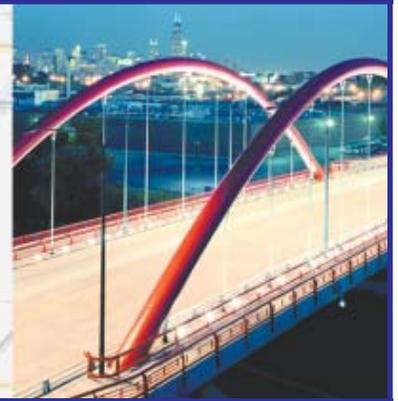


# Illinois Interchange



Illinois Technology Transfer Center

Vol. 14 No. 2 Summer 2006

## Golden Anniversary of the Interstate System

by Dianne Williams, IDOT, Office of Operations and Communications, District 4

Wow! Fifty years is a long time...depending on who you ask! The Interstate Highway System, as we know it, is 50 years old! June 29, 2006, marks the 50<sup>th</sup> anniversary of the signing of the Federal Highway Act of 1956 by President Dwight D. Eisenhower. This legislation was responsible for the beginning of the National System of Interstate and Defense Highways; the Eisenhower Interstate System today.

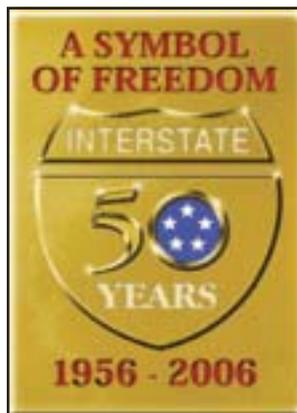
Even though the legislation for the Interstate System was signed in 1956, the idea was born in 1919. When Dwight Eisenhower was a Lt. Colonel in the Army, he joined a caravan of trucks and military vehicles to observe how well the vehicles would make the trip crossing the country from Washington, D.C. to San

Francisco.

The 1919 convoy was handicapped by vehicles getting stuck on muddy roads and the inexperience of the troops in operating and maintaining the trucks. In the interest of the country's readiness for possible military defense, Lt. Colonel Eisenhower knew there had to be a better way to travel across the country. During Eisenhower's military service in World War I, he experienced first hand Germany's excellent medium of

travel - the "Autobahns." Thus, the idea was born and later conceptualized to create a first rate system of travel - a national interstate highway system.

The American Association of  
*(continued on page 3)*



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

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Illinois Department of Transportation  
Bureau of Local Roads and Streets



Federal Highway Administration



# From the Desk of . . .

The Illinois Technology Transfer Center along with 57

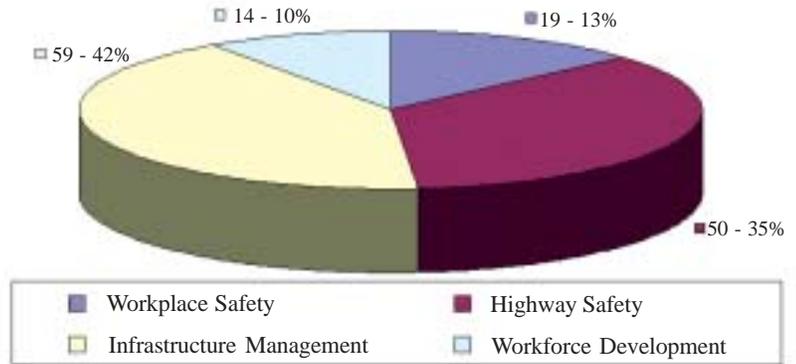
other Local Technology Assistance Program (LTAP) Centers recently submitted our Program Assessment Report (PAR) to the national headquarters. The PAR is a quantitative evaluation of the services provided to local agencies over the preceding calendar year.

In 2005, the IL T<sup>2</sup> Center held 142 training courses covering 40 different topics. We had over 5,200 enrollments that resulted in 3,808 students attending courses. This equates to 21,002 participant hours. We expanded the number of courses and topics this year in order to cover more areas of the state; however, our numbers were slightly lower. This is a direct result of

having low attendance numbers in some areas of the state. As we develop next year's training program, the training survey will help identify locations. If you are willing to host a training course and will ensure 30 – 40 attendees, please contact Roy Williamson at (217) 785-2350 or WilliamsonRL@dot.il.gov. This will allow Roy to effectively target training courses to ensure maximum enrollment.

