHTO**

- 3 categories of MSTOPS
  - 1--formed around metropolitan areas that cross state borders

2-- corridor oriented

3-- Focused service partnerships—for example, roadway information systems or 511 – to coordinate programs across state boundaries – grew into addressing other problems

- MSTOPs have 5 purposes: weather ,emergencies, homeland security, goods movement, and travel information

The effort will: (1) – bring to together a conference with people working on MSTOPs.

(2)- Develop a guide book for MSTOPs with best practices, organizational structure and how to sustain MSTOPs.

We want to use AASHTO committees (SSOM) to guide the 17 month effort– AASHTO SSOM will meet in Milwaukee in 2007.

### **Dan Shamo - Gary, Chicago, Milwaukee Corridor**

Our biggest success story is more along the lines of a working relationship between 16 county agencies. This facilitates problem solving. Problems tend to be more institutional than technical – and the relationships formed have resolved many of these – so the relationship is the biggest success of corridor.

### **Mark Nelson - Northwest Passage**

Began in 2001 – the program began because we realized that state development of rural ITS strategies were being developed without looking at neighboring states – We realized we needed to start looking at these intercity facilities as corridors to get the most benefit from them.

Learned: difficult, no good federal program for this type of idea – had to figure out pooled fund was best – difficult to get all states approval – but just getting people together and talking about technology and infrastructure is very important – regardless of specific projects that come out.

### **Marygrace Parker - I-95 Corridor Coalition**

- Business model – annual fund through Congress – allows us to have a steady stream – staff – funding to promote model to be member driven – meet semi annually – set focus of program- biggest focus in last couple years is moving from just looking at multi state to looking at reality of transportation systems-planning on how are you going to grade different transportation facilities.

### **Dotty Shoup - High Plains Coalition**

When started we were interested in it because it would give alternative routing for CVO.

Also, we have a multi-state state coalition of maintenance people to talk about new technology – how they will use facilities during winter months

We have to be able to do coordinate resources from state to state

### **[Correction to Minutes: Should have read:**

We figure if we can close one end of the corridor the cost of that event only to motor vehicles (in delay) will be about \$5,000,000. This region experiences 3-5 such events a year.]

### **Mike Akridge - I-10 Freight Corridor**

Began in 1999.

Started in California.

Initial push was to create corridor with truck only lanes across the corridor.  
Florida said that they have no reason for truck only lanes.  
We went back to find common ground.  
We looked at how it would affect the economy of each state.  
We took a new look at the overall corridor system.  
We assessed needs.  
Purpose – projected freight movement – develop plan for improved traffic flows.

### **Teresa Adams - Upper Midwest Corridor Coalition**

Business model has been facilitating discussion and meetings to give states importance of freight and getting them to talk to each other about polity issues.

#### Program Highlights:

Last fall we pulled states into a discussion to get high-level agenda/program initiatives  
Planning to migrate from strategic issues to tactical actions  
Vision – cooperation across borders and recognition that freight issues do not stop at the boarder  
Developing and using regional freight performance measures  
Want to be able to speak with a regional voice at federal level

We talked about truck only lanes and provided a forum for states to come together and consider their possibility including other regional approaches to tolls and deployment of technology.

### **Open Discussion**

Freight serves a purpose of making what we do more relative to econ, but can't pull freight out.

We would like a representative from each state in steering group for continued dialogue.

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## **Resuming Agenda Item #2**

### **Kamal Kannan-**

We are looking at the Table of State Initiatives on the second page of agenda  
4 columns for each state – we broke it down to:

#### **State ITS / Technology**

##### **Safety:**

- 511
- Other Safety Issues

##### **MSTOP**

##### **Agency's Freight Related Initiatives**

### **Teresa Adams-**

Kamal put a matrix together to capture the highlights of the various initiatives and where the states are and to view of what is going on in the region—good to get feedback from states about if it is an accurate representation

### **Greg Krueger -**

From Michigan—511 is in planning stages but no commitment to deploy

**David Zavattero-**

I can fill in the Blanks across IL

511, we have completed planning, RFP that will be issued, we plan to deploy 511 statewide this year.

Lots of ITS technologies are underway that are relevant to MSTOPS.

