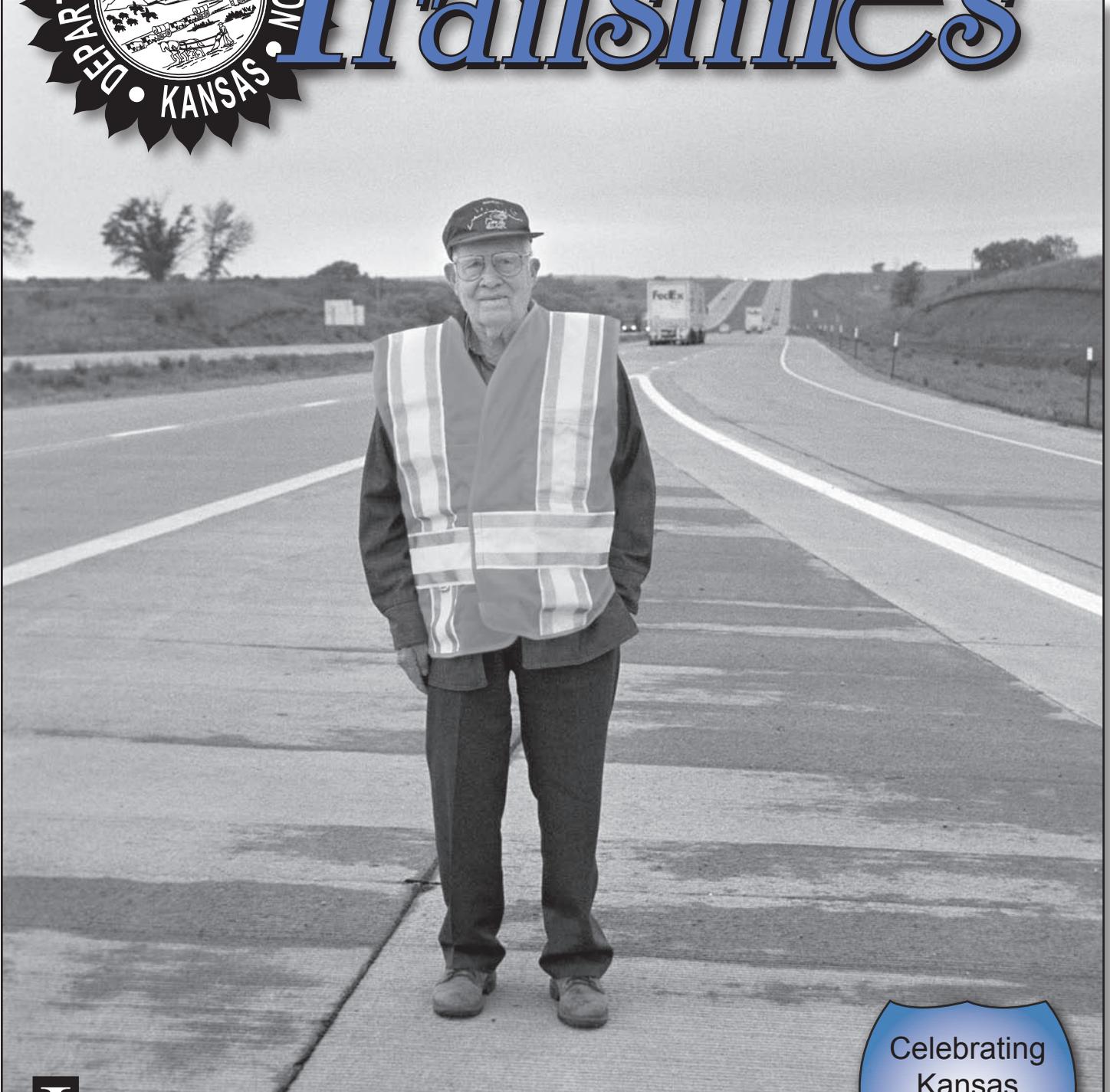




Translines



Inside ...

- ◆ *Scherschligt named District One Engineer*
- ◆ *Coach Snyder gives advice to KDOT leaders*
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Celebrating
Kansas
Interstates.