The Illinois Interchange Newsletter is distributed to over 4,000 people including all county engineers, 1,530 municipal engineers, 1,468 highway commissioners, and 30 international

2005 IL Technology Transfer Center Courses

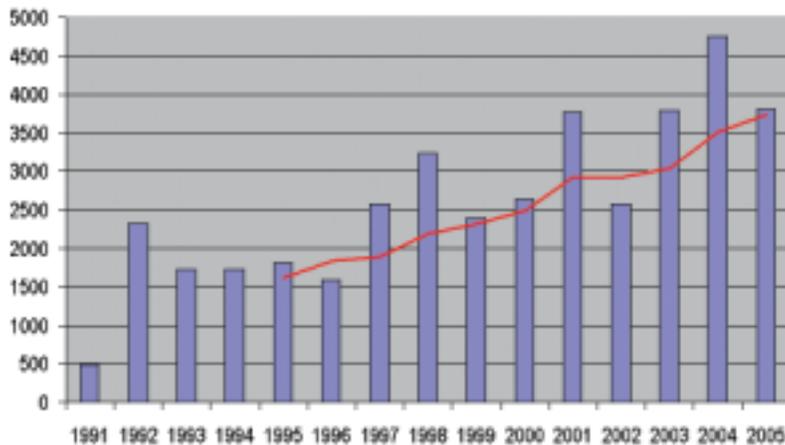


Centers also distribute or loan publications and videos. In 2005, the IL T<sup>2</sup> Center distributed 6,281 items to local agencies, consultants, and industry.

Recently, the Bureau of Local Roads revised our subscription service to allow subscribers to receive an e-mail notice from the IL T<sup>2</sup> Center about newsletters, training, and the video/publication library. Go to [www.dot.il.gov/LocalRds/menu.asp](http://www.dot.il.gov/LocalRds/menu.asp) and follow the instructions to subscribe to this service.

The IL T<sup>2</sup> Center continues to expand our program with the help of Illinois local agencies, the Federal Highway Administration, and the Illinois Department of Transportation. For the complete details on the PAR go to [www.ltapt2.org/](http://www.ltapt2.org/). Please contact the IL T<sup>2</sup> Center with any questions or comments about this report or any other issue.

Illinois Technology Transfer Training Attendance



organiza-tions. The national LTAP Center's total circulation includes over 500,000 people. Besides newsletters, the LTAP

*Kevin Burke*  
 Kevin Burke III, P.E.  
 T<sup>2</sup> Program Manager

## Golden Anniversary of the Interstate System . . .

*(continued from page 1)*

State Highway and Transportation Officials (AASHTO), whose members make up the nation's state transportation officials, voted to launch a significant national celebration to heighten awareness of the public's understanding of the past, present, and future needs of this awesome transportation network in our nation.

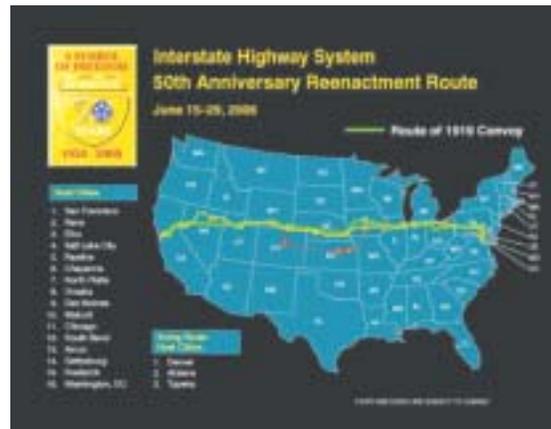
With AASHTO leading the way, each state transportation department has been urged to participate in the national celebration while planning significant events in their own state that will include as many sectors of the public as possible.

Illinois has made significant contributions to the Interstate System. With over 2,000 miles of interstate highway paved throughout the Land of Lincoln, the state of Illinois is a key transportation center within the United States for trucking and other commercial traffic flow. The Illinois Interstate System fuels economic growth as the motoring public is able to access and travel interstate roadways for business and pleasure. In Illinois, the Interstate System allows Americans to connect to the Midwest's borders from Indiana to Iowa, Wisconsin to Kentucky, and Michigan to Missouri.

## National Celebration

By far, one of the most exciting events of the Golden Anniversary celebration will be Illinois' participation in the AASHTO led National Convoy, which will be a return trip of Eisenhower's 1919 convoy that went from Washington, D.C. to California.