We are participants in the G-C-M Corridor. We are also participants in the bi-state ITS corridor with Iowa DOT in the quad cities area. We have worked with Wisconsin DOT in the Rockford-Beloit area. We also have a bi-state effort in the St. Louis metro area with Missouri DOT. On freight related initiatives – Secretaries of WI, IL, IN directed GCM corridor participants to focus on freight in the next corridor plan. There has been a plan developed, probably a dozen separate projects/priorities that have been identified. For example, traveler information – developing a one-stop shopping website for traveler information. Also a project related to the need for additional truck parking in the corridor (this was identified in an outreach to the trucking community). There are additional projects. Participants in this teleconference should take a look at the plan.

**Chuck Sikaras-**

There is also a comprehensive traffic safety report on the IL website. There may be some freight-related safety initiatives.

**David Zavattero-**

We will send you further information to fill in the Table.

**Teresa Adams-**

Are there other states that want to add or make changes?

**Pierre Carpenter (Minnesota) –**

want to make a clarification

We have already completed a statewide plan and are now looking at plans within districts, so that would be the second phase of that – development of freight plans by district

**Teresa Adams –**

Anyone else?

**Susan Benton, Michigan-**

Engaged in UMFCS

Long-range plan will have some technical elements about freight

We have quite a few initiatives going on in the state.

Would like to think on it and send details later.

**Teresa Adams-**

Ohio?

**Lt. Robert Wagner-**

Not aware of all pending projects at this time

**Teresa Adams-**

Wisconsin? Comments?

**Phil Decabooter-**

I think you are on target because of what we are doing with respect to commercial freight within the corridor. Freight-related initiatives we should be filling well.

There is a fair bit of detail that we should be able to provide you here

Activities in Gary Chicago Milwaukee corridor – strong relationship

Beginning to put some resources into the next corridor program plan which is focused on freight related initiatives.

**Guy- Indiana-**

I don't see anything to change.

Add- we are working with the federal highway on a safety management plan for state of Indiana.

**Teresa Adams –**

Please send changes to Sam Van Hecke

**3 - Updates from State Agencies**

**Todd Szymkowski –**

Next part of agenda – we want an update from state agencies since the last discussion

General sense that traffic operations need to be considered from multi-state perspective

Seems that there are some interstate coordination underway, but limited to geographic area, such as GCM

Some cities cross state lines so there is some coordination

General sense of need continued merging of community between traffic ops and freight offices

Also, there may be some miscommunication between traffic operations and freight within states

Comment? Suggestion? Things done from last meeting?

**Pierre Carpenter-**

I have had two conference calls with Mark Nelson. Have had meetings and are making efforts to coordinate. Mark is doing some communication and outreach efforts on his own. The Office of Freight and Commercial Vehicles is in greater attendance today.

We were talking and decided that there should be more involvement with ITS world, because lots of ITS is under way and is not represented here yet.

Still working on communication link but have made some microscopic efforts in the past month.

**Todd Szymkowski—**

Anything else/themes based on discussion last time?

#### **4 - Discussion of Bottlenecks handout**

**Teresa Adams –**

Moving on

Kamal worked on something to help stimulate conversation—looked at bottlenecks in highways, first page lists 14 types of bottlenecks, it appears that highway interchanges are most egregious, 60 have been identified

Kamal put together a map to identify bottlenecks, then went through to sort by state and urban areas

Little boxes with numbers on the map—ranked by severity

So we thought we would stick this out for discussion to see if there is any common ground

**Chuck Sikaras -**

Applicable to agenda items 2 and 3

Add IL state toll highway authority representative

Might also be wise to have a representative from Indiana toll roads participate in discussion

**Guy Boruff -**

We sold our toll road

**Chuck Sikaras -**

We know they are in transition but that would be a good connection to make?

**Guy Boruff -**

I agree. Sam would be the person to contact.

**Chuck Sikaras –**

I can email Sam Van Hecke an Illinois toll contact. I will cc: Mark Nelson and Guy Boruff.

**John Corbin -**

Getting back to bottlenecks - great effort to look at things across multi-state context, I doubt other regions have this density of freight bottlenecks in them.

I think that there are also points of unreliability that could be identified.