-See pages 4, 5



Miller's Time

By Secretary
Deb Miller

Interstate turns 50 **It changed how we live**

“Archaeologists of some future age will study (the freeway) . . . to understand who we were.”

--David Brodsky, L.A. Freeway:
An Appreciative Essay 1981

This month we are celebrating the 50th anniversary of the great American Interstate system. It has been called the eighth wonder of the world, a linear economy-on-wheels, the 51st state and the most ambitious public works project since the Roman Empire.

Those are grandiose descriptions, but considering how the Interstate system has transformed our lives, they may not be overstatements. One would be hard pressed to think of another development in the United States in the past 50 years that has had a greater impact on American society or our economy. As author and Interstate expert Dan McNichol puts it, “There is nothing like it in the world.”

I think most people outside the transportation industry take the Interstate for granted. Most consider it (or, more appropriately, give it no consideration at all) in the same way we consider a sewer or water system. We expect those services to be there and they are. We’ve come to depend on the Interstate and good highways in a way that makes them almost invisible to us.

But it really wasn’t that long ago – within the lifetime of some of us – that a road trip was an adventure. At least one Midwestern family in the 1950s referred to the trip from Kansas City across the high plains to Denver as “The Crossing.” Today, it’s simply a day-long trip.

It was after World War I that America began to seriously consider a national highway system. In 1919, then

Lt. Col. Dwight D. Eisenhower was part of the U.S. Army’s motor convoy to gauge the challenges of moving an Army across the United States. The road and bridge system couldn’t handle the heavy military equipment and the trip took 62 days. In the late 1930s, national leaders began to consider the feasibility of building a series of interregional highways across the country.

President Eisenhower, having experienced the 1919 convoy and having seen the efficiency of the German Autobahn for moving armies, signed legislation in 1956 authorizing the Interstate system.

As the Interstate was built into the remarkable system we have today, Kansans and fellow Americans had greater choices about where they lived, worked, shopped and spent their leisure time. Travel times were reduced, saving us both time and money. The cost of shipping goods was reduced, saving us money we spend on clothes, food, housing and even transportation. Businesses have adopted more cost-efficient logistics practices. The multiple lanes, separation from other roads, gentler curves and paved shoulders have made travel safer, and, by one estimate, may have saved approximately 2,600 lives in Kansas since 1956.

Later this month, the impact of the Interstate system on our state and country will be in the spotlight at events surrounding the recreation of the 1919 convoy. (A story about the convoy and special events begins on Page 4 of this issue of Translines.) The organizers of the convoy hope that it will lead to more serious discussions about this crucial part of the nation’s infrastructure and its future.

Hurricane Katrina showed us that we cannot wait until our infrastructure fails, disrupting our economic life, to appreciate its importance. Although the Interstate in Kansas is in generally good condition, it is aging. Much of it has been reconstructed, but certainly not all of it. While it is more fun to advocate for the next new facility, bridge or bypass, we must be mindful of the need to protect the investment we have already made.

That actuality was not lost on author McNichol, who extensively traveled and researched the Interstate for his book, “The Roads That Built America: The Incredible Story of the U.S. Interstate System.”

“As long as the Interstate is the highway supporting our society, economy and national security,” McNichol wrote, “it will forever need to be the beneficiary of our attention and investment.”

I couldn’t agree more.

Scherschligt named District One Engineer

By Stan Whitley

Twenty-seven years ago, a state transportation agency came looking for young engineers in South Dakota. Today, one of their 'recruits' has advanced up the career ladder to become KDOT's new District One Engineer.

Dan Scherschligt was promoted to the top position in District One on April 24. Scherschligt succeeds Jerry Younger, who was recently promoted to Assistant Secretary/State Transportation Engineer.

"I look forward to the challenges and opportunities of being the District One Engineer," said Scherschligt. "It's an exciting challenge to help lead a District in con-



Dan Scherschligt

structing the remaining projects of the CTP and a great opportunity to work daily at the district level with our maintenance staff to preserve that investment.

"To me, your work group is like family," added Scherschligt. "Moving to district just means my family has grown."

Scherschligt started working for KDOT in 1979 following graduation from South Dakota State University with a bachelor's degree in Civil Engineering. He served as a Project Engineer at Independence before moving to Headquarters where he was a Bridge Designer from

Continued on page 9

On the...