During the 1919 trip, it was only possible to travel 58 miles per day. To complete their trip, it took 62 long, arduous days fighting heat, breakdowns, mud, bridgeless river-crossings, and rough roads. The June 2006 convoy will take the reverse route and go from San Francisco to Washington, D. C. traveling across Interstate 80 and will include the states of California, Nevada, Utah, Wyoming, Nebraska, Iowa, Illinois, Indiana, Ohio, Pennsylvania, Maryland, Washington, DC, and Kansas. It will take the 2006 convoy approximately one hour to cover the same amount of miles it took the 1919



convoy to cover in one day! Illinois will join the caravan at the Iowa-Illinois border at Interstate 80. For more information, see the website that AASHTO has dedicated to the anniversary ([www.interstate50th.org](http://www.interstate50th.org)). The reenactment of the military convoy is significant in the celebration, because this event planted the seed that finally blossomed - bringing Eisenhower's dream to reality - a National Interstate Highway System when the federal legislation was signed on June 29, 1956.

The National Convoy reenactment will travel Interstate 80 across the United States, which is the closest

route to the actual 1919 convoy that traveled across the states by way of the Lincoln Highway. On June 24, 2006, the convoy will enter Illinois. The Illinois State Police will coordinate a special escort through Illinois, but first the convoy will travel to Ottawa for a press event to be held at the AASHO Test Road Site. A final convoy press event will be held in Tinley Park at the Holiday Inn Select Convention Center on June 26<sup>th</sup> as the National Convoy leaves Illinois to continue its trip by way of Indiana.

Illinois is distinguished to be one of only three National Test Road Sites. A fleet of approximately 125 vehicles were driven by Army personnel continuously 24 hours a day in shifts. Close to 320 Army personnel were utilized at the peak of the project. There were 141 accidents with two driving fatalities. During the time of the testing at least 22 GIs married local girls (*The News Tribune*, October 26, 1991).

The actual testing began in October of 1958 and continued through November of 1960. The purpose of these tests was to study pavement and bridge structures under moving loads of known weights and frequency. The tests were conducted by running cargo of different weights and load distributions repeatedly on road sections constructed with varying types of designs, bases, sub bases, and thicknesses. Test pavements were constructed in six loops along an 8-mile section of where Interstate 80 now exists between Utica and Ottawa, Illinois. Loop one, which was used to test the effects of weather on pavements, is still visible from eastbound Interstate 80. This is

*(continued on page 4)*

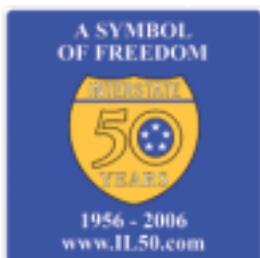
## Golden Anniversary of the Interstate System . . .

(continued from page 3)

where the convoy will stop and host the special press event on June 24. The study from the tests resulted in surface formulas that were to be used for years to come in the construction of the Interstate System.

## Local Celebration

Joining the 1919 Convoy Reenactment is not the only activity planned. The Illinois Department of Transportation is leading in the celebration with a variety of events and projects that will recognize the significance of one of the largest engineering and construction achievements in the history of our nation and attempt to include as many sectors of the public as possible. The Illinois 50<sup>th</sup> Interstate Anniversary Committee was formed in September of 2005. The Committee is comprised of four subcommittees with members from each IDOT District as well as



representation from the Federal Highway Administration, the Lincoln Highway

Coalition, and the Illinois Association of Museums. Joseph Crowe, Deputy Director of Highways, Region Three chairs the Illinois Committee.

One of the goals of the Illinois Committee is to increase awareness of the general public about the history of our great Interstate System. A major part of the IDOT led activities will be the unveiling of a commemorative work of art designed and built by the

University of Illinois at Urbana-Champaign (UIUC). UIUC decided to launch a design competition in order to create the work of art. It will be housed in a 28' Airstream travel trailer. On March 29, 2006 a press conference was held at the University in front of the Krannert Museum announcing the winners of the competition. Two entries tied for the winners spot. One entry was submitted by Steve Kostell and Rick Valentin and the other was submitted by Rose Marshack.

The finished work of art entitled "Roadside Conversations" will join the National Convoy in June as it crosses Illinois. The commemorative piece will be scheduled to tour several places of public interest throughout the state. The trailer will join the National Convoy in Illinois and complete the trip to Washington, D.C. (if an impending deadline is met, the trailer will be able to begin the trip in San Francisco). As the public enters the Airstream trailer, they will be able to see video of people sharing their experiences in the building of the interstate and view a 3D imagery show. If a guest wants to add their own experience, they can go to the back of the trailer where a recording studio will be housed to capture their account; this will be added to the original video show.