I think this is an excellent starting point for talking about the network operationally across Midwest. This would be suitable for reaction and scenario-oriented working

together to talk about what decisions people make , for example when coming east across Michigan, or heading east across hwy 29 to one of the bottleneck area in the Appleton area.

I think this a great resource that illustrates the case in point.

**Chuck Sikaras -**

I would like to see added :What are the components that drive the ranking? There could be a footer to explain this.

**Susan Benton—**

We have been looking at this report for the past month or so and we have problems with so many of our arterials being listed as deep grade...depends how accurately the information is mined

**Greg Kruger—**

There is a major hole in the bottlenecks. Border crossings need to be considered. Also, the way travel works around lake Ontario there should be some mention of the 401 through Canada. Not sure they need to be addressed, but these are areas of concern for regional freight mobility, and regional mobility period.

**Teresa Adams—**

Good comments. We did focus on interchanges. On table 1 there is a list of 14 types of bottlenecks.

**Greg Krueger—**

boarders are not included

**Todd Szymkowski-**

Should we include Ontario with the seven states in the Upper Midwest region?

**John Corbin-**

In order to maintain, from a process stand point, maybe better to just go to Michigan.

**Greg Krueger-**

We are working with Ontario in a lot of ways  
[Canadian border crossings] need to be referenced and acknowledged

Borders need to be acknowledged

**John Corbin-**

I don't know to what extent there has been an operationally based infrastructure map that would show for example key intermodal facilities and bottlenecks, things that are part of the highway network and relevant to the freight network

We might flag the compilation of a map as an immediate need or opportunity even if a lot of it is merely synthesizing of work that has already been done.

**Chuck Sikaras-**

Do you want us to get into discussion about the specific numbers of ?

**Teresa Adams—**

It has been valuable to recognize other types of bottlenecks (border crossing) and use these bottlenecks as focus for continued discussion as well as discussion around the use of technology that is already going on. This will help us identify opportunities associated with bottlenecks to discuss ways to come together and look for opportunity

**Chuck Sikaras-**

There are errors in details in maps in Chicago.

**John Corbin-**

I would suggest sending errors to Sam Van Hecke [svanhecke@wisc.edu](mailto:svanhecke@wisc.edu) because of limited teleconference time.

If you can identify critical highway operation points (for example in WI, Duluth-Superior), areas not on the map that create interstate problems, we could compile everyone's input.

We could then bring an updated version of map like this or handouts to April 24<sup>th</sup> meeting and use it to develop a broader multi-state perspective—leaving the door open to develop a broader definition of critical operation points.

**Teresa Adams –**

I'm hearing individual states will send us comments/modifications to Sam Van Hecke, then we will use that as a discussion basis for April meeting.

There was a comment about ranking – should ranking be deleted or explained?

**Todd Szymkowski-**

Explained

**Teresa Adams**

We will need some sort of methodology to incorporate new areas into ranking.

**John Corbin-**

I think ranking is not all that significant—I think it would be good to have a quantitative basis, but more important to have additional information collected.

**Scott McCormick-**

Bottlenecks were ranked with a measure of truck hours per day.

**Teresa Adams—**

Any other comments?

**David Zavattero-**

I recognize that this table was based on recurring congestion—  
What about congestion that is not recurring? Where is that addressed? A HAZMAT or major incident that is going to require re-routing should be addressed.  
In our statewide strategic plan, strategic placement of for example dynamic signs is focused on rerouting truckers

**Teresa Adams-**

This report does not deal with this

**Todd Szymkowski-**

I think we are getting ahead of ourselves. Our original intent was to share this on the 24<sup>th</sup> where we could identify, in addition to freight corridors, high traffic incident areas as well. That is part of our agenda for the 24<sup>th</sup>.

**Teresa Adams-**

We can get started on preparing some of this so we can get started on the 24<sup>th</sup>  
From what I am hearing from David, we can also look at nonrecurring points.

We can pair that with information about incidents and volume of traffic along the corridor, good info about nonrecurring events, with bottlenecks.

**David Zavattero-**

I think that would be helpful. Certainly for longer haul segments of truck-hauling market, the critical decision points are at interchanges. If you pair that with incidents and the frequency of incidents along those corridors and the volume of traffic along those corridors, I think that's a good start on the impact of non-recurring events.