COVER

KDOT retiree Herb Nunemaker stands along the first stretch of Interstate opened to motorists in the United States (eight mile section of I-70 west of Topeka). Nunemaker was the Paving Inspector on that original stretch of roadway in 1956. See article on page 5.

Photo by Sonya Schueneman

Governor promotes carpooling

With gas prices reaching near record levels, Governor Kathleen Sebelius is giving state employees a way to conserve fuel by making carpooling easier.

"The recent spike in gas prices is pinching pocketbooks of families and businesses in Kansas and across the country. Unfortunately, we're not seeing relief from the national level so we have to take steps here at home,"

said Governor Sebelius. "We can keep in mind alternative fuels, like E10 and E85 ethanol, which use less gasoline, and help Kansas farmers," the Governor continued. "One of the best ways to conserve fuel is by organizing a carpool, which is why we've created a carpool matching service for state employees."

Continued on page 11

Coach Snyder gives advice to KDOT leaders

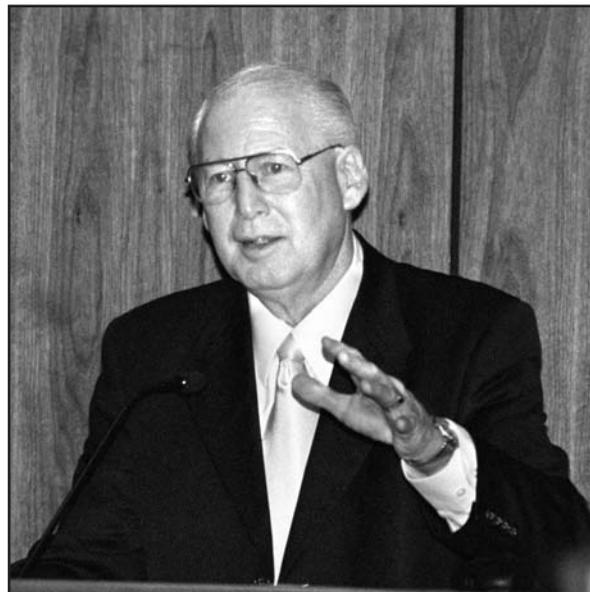
By Amy Link

It's not every day, one gets advice from a "living legend" but KDOT leadership recently had that opportunity.

Bill Snyder, former head coach of the Kansas State University football team, spoke to KDOT leaders about identifying key priorities in their lives (such as faith, family, community, and career) and finding ways to do each of them a little better. And as a leader, Snyder said, leaders should look for a way to help their staffs succeed both professionally and personally.

Snyder noted that KDOT, with its 3,200 employees, is a massive team. And if every team member strives to do his or her job just a little better, it amounts to a big difference over time.

Continued on page 12



Coach Bill Snyder spoke to KDOT leadership on May 5 at KDOT Headquarters about how to be a successful leader. In his 17 years coaching at K-State, the Wildcats won nearly 80 percent of their games and went to 11 bowl games.

Celebrate Kansas Interstates

Kansas' own President Dwight D. Eisenhower signed the Federal-Aid Highway Act on June 29, 1956, which launched the Interstate system across the United States. KDOT and numerous partnering organizations are staging events to celebrate Kansas' rich Interstate history. Various activities will take place in Abilene, at Kansas Speedway and across Kansas from June 21-23.



Events in Abilene:

◆ June 21

◆6-9 p.m. –**Evening Social at the Eisenhower Presidential Library and Museum (Eisenhower Center)**

“Celebrate Ike and the Interstates” with an ice cream social, a performance by the Abilene City Band, an antique car show, and Interstate exhibits outdoors and in the Library building.

Welcome convoy about 7:30 p.m., followed by remarks from the front porch of Eisenhower’s boyhood home. Eisenhower Center Director Dan Holt, Secretary Deb Miller, Interstate author Dan McNichol, and Merrill Atwater, Eisenhower’s great-grandson, will speak.

Rain contingency –Visitor’s Center

◆ June 22

◆6 p.m. – **Vehicle parade around Abilene**

Vehicle parade with convoy and other participants starts/ends at the Eisenhower Center.