Another traveling exhibit is near completion and will go on tour throughout the state to areas of public interest. This exhibit will include displays of historical artifacts, panels with vintage photos of the interstate and interactive kiosks with information about the history and future of the interstate system. The tour locations for this exhibit, once confirmed, will



Secretary Martin holds a press conference at UIUC in front of the Krannert Museum

be posted on the IDOT intranet and the Illinois Anniversary website [www.IL50.com](http://www.IL50.com). The website was also a project completed by the Illinois Committee.

Fifty years ago no one could have imagined the high tech engineering that goes into the design, building, and maintenance of the interstate today. The future holds tremendous promise for continually making travel in the United States safer and more efficient giving greater access to citizens while increasing economic prosperity for the nation.

## Illinois 50<sup>th</sup> Anniversary Committee

### Chair

Joseph Crowe, IDOT, Region 3

### Project Managers

Dianne Williams, IDOT  
Shelley Thompson, IDOT

### National Convoy Coordinator

Issa Lozada, IDOT

### Subcommittee Chairs

Tom McAvoy - **Research & Website Development**

Marisa Kollias - **National Convoy Coordination & Press**

Bruce Peebles - **Display Coordination**  
Steve Massey - **Promotional Materials**

# Senate Resolution 427

**Whereas**, on June 29, 1956, President Dwight D. Eisenhower signed into law-

(1) the Federal-Aid Highway Act of 1956 (Public Law 84-627; 70 Stat. 374) to establish the 41,000-mile National System of Interstate and Defense Highways, later designated as the "Dwight D. Eisenhower National System of Interstate and Defense Highways"; and

(2) the Highway Revenue Act of 1956 (Public Law 84-627; 70 Stat. 387) to create the Highway Trust Fund;

**Whereas**, in 1990, the National System of Interstate and Defense Highways was renamed the Dwight D. Eisenhower System of Interstate and Defense Highways to recognize the role of President Eisenhower in the creation of the Interstate Highway System;

**Whereas** that web of superhighways, now spanning a total of 46,876 miles throughout the United States, has had a powerful and positive impact on the lives of United States citizens;

**Whereas** the Interstate System has proven to be a vital tool for transporting people and goods from 1 region to another speedily and safely;

**Whereas** the use of the Interstate System has helped the Nation facilitate domestic and global trade, and has allowed the Nation to create unprecedented economic expansion and opportunities for millions of United States citizens;

**Whereas** the Interstate System has enabled diverse communities throughout the United States to come closer together, and has allowed United States citizens to remain connected to

each other as well as to the larger world;

**Whereas** the Interstate System has made it easier and more enjoyable for United States citizens to travel to long-distance destinations and spend time with family members and friends who live far away;

**Whereas** the Interstate System is a pivotal link in the national chain of defense and emergency preparedness efforts;

**Whereas** the Interstate System remains 1 of the paramount assets of the United States, as well as a symbol of human ingenuity and freedom;

**Whereas** the anniversary of the Interstate System provides United States citizens with an occasion to honor 1 of the largest public works achievements of all time, and reflect on how the Nation can maintain the effectiveness of the System in the

years ahead: Now, therefore, be it Resolved that the Senate

(1) proclaims 2006 as the Golden Anniversary Year of the Dwight D. Eisenhower National System of Interstate and Defense Highways;

(2) recognizes and celebrates the achievements of the Federal Highway Administration, State departments of transportation, and the highway construction industry of the United States, including contractors, designers, engineers, labor, materials producers, and equipment companies, for their contributions to the quality of life of the citizens of the United States; and

(3) encourages citizens, communities, governmental agencies, and other organizations to promote and participate in celebratory and educational activities that mark this uniquely important and historic milestone.

## Been Seeing Gold on Illinois Interstate Highways?

Early this year IDOT installed a new sign commemorating the Golden Anniversary of the Interstate. The sign is a variation of the logo from the AASHTO national logo to recognize the 50th Anniversary of the Interstate this year. Brand new Eisenhower Interstate System signs were installed at the same time as the 50th Anniversary signs. You will see them near interstate exchanges and/or when exiting an Illinois state rest area.



# 2005 IDOT Engineer of the Year Wayne Phillips, Region 2 District 3

Wayne Phillips has been with the department since January 1988. For the last 10 years, Wayne has been the Physical Tests Engineer in the District Bureau of Materials. His duties have required ongoing interaction with representatives from the state, federal government, local agencies, and industry.