**Guy Boruff-**

I don't see Indiana on this list at all. Is this a lengthy report? I haven't seen it. Indiana should have some bottlenecks. Whether they make the list?

Is it possible to post the report? It is posted on the Federal Highway site.

Indiana is listed on items 6-18 but they are all in IL locations.

**Teresa Adams-**

We will get report posted and distribute the link.

Any other comments before moving on?

We are going to send the URL and pass emails back and forth and try to put together maps that can be used as a basis for discussion on April 24<sup>th</sup>.

**Greg Krueger-**

Speaking of materials, Ontario-intelligent border crossing study going on – [intelligentborder.ca](http://intelligentborder.ca), this doc may be worth referencing.

**Sam Van Hecke,**

I think a lot of people have brought up a lot of important documents that we can put together. Just email [svanhecke@wisc.edu](mailto:svanhecke@wisc.edu) with URL and we will get them posted.

## **5 - Identify goals, objectives, and agenda items for April 24<sup>th</sup> Workshop**

**Todd Szymkowski-**

Refer to the last page of attachment.

This is a preliminary agenda of meeting on 24<sup>th</sup>

The goals are to

- To further assess the need for an Upper Midwest traffic operations partnership
- Enhance the relationship between the traffic and freight communities
- Better understand the characteristics of the Upper Midwest interstate corridors

The objectives are to

- Better understand the needs of the corridors
- Develop a sketch plan and preliminary schedule

If we look at the details we are scheduled for a 5-hour meeting in Columbus

### Schedule items

Opening

We want to go over goals and objectives.

We will try to pull together some of the characteristics.

There other things we will have to work with you to identify bottlenecks, choke points, and high incident areas.

We want to zoom in on specific corridor needs.

In afternoon we want to walk out of meeting with a small sketch plan.

We want to give illustrative examples—what can we do in areas of

- Traveler Information
- Congestion Management
- Work Zones
- Special Events
- Freight

What can be done today w/ little resources? What can we do with limited funding? What can be done with significant funding?

We want to get examples out of what can be done on short-term. We want to look at the I-95 Work Zone Publication.

And then possibly a longer scenario, such as the Upper Midwest Connected Vehicle Pilot Initiative.

We want to walk out with an idea of how we want to continue this dialogue.

Hopefully we will get an idea on what we want to do over the next year.

Maybe we want to teleconference, or kick start a coordination activity

We want to look at a sketch plan and schedule of what we would do with no funding, limited funding, significant funding

**Jon Corbin—**

I think that is a good, primary goal—engage extended partnerships

WI,IL,IN already has a strong relationship with G-C-M.

I would defer to Michigan DOT.

I am also interested in MINN's perspective

With Michigan's perspective, we want to be sure this meets their needs.

Is there something that would better meet Michigan's needs?

**Greg Krueger-**

We are looking at state-wide traffic management and state-wide plans.

How do we incorporate GMC to the west, Ontario, and OH, IN?

How do we incorporate these into our day-to-day operations, design software around it, share data...?

We would like to work out agreements to continue dialogue especially with regard to future projects.

**Teresa Adams—**

Should we build something into agenda where Michigan and other states could give presentation?

**Greg Krueger-**

Maybe more of open discussion

**Teresa Adams-**

Maybe 5-10 min to get information out as preliminary to working out agreements.

We may be able to connect activities together, identify opportunities.

**Greg Krueger-**

Can you collect and send out powerpoints as a read-ahead?

It would be very beneficial for me to understand what everyone is doing.

**Todd Szymkowski-**

What if we were to send out template to each state and each state is limited to one page instead of power points?

**Teresa Adams-**

Or could we put it on a map representing locations of activities? Graphically pull it together.

**Teresa Adams-**

So we have a couple suggestions on how to facilitate dialogue to change/expand the matrix structure, fulfill the need to present this high level information

**John Corbin-**

Suggestions, one page handout

**Jason Bittner—**

how long, we don't have a finalized list of those attending  
Would a social hour accomplish what you want to?

**Greg Krueger-**

The forum is where you want to have this discussion

**Jason Bittner-**

I'm leaning toward going after 5:00.