◆7 p.m. – **Interstate panel discussion**

Panel discussion will highlight Eisenhower’s tremendous impact on the nation’s Interstate system.

Welcome remarks by Secretary Deb Miller and President of the Kansas Turnpike Authority Michael Johnston. Panelists include:

Moderator Dan Holt, Director of the Eisenhower Center; **Mary Turkington**, chair of the Kansas Turnpike Authority; **Jim Brewer**, KDOT Road Engineering Manager;

Kansas to greet convoy

One of the main activities across the U.S. to celebrate the 50th anniversary is the reenactment of the 1919 Transcontinental Motor Convoy.

The reenactment will take place from June 15 to June 29. The original trip did not pass through Kansas. However, a part of the reenactment will swing through Kansas.

Banners will be placed on overpasses along I-70 at various locations and other sites (listed at right) welcoming the national convoy throughout Kansas while it travels in the state June 21 and 23. Community groups will be invited to the overpasses to help welcome the convoy as it travels across Kansas.

The convoy will then be part of activities in Abilene and at Kansas Speedway.

The nearby towns and locations of banners are:

(MM - milemarker)

- ◆Colorado/Kansas state line bridge (MM 0) - banner only
- ◆Goodland (MM 18)
- ◆Colby (MM 54)
- ◆Oakley (MM 75)
- ◆WaKeeney (MM 120)
- ◆Hays (MM 157)
- ◆Russell (MM 180)
- ◆Wilson (MM 206)
- ◆Ellsworth (MM 219)
- ◆Salina (MM 260)
- ◆Abilene (MM 273)
- ◆In the city of Abilene
- ◆Junction City (MM 301)
- ◆Paxico rest area (MM 337)
- ◆Topeka (MM 354)
- ◆Bonner Springs (at Kansas Speedway)

Constance Achterburg, attorney who handled land condemnation for the original interstate construction;

Mike Lackey, former Assistant Secretary/State Transportation Engineer; and **Dan McNichol**, author of “The Roads that Built America: The Incredible Story of the U.S. Interstate System.”

◆ June 23

◆7:30 a.m. – **Farewell parade**

Citizens and visitors in Abilene bid farewell to the convoy as it heads to I-70 and travels to Kansas Speedway.

Event at Kansas Speedway

◆10:45 a.m. - **Kansas Speedway Media Event**

The convoy arrives at Kansas Speedway for a Kansas/Missouri bi-state event and will make a “victory” lap around the track. Mary Peters, former Federal Highway Administrator, will be the keynote speaker. Other speakers will also participate. The convoy will then leave Kansas and travel through Missouri to Iowa.

First hand experience with first section of Interstate

Nunemaker sees history in progress on I-70

By Kim Stich

The 50th anniversary of the Interstate system will have a little more meaning for KDOT retiree Herb Nunemaker than the millions of other Americans who travel on the system daily.

Nunemaker helped build the eight-mile section of road west of Topeka that would become the first segment of Interstate completed after President Dwight D. Eisenhower signed the legislation in 1956 authorizing the world's greatest highway system.

"With Eisenhower being from Kansas, I think it was nice Kansas got the first one," he said.

Nunemaker was the Paving Inspector on the eight-mile I-70 project west of Topeka. He was in charge of the plant where the concrete was mixed and also on the road where the concrete was placed to see that it followed specifications and proper procedure, he said.

The project was originally designed with a US-40 project number, "but when we started the project, it had two project numbers. The participation on the US-40 job would have been 50 percent, but on the Interstate job, it was 90 percent."

Nunemaker grew up in Lawrence and attended Kansas University. After a few years of farming and teaching in a rural school, he got his first taste of

engineering as a member of the 328th Army Engineers in World War II. Nunemaker, a Recon Sergeant, and his 328th followed the 411th Regiment Infantry battalion for three years, building foot bridges and removing road-blocks and mines.

"Lansdown concentration camp was freed by the 411th and we were right behind them," Nunemaker said. "We saw the inmates – they were real thin – but they were so glad to see us."

He even traveled up the Brenner Pass near Innsbrook toward the end of the war. "My jeep driver and radio operator

followed the lead tank up the pass," he said. "None of the bridges were blown, but the railroad up through the path was obliterated."