Wayne took a lead role when the department decertified NUCOR Steel located in Kankakee. Since NUCOR was the primary manufacturer of reinforcing steel in Illinois, the decertification instantly shut down hundreds of active construction contracts throughout the state. Wayne immediately organized a coordinated sampling effort that resulted in identifying, sorting, sampling, and tagging over 700 heats for testing at the Central

Materials lab. This intense effort was completed thoroughly and quickly to minimize impacts or delays on State and local agency construction projects.

Wayne was also involved with certifying several precast producers in District 3 to use self compacting concrete (SCC).



**Gregory Mounts, Region 2 Engineer (left), Milton Sees, Director of Highways, Wayne Phillips and Secretary Martin (right)**

## Engineer of the Year Nominees

Rajendra Shah, Region 1, District 1

Doug Happ, Region 2 District 2

**Wayne Phillips (Statewide Winner), Region 2 District 3**

Andrew Keyster, Region 3 District 4

Dan Feuerborn, Region 3 District 5

Russ Militello, Region 4 District 6

Michael Allen, Region 4 District 7

Tiffany Brase, Region 5 District 8

Kirk Kuehling, Region 5 District 9

Riyad Wahab, Central Office, Bridges and Structures

He was responsible for coordinating this effort that resulted in the first three producers in the state being certified for SCC.

Wayne is dedicated to his work. He continually

searches for ways to improve the Materials section and fellow employees to benefit the State, district and individuals involved.

*(Adapted from nomination form submitted by the District Office.)*

*The Technology Transfer Center wishes to congratulate Wayne on this award. Your efforts are greatly appreciated and you deserve to be named as Engineer of the Year for 2005!*

# 2005 IDOT Technician of the Year

## Tim Walls, Region 4 District 7

Tim began his career with the department in June 1990. He quickly gained experience on a variety of projects. He has accepted many additional duties by serving in Operations and other areas during winter assignments. He has become a valuable bridge inspector for the district during the winter. He constantly accomplishes quality work.

In July 2001, he was promoted to his current position of Resident Technician. As abilities and experience increased, his projects became bigger and more complicated. He frequently was responsible for multiple projects.

This past year Tim was the Resident Technician on a bridge that received the "AGC Bridge Rehabilitation Contract of the Year". This project was on a tight time frame

and had to be open before the winter snow season. Due to complications with the agreement with Indiana DOT, the contract award was delayed and the project was months behind schedule. Tim had to split his crew to cover the contractor's

doubleshift. The project had numerous other delays that may have prevented the bridge from being opened on time. Even with the late start, material delays, permit loads, and additional work, the contractor completed the project on time. Tim's



**Christine Reed, Region 4 Engineer (left), Milton Sees, Director of Highways, Tim Walls and Secretary Martin (right)**

cooperation and coordination with the contractor's superintendent allowed the project to run smoothly and resulted in an excellent project.

Tim is a high performer in every aspect of the job. He is able to effectively handle multiple tasks and resolve problems efficiently.

*(Adapted from nomination form submitted by the District Office.)*

### Technician of the Year Nominees

Tom Costello, Region 1 District 1  
 Lynn Miller, Region 2 District 2  
 Marti Pelka, Region 2 District 3  
 Jeff Tinder, Region 3 District 4  
 Steve Hillard, Region 3 District 5  
 Gary Hager, Region 4 District 6  
**Tim Walls (Statewide Winner), Region 4 District 7**  
 Dean Seib, Region 5 District 8  
 Mike Braun, Brandon Hill, Randy Schaefer, and Mark Wece, Region 5 District 9  
 Patricia Broers, Central Office, Materials & Physical Research

*The Technology Transfer Center wishes to congratulate Tim on this award. Your exceptional technical and managerial skills make you an ideal recipient of Technician of the Year for 2005!*

# Preservation, Maintenance, & Rehabilitation of Streets and Highways

On April 19, 2006, the Technology Transfer Center presented its annual Preservation, Maintenance, & Rehabilitation of Streets and Highways Seminar at the Illinois Department of Transportation's Harry R. Hanley Building in Springfield, Illinois. Many local agency personnel attended the seminar to learn about new and innovative ways to preserve and rehabilitate highways.

Bob Barrett from Soil Nail Launcher, Inc. began the morning session by describing innovations in highway maintenance with reinforced soils.

The morning breakout sessions featured presentations on Concrete Pavement Restoration: Techniques &

Timing by Randell Riley from the Illinois American Concrete Pavement Association (ACPA), Rolling Wheel Deflectometer Testing by Bill Vavrik from Applied Research Associates and Full Depth In Place Recycling by Jim Schwarz from Dunn Company and Nat Bowe from SemMaterials.