**John Corbin-**

I agree with Greg that there has to be opportunity for open more casual discussion, small groups or less structured larger groups.

**Teresa Adams-**

How about in the 12:45 to 1:45 time slot we send out material to read ahead and we have in that hour an opportunity for states to give a short overview to jump start discussion?

**Todd Szymkowski-**

I would still like to go over what we sent out ahead of time quickly, within a half hour, leaving five minutes for each state.

**Scott McCormick-**

I can put the info on the connected vehicle website.

**John Berg-**

I see the institutional issues between freight and operational,  
It might be useful to find things that work, committees or institutional relationships within states that are working well – I'm interested to see how other states are handling these issues that affect operations and freight.

Today we had to consult with neighboring states in regards to international cargo permitting. Dialogue could have ran better, it was done by email.

I'm interested in seeing how other states are successfully handling issues.

**Teresa Adams-**

We can put item on list for preparing information ahead of time

Other suggestions?

**Wendy Cloutier-**

We seem to be looking at choke points, really looking at border points. Are we focusing on commuters or more freight?

**Teresa Adams-**

primarily focused on freight but recognize that the other does occur

**John Berg-**

This gets back to criteria question. It depends on what criteria is important to us state wise.

It would maybe be useful to have common criteria for what we use to rank bottlenecks

We could have overall and state rankings, if we could agree on a standard.

**Todd Szymkowski-**

That would be difficult to accomplish in one meeting.

**John Corbin-**

But I think it is a good sign that there is an appetite for more dialogue

It is important to make the most of everyone's time on April 24<sup>th</sup>.

I look back to Greg and the Michigan DOT perspective, Wisconsin is similar, observing that anything we can do to get more one stop shopping opportunities for coordination of existing projects, will take less time and \$ to get to same point.

Coming out of the meeting, I hope we can learn what projects can come out of state coordination – additional value that can be added to existing projects through multi-state coordination. This could extend from the public to the private sector.

**Greg Krueger-**

Vision will also be important, and legacy.

**Sam Van Hecke-**

Just in touching on what John mentioned, providing a return on time investment – a buffet and opportunity for discussion will follow the meeting.

**Teresa Adams-**

Any other comments or suggestions on structuring our time together?

**Dave Van Stensel-**

I was curious about interstate planning work zones and coordination between states.

The second bullet points asks what could we do with limited funding.

Will this be a general work zone discussion (non-recurring, short term) or looking at it with the intent of how do we coordinate work zones state to state (recurring)?

**John Corbin-**

Good question because it illustrates why we want to look at 3 scenarios. No funding, limited funding, and lots of funding. In the area of work zones, even with no funding, we could at least put in one place all of our existing URLs for a given season's planned work zones so that people traveling through region, instead of hunting around for information, can find it in one place. If more resources are available, people can compare and line up work zone planning practices. This might require consultant support, documentation support. Long-term we could work together, plan system together, determine which work zones require real time monitoring, and plan systems and communications and data exchange protocol to accommodate that.

So to answer your question, we can think short-term and long-term. Visioning will be important in identifying if, as we accomplish short-term and limited funding goals and have success and get attention, what direction we would like to go once we have more funding and opportunities.

**Dave Van Stensel-**

We have been doing something like this with GCM and a couple other states, so it is being done. We have discussions too of a multistate discussion on portable changeable message sign standards, so this kind of discussion might be useful in bearing fruit for coordination.

**Todd Szymkowski-**

Any other suggestions for modifying/adding topics?

**Teresa Adams-**

So we will take another shot at the agenda, send it out.

**6 - Discussion of April 24th details and logistics**

Moving along – discussion of logistics

**Sam Van Hecke-**

No registration fee, but pre-registration is required.

**Jason Bittner-**

As a reminder, this is pended to the front of the Upper Midwest Freight Corridor meeting. Each participating state has 3 funded attendees. If there is a desire in the state to fund a person completely, it could be picked up.

Bottom line, no Registration fee but we need people to pre-register to be sure have enough seats/food.

**Teresa Adams-**

So, we would like to get the people who want to be there and have something to contribute there. We need to know who plans to come so we can find the funding and support the travel.

There are opportunities and we are about a month out. We spent some time visiting at least 3 of the states in the region (IN, IL, MI), offering invitations to attend these meetings and having preliminary discussions of supporting travel.