After the war, Nunemaker started with KDOT (then the Kansas Highway Commission) in December 1945 in Marysville as an Engineer Aid. After a couple months, he went to Atchison, then Overland Park to work on road projects.

"This was right after the war and there weren't too many projects going



KDOT retiree Herb Nunemaker was the Paving Inspector on the first section of Interstate completed in the United States.

on then," he said. He then came to Topeka, got married and stayed here.

Besides the first stretch of Interstate, Nunemaker worked other important projects such as the Willard Bridge that was destroyed by the flood of 1951, the ramps for the first cloverleaf in Kansas on US-24 in Topeka, the US-75 bridge over the Kansas River and the first stretch of I-470 in Topeka.

Nunemaker said changes didn't happen immediately, rather, they came gradually, especially in roadway designs, types of equipment and materials.

"Probably the biggest change was environmental," he said.

"On the I-70 project, we had no erosion control. We voluntarily watched the erosion control – we didn't let dirt wash away needlessly," he said. "We didn't use top soil on the slopes, it was an added expense. At the time, we thought it would be so nice if we had some good black dirt to put on that clay slope."

In 1961, he became the Resident



Nunemaker talks to Area Four employees about his years at the Topeka office.

Governor signs bill aimed at protecting highway workers

A bill designed to improve the safety of highway workers throughout Kansas was signed into law April 18 by Governor Kathleen Sebelius.

The bill, SB 411, requires traffic on four-lane highways to move away from vehicles engaged in highway construction or maintenance operations when those vehicles are displaying an amber flashing light.

A driver approaching such a vehicle has two options - proceed with due caution and change lanes into an open lane traveling the same direction away from the stationary authorized vehicle; or, if the roadway is a two-lane highway or if it would be unsafe to change into an open lane, the driver must proceed with due caution, reduce the speed of their vehicle and maintain a safe speed for the roadway conditions.

"Our road crews work in dangerous situations, which is why we need to slow down in work zones and give them an



Governor Kathleen Sebelius shakes hands with KDOT employee Gary Burroughs and also greets Mabel Cunningham (widow of Richard Cunningham), and Scott and Shirley McDonald (parents of Scotty McDonald), at a bill signing ceremony for SB 411.

Continued on page 8

New law will help control outdoor advertising signs

A new law in Kansas will involve major changes to the 34-year-old Highway Advertising Control Act and give the agency more control over outdoor advertising signs along state roadways.

Kansas initially adopted the Highway Advertising Control Act in 1972 and had not substantively reviewed the legislation since that time. The biggest changes in the recent legislation are new permitting requirements and modification of the fees paid by sign owners.

"Under old legislation no permit was required, consequently, KDOT wasn't always aware of a new sign along our highway system until after it had been erected," said KDOT Chief

Counsel Sally Howard, who testified to the Legislature on the subject. "Unfortunately, if we later found that the sign was illegal, we required the sign owner to remove the sign. This caused unnecessary conflict for both KDOT and the sign owner.

"The new legislation requires a permit, and then requires a license for each structure that is erected," added Howard. "This change will help KDOT determine whether signs are legal before they are erected and will also maintain an accurate inventory

of the outdoor signs that are erected on our highways, which is required by the Federal Highway Administration."

The federal Highway Beautification Act of 1965 was enacted to control the placement of billboards along the nation's highways to preserve scenic beauty. The Act recognizes that outdoor advertising is a legitimate, commercial use of private property adjacent to the highway, but that the erection and maintenance of advertising signs along the highways should be regulated.

The principal provisions of the new law will impose various fees on sign owners by increasing cost of the application fee and requiring sign owners to pay a fee per sign structure based on the square footage of the sign.

'This change will help KDOT determine whether signs are legal before they are erected and will also maintain an accurate inventory of the outdoor signs that are erected on our highways...'

Sally Howard

The impact of the new fees will be minimized with a phase-in over a two-year period. Owners of signs in KDOT's inventory prior to December 31, 2006, will pay 50 percent of the new fee in 2007, and the remaining 50 percent fee in 2008.

After that time the full rate will go into effect. The new law will also allow for automatic changeable facing signs, which have been allowed in neighboring states for some time.

"These changes were necessary to bring us closer to the practices of surrounding states, help defray the cost of our administration of this Act and substantially