The afternoon breakout sessions gave participants an opportunity to learn about Spray Injection with a presentation from Tom Hampton from Hampton Equipment, Inc., a Seal Coats presentation by Terry Fountain, IDOT Region 4, District 6 and a Geocomposite membranes presentation by Jim Lippert from CRAFCO, Inc.

We would like to thank the Illinois Pavement Preservation and



Maintenance Association for their continual support of this seminar. Special thanks to SemMaterials and Dunn Company for their lunch sponsorship and to Hampton Equipment for their sponsorship of the breaks. We appreciate all of our sponsors listed below. Without these organizations, the seminar would not have been a success.



## SemMaterials



### Hampton Equipment



# QuickZone 2.0 Offers Improved Work Zone Planning

A new and improved version of the Federal Highway Administration's (FHWA) QuickZone software offers highway agencies and others an even more effective tool for work zone planning. First released in 2002, QuickZone has been used by State and local highway agencies and construction contractors as a work zone delay impact analysis tool. The Microsoft Excel®-based software compares the traffic impacts for work zone mitigation strategies and estimates the costs, traffic delays, and potential backups associated with these impacts. These costs and delays can be estimated for both an average day of work and for the entire life cycle of construction.

Among the applications QuickZone has been used for are to evaluate proposed changes to lane closure schedules during construction, identify work that could be scheduled during nighttime hours, explore the feasibility of completely closing a road during construction, and to schedule work around seasonal traffic demands.

QuickZone 2.0 incorporates new features that users have requested and reflects lessons learned from both simple and complex applications of earlier versions of the software. The new features include:

- Improved two-way, one-lane operations modeling, including modeling of flagger operations. "The inclusion of modeling capabilities for flagger operations is a significant change for Version 2.0," says Deborah Curtis of FHWA.
- Improved ability to model more

complex projects, including those that may have multiple work zones, with different work occurring in each work zone at various times. The program's revamped output statistics allow the user to quickly identify and zero in on problem work zones.

- Enhanced detour modeling, including tracking of increased travel time on long detour routes.

Version 2.0 also includes a wider

**The program's revamped output statistics allow the user to quickly identify and zero in on problems work zones.**

variety of performance measures that users can track, graph, and analyze. The key measures that users can choose from include length of total mainline queue, total mainline delay in vehicle hours, total passenger car costs, total travel time in minutes, and detour delay costs. Among other applications, these key measures can be compared against the conditions before construction.

QuickZone users include the Tennessee Department of Transportation, which used the software to

evaluate the feasibility of fully closing a section of I-40 east of Knoxville to perform needed road work. When it became clear that traffic congestion would likely be significant, QuickZone was also used to further analyze the predicted impacts and identify options for managing the traffic to prevent lengthy delays.

The Maryland State Highway Administration used QuickZone to perform an analysis of evening road closures for its ongoing replacement of the Woodrow Wilson Bridge outside of Washington, DC. During one phase of the project, nighttime road closures were planned (from midnight until 4 a.m.). When the road work began, it became clear that the limited hours for road closures were insufficient when coupled with the required set-up and take-down time. QuickZone was used by project engineers to analyze multiple scenarios for extending the lane closure duration time and the number of lanes closed. The analysis showed that there would be little difference in the impact to drivers if the road closures began at 9 p.m. and the lane opening time was extended to 5 a.m. The contractor made these changes to the schedule, reducing the duration of this phase of the project from an estimated 6 months to 2 months.

FHWA's Federal Lands Highways Division is currently working with Glacier National Park in Montana on how QuickZone can be used to help plan the reconstruction of the park's

*(continued on page 10)*

## QuickZone 2.0 Offers Improved Work Zone Planning . . .

*(continued from page 9)*

popular Going-to-the-Sun Road. Completed in 1932 and often called one of the most scenic roads in North America, the Going-to-the-Sun Road is a National Historic Landmark. “This spectacular road is a major

reason people go to the park,” says Curtis. “QuickZone will aid in balancing the demands of reconstruction with the need to preserve access to the park.”