We are talking to at least in 3 states we did visit  
Bottom line, if there are individuals on this teleconference that can attend let us know, so we can find funding.

**Sam Van Hecke-**

Bottom line #3– let us know if you plan to come

**Todd Szymkowski-**

We want attendance from both freight and traffic people.

**Sam Van Hecke-**

Room reservations, block of rooms that we have at a special rate will be released on April 9 – so ask for rate or I will make reservation for you, we lose a little bit of our control following April 9<sup>th</sup>

**Teresa Adams-**

Quick roundtable – do we have any states that have decided if they will attend?

**MICH**

Greg and Dave have approval

Susan – don't know who but someone will from Michigan DOT

**IL**

Don't now, we will follow up.

**IN –**

3 people, Steve Smith, Tom Beck, and [Guy Boruff]

Scott McCormick will attend the 1<sup>st</sup> day

**MINN-**

We will let you know.

**WI**

MRUTC will touch base.

**Teresa Adams-**

Thank you, That gives us a good read

We will be working on the agenda again and working with you about travel arrangements, thank you for joining us, I think we have made a lot of progress toward pulling together our April meeting

### **7 - Open discussion**

None.

### **Teresa Adams (concluding remarks)-**

We will be working on the agenda again and working with you about travel arrangements, thank you for joining us, I think we have made a lot of progress toward pulling together our April meeting.

### **Meeting adjourned 2:30**

See following pages for:

**APPENDIX A - Table of State Transportation Initiatives**

**APPENDIX B - Freight Bottlenecks Summary and Map**

**APPENDIX C – 4-24 Regional TOP Workshop Preliminary Agenda**

## Summary of February 22 Teleconference Meeting

### Transportation Operations Initiatives

State	ITS / Technology	Safety		MSTOP	Agency's Freight Related Initiatives
		511	Other Safety Issues		
Illinois	*	*	*	*	*
Indiana	Plan on installing weigh-in Motion Technology	Looked at but not planned		Gary/Chicago/Milwaukee	Started on Freight Study
Iowa		Planned but not deployed			
Michigan	Deploy Variable Message Signs	Planned but deployed	Working on Emergency Routes	Opportunities with borders	
	Looking at Traffic Management Software			Getting involved with Gary/Chicago/Milwaukee	
Minnesota	9 TOCC operational	Operational & linked to signs	Highway Safety Plan in Place		Working on Statewide Plan
			Heavy Vehicle Safety Plan in Place		
Ohio	FMS		Work Zone Management and Safety in Place		
	Planning on deploying statewide technology				
Wisconsin	New Software Deployment Underway	Planning Complete, not deployed	Semi Permanent Safe Zone in Place	Northwest Passage	Will be underway shortly
	Working on Data Archiving				
	FMS in Milwaukee & Madison (Plan on Statewide)		Work Zone Management and Safety	Gary/Chicago/Milwaukee	

\* Not Present

#### Acronyms

- TOCC      Transportation Operations and Communications Centers
- CVISN    Commercial Vehicle Information Systems Network
- FMS      Freeway Management System
- MSTOP    Multistate Transportation Operation Programs

**Freight Bottlenecks in the 7-state Upper Midwest Region**  
**Prepared for the**  
**March 22, 2006 Teleconference**

*(Source: An Initial Assessment of Freight Bottlenecks on Highways, prepared for Federal Highway Administration Office of Transportation Policy Studies, prepared by Cambridge Systematics in association with Battelle Memorial Institute)*

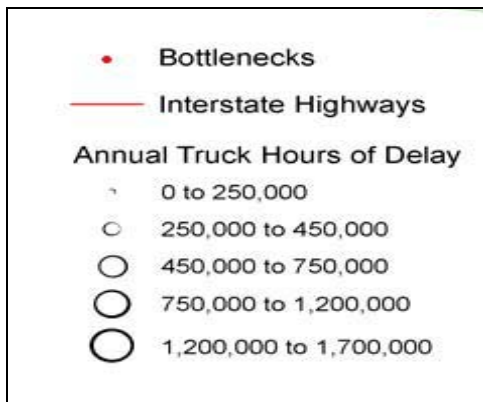
- 40% of congestion is estimated to be caused by bottlenecks (defined as: recurring congestion at locations where the volume of traffic routinely exceeds the capacity of the roadway, resulting in stop-and-go traffic flow and long backups.
- 14 types of Freight Bottlenecks have been identified