QuickZone 2.0 will be available for purchase from the McTrans Center, 800-226-1013 or 352-392-0378 ([mctrans.ce.ufl.edu](http://mctrans.ce.ufl.edu)), or PCTrans, 785-864-2599 ([www.kutc.ku.edu/cgiwrap/kutc/pctrans/index.php](http://www.kutc.ku.edu/cgiwrap/kutc/pctrans/index.php)). Current users

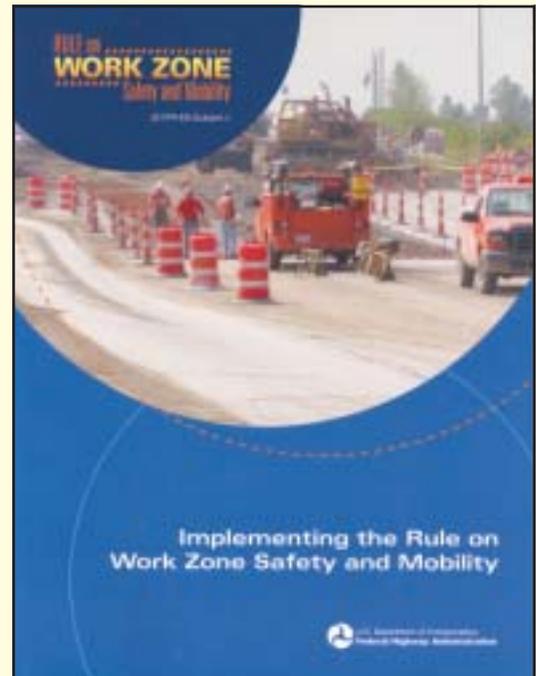
of Version 1.0 will receive a free upgrade. For more information about QuickZone, contact Deborah Curtis at FHWA, 202-493-3267 (email: [deborah.curtis@fhwa.dot.gov](mailto:deborah.curtis@fhwa.dot.gov)).

*(reprinted from the Federal Highway Administration's April 2005 Focus Newsletter, which is available online at <http://www.tfhr.gov/focus/apr05/index.htm>.)*

# Final Rule on Work Zone Safety and Mobility

The Final Rule on Work Zone Safety and Mobility was published on September 9, 2004 in the Federal Register. All state and local governments that receive federal-aid funding are required to comply with the provisions of the rule no later than October 12, 2007. The rule updates and broadens the former regulation at 23 CFR 630 Subpart J to address more of the current issues affecting work zone safety and mobility. The changes to the regulation will encourage broader consideration of the safety and mobility impacts of work zones across project development, and the implementation of strategies that help manage these impacts during project delivery.

To help transportation agencies understand and implement the provisions of the Rule, FHWA has been developing four guidance documents. This Guide is the main Rule Implementation Guide and provides a general overview of the Rule and overarching guidance for implementing the provisions of the Rule. This document includes guidelines and sample approaches, examples from transportation agencies using practices that relate to the Rule, and sources for more information. While this Guide covers aspects of the Rule, it also contains information that can be useful to agencies in all of their efforts to improve safety and mobility in and around work zones, and thereby support effective operations and management of our transportation system.



For more information on Work Zone Safety and Mobility visit FHWA's website at [www.ops.fhwa.dot.gov/wz/rule\\_guide/rule\\_guide.pdf](http://www.ops.fhwa.dot.gov/wz/rule_guide/rule_guide.pdf)

# T<sup>2</sup> Training Class Survey

## It's Time to Plan the 2006-2007 Training Program

The Bureau of Local Roads and Streets' Technology Transfer Center is soliciting **local agency** interest in classes for the October 2006 to April 2007 training program. Please look over the list and indicate those classes of interest to you or your personnel by filling in the blank with an approximate number of attendees your agency would send if the classes were available in your area. This survey will be used by the Center in scheduling the 2006-2007 training program. Every effort will be made to locate specific classes in areas showing the most interest. Classes lacking in interest will be dropped from this year's schedule.

Please complete this class interest survey and mail or fax it to the Center at (217) 785-7296 by **June 30, 2006**. If you have questions regarding class content, please call the Center at (217) 785-2350.

cut here

	Approximate Number		Approximate Number
Bridge Construction Inspection (2 days)	_____	MUTCD (1 day)	_____
Bridge Inventory Documentation (1 day)	_____	OSHA 10-Hour General Industry (1½ days)	_____
Bridge Piling (1 day)	_____	Pavement Construction Inspection (3 days)	_____
Bridge Repair (1 day)	_____	Pavement Maintenance (1 day)	_____
Bridge Safety Inspection (1 day)	_____	Rehab of Streets & Highways Seminar (1 day)	_____
Colors (prerequisite before taking classes below)	_____	Response Handbook for Incidents, Disasters (½ day)	_____
• Managing People Effectively	_____	Seal Coats (1 day)	_____
• Team Building	_____	Small Drainage Structure Const. Insp. (2 days)	_____
• Cultural Diversity	_____	Snow & Ice Control (½ day)	_____
• Conflict Resolution	_____	Street Sweeping (1 day)	_____
Confined Space Awareness (2 hours)	_____	Structure Info & Management Systems (SIMS) (1day)	_____
Const. Materials Insp. Documentation (1day)	_____	Surveying I-Beginning (3 days)	_____
Culvert Hydraulics (1/2 day)	_____	Surveying II-Intermediate (4 days)	_____
Context Sensitive Solutions (1/2 day)	_____	Surveying III-Construction Staking (3 days)	_____
Documentation (3 days)	_____	Surveying IV-Map GPS & St. Pl. Coord. (2 days)	_____
Erosion Control (1 day)	_____	Team Building (1 day)	_____
Flagger Training (1/2 day)	_____	Traffic Signal Maintenance (1 day)	_____
Hazardous Material - First Responder (1 day)	_____	Trenching & Shoring Safety (2 hours)	_____
HEC-RAS (3 days)	_____	Work Zone Safety-Crews (1 day)	_____
Highway Jurisdiction/Transfers (1 day)	_____	Work Zone Safety-Design (1 day)	_____
Highway Signing (1 day)	_____	Understanding Specifications (1 day)	_____
Highway Engineering Principles (1 day)	_____	Urban Storm Mitigation/Tree Damage (1 day)	_____
Low Cost Safety Improvement Workshop (1 day)	_____	Additional Classes _____	
MFT Accounting and Auditing (1 day)	_____	_____	

Contact Person \_\_\_\_\_

Agency \_\_\_\_\_

Phone Number \_\_\_\_\_

Zip Code \_\_\_\_\_



The Technology Transfer (T<sup>2</sup>) Program is a nationwide effort financed jointly by the Federal Highway Administration and individual state departments of transportation. Its purpose is to transfer the latest state-of-the-art technology in the areas of roads and bridges by translating the technology into terms understood by local and state highway or transportation personnel.

The Illinois Interchange is published quarterly by the Illinois Technology Transfer Center at the Illinois Department of Transportation. Any opinions, findings, conclusions, or recommendations presented in this newsletter are those of the authors and do not necessarily reflect views of the Illinois Department of Transportation, or the Federal Highway Administration. Any product mentioned in the Illinois Interchange is for informational purposes only and should not be considered a product endorsement.

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

Program Coordinator:

KEVIN BURKE

E-mail: [burkek@dot.il.gov](mailto:burkek@dot.il.gov)

Phone: (217) 785-5048

Training and Graphics Specialist:

AMY NEALE

E-mail: [nealeal@dot.il.gov](mailto:nealeal@dot.il.gov)

Phone: (217) 782-1682

Training Development Technician:

ROY WILLIAMSON

E-mail: [williamsonrl@dot.il.gov](mailto:williamsonrl@dot.il.gov)

Phone: (217) 785-2350

Visit our website at [www.dot.il.gov/blr/t2center.html](http://www.dot.il.gov/blr/t2center.html)



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## T<sup>2</sup> Advisory Committee

**Duane Ratermann** (Chairman), County Engineer  
 Knox County  
 1214 U.S. Highway 150 East, Knoxville, IL 61448  
 (309) 289-2514

**Douglas Bishop**, County Engineer  
 Perry County  
 3698 State Route 13/127, Pinckneyville, IL 62274  
 (618) 357-6556

**Eldon Stahl**, Highway Commissioner  
 Medina Township (Peoria County)  
 R.R.#1, Dunlap, IL 61525  
 (309) 579-3101

**Olen Kibler**, Highway Commissioner  
 Newman Township (Douglas County)  
 608 North Howard, Newman, IL 61942  
 (217) 837-2723

**Ed Reeder**, Director of Public Works  
 City of Carbondale  
 P.O. Box 2047, Carbondale, IL 62901  
 (618) 549-5302

**Lynn Krauss**, Director of Public Works  
 Village of Oak Lawn  
 9446 S. Raymond Ave., Oak Lawn, IL 60453  
 (708) 499-7816

**Doug Blades**, Assistant Bridge Engineer  
 Federal Highway Administration  
 3250 Executive Park Drive  
 Springfield, IL 62703  
 (217) 492-4629



Illinois Department of Transportation  
 2300 South Dirksen Parkway  
 Springfield, Illinois 62764

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