**Table 1: Types of Bottleneck**

Bottleneck Type			
	CONSTRAIN	ROADWAY	FREIGHT ROUTE
1	Interchange	Freeway	Urban Freight Corridor
2	Steep Grade	Arterial	Intercity Freight Corridor
3	Steep Grade	Freeway	Intercity Freight Corridor
4	Steep Grade	Arterial	Urban Freight Corridor
5	Steep Grade	Arterial	Truck Access Route
6	Signalized Intersection	Arterial	Urban Freight Corridor
7	Signalized Intersection	Arterial	Intercity Freight Corridor
8	Signalized Intersection	Arterial	Truck Access Route
9	Signalized Intersection	Arterial	Intermodal Connector
10	Lane Drop	Freeway	Intercity Freight Corridor
11	Lane Drop	Arterial	Intercity Freight Corridor
12	Lane Drop	Arterial	Urban Freight Corridor
13	Lane Drop	Arterial	Truck Access Route
14	Lane Drop	Arterial	Intermodal Connector

- **Highway Interchange Bottlenecks** cause the most problems (most truck hours of delay, estimated at about 124 million hours annually in 2004. The direct user cost associated with interchange bottlenecks is about \$4 billion per year.)
- 60 bottlenecks identified in the 7-state Upper Midwest Region (see map and table below)

Figure 1: Freight Bottlenecks in the 7-state Upper Midwest Region



**Table 2: All Highway Interchange Bottlenecks for Trucks in the 7-State Upper Midwest Region**

No. on Map	Location	Urban Area	Rank	Route No.
1	I-76 @ SR 77 Interchange+J179	Akron	14	76
2	I-77 @ SR 8 Interchange	Akron	24	77
3	I-277 @ I-77 Interchange	Akron	51	277
4	US 10 @ US 441 Interchange	Appleton	59	10
5	I-90/94 @ I-290 Interchange ("Circle Interchange")	Chicago	1	90
6	I-94 (Dan Ryan Expwy) @ I-90 Skyway Split (Southside)	Chicago-Northwestern Indiana	2	94
7	I-80/I-94 split (Southside)	Chicago-Northwestern Indiana	3	80
8	Pulaski Rd @ I-55	Chicago-Northwestern Indiana	4	55
9	I-290 @ I-355	Chicago	5	290
10	I-55 (Stevenson Expwy) @ I-294 Interchange	Chicago	7	55
11	I-57 @ 12th St.	Chicago-Northwestern Indiana	12	57
12	I-90 @ I-94 Interchange ("Edens Interchange")	Chicago-Northwestern Indiana	18	90
13	I-355 @ I-55	Chicago-Northwestern Indiana	20	355
14	I-55 from Naperville to Weber	Chicago-Northwestern Indiana	26	55
15	I-80 @ I-294 Interchange	Chicago-Northwestern Indiana	28	80
16	Roosevelt Rd @ I-355	Chicago	42	355
17	I-55 @ I-294 Interchange	Chicago	44	55
18	I-80 @I-294 Interchange	Chicago-Northwestern Indiana	50	80
19	I-290 (Eisenhower Expwy) Between Exits 17b and 23a	Chicago	55	290
20	I-75 @ I-275 Interchange	Cincinnati (OH-KY)	15	75
21	I-275 Between I-74 and SR 126	Cincinnati (OH-KY)	22	275
22	SR 562 @ I-75 Interchange	Cincinnati (OH-KY)	38	562
23	I-71 @ I-75 Interchange	Cincinnati (OH-KY)	41	71
24	U.S. 50 @ I-75 Interchange	Cincinnati (OH-KY)	45	50
25	I-75, from Ohio River Bridge to I-71 Interchange	Cincinnati (OH-KY)	53	75
26	I-271 @ I-480 Interchange	Cleveland	35	271
27	I-480 Between SR 10 and SR 17	Cleveland	36	480
28	SR 176 between Snow Rd and Broadview Rd	Cleveland	48	176
29	Woodland Ave @ I-77	Cleveland	59	635
30	I-270 @ I-70 Interchange (West)	Columbus	6	315
31	I-70 @ U.S. 23nterchange	Columbus	9	70
32	I-75 @ U.S. 35 Interchange	Dayton	8	75
33	I-94 @ I-75 Interchange	Detroit	17	94
34	I-96 @ Jct I-275	Detroit	19	96

35	7 Mile Rd @ I-75	Detroit	23	75
36	I-696 @ Jct I-75	Detroit	25	696
37	I-75 @ Jct M-8	Detroit	31	75
38	I-75 @ I-696 Interchange	Detroit	34	75
39	M-39 @ M-5 Interchange	Detroit	37	39
40	M-39 @ Jct M-5	Detroit	39	39
41	I-96 @ I-275 Interchange	Detroit	58	96
42	I-264 @ I-64 Interchange	Louisville (KY-IN)	10	264
43	I-64 @ I-65/I-71 Interchange ("Spaghetti Junction")	Louisville (KY-IN)	29	64
44	U.S. 45 @ I-94/I-894 Interchange (the "Zoo")	Milwaukee	32	45
45	I-94 W of Marquette Interchange	Milwaukee	49	94
46	I-43 N. of Marquette Interchange	Milwaukee	57	43
47	I-494 @ I-394 Interchange	Minneapolis- St Paul	33	494
48	I-94 @ I-35E Interchange ("Spaghetti Bowl")	Minneapolis- St Paul	40	94
49	I-94 @ I-35W Interchange	Minneapolis- St Paul	43	94
50	U.S. 169 @ I-394 Interchange	Minneapolis- St Paul	46	169
51	I-35E @ TH 36 Interchange	Minneapolis- St Paul	47	35
52	I-394 @ TH 100 Interchange	Minneapolis- St Paul	54	394
53	SR 100 @ I-394 Interchange	Minneapolis- St Paul	56	100
54	I-35W @ SR 62 Interchange	Minneapolis -St Paul	11	35
55	I-494 @ I-35W Interchange	Minneapolis-St Paul	21	494
56	I-80 @ I-480 Interchange	Omaha (NE-IA)	16	80
57	I-70 @ U.S. 67 Interchange	St. Louis (MO-IL)	13	70
58	I-75 @ I-280 Interchange	Toledo (OH-MI)	27	75
59	I-475 - 9.63-14.66	Toledo (OH-MI)	30	475
60	I-475 @ Monroe St.	Toledo (OH-MI)	52	475

# Upper Midwest Traffic Operations Partners Forum

Monday, April 24, 2006

12:00 PM – 5:00 PM

Courtyard by Marriott

Columbus Downtown

35 West Spring Street

Columbus, OH 43215

## PRELIMINARY AGENDA

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TIME	TOPIC
12:00 – 12:15	1. Meeting Opening/Introductions
12:15 – 12:45	2. Meeting Goals and Objectives
12:45 – 1:45	3. Upper Midwest Interstate Corridors Background and Characteristics <ul style="list-style-type: none"><li>▪ Traffic Volumes including Freight split</li><li>▪ Economic Impact</li><li>▪ Choke Points / Critical Decision Points</li><li>▪ High Incident Areas</li><li>▪ Current Interstate Traffic and Freight Coordination Activities</li></ul>
1:45 – 2:15	4. Interstate Corridor Needs
2:15 – 2:30	5. Break
2:30 – 4:00	6. Interstate Corridor Sketch Planning Exercises <ul style="list-style-type: none"><li>▪ Illustrative Examples<ul style="list-style-type: none"><li>▪ Near Term – I-95 Work Zone Publication</li><li>▪ Long-Term – Upper Midwest Connected Vehicle Pilot Initiative</li></ul></li><li>▪ What could we do with no funding, limited funding, significant funding for:<ul style="list-style-type: none"><li>▪ Traveler Information</li><li>▪ Congestion Management</li><li>▪ Work Zones</li><li>▪ Special Events</li><li>▪ Freight</li></ul></li></ul>
4:00 – 4:30	7. Preliminary Schedule
4:30 – 5:00	8. Next Steps / Wrap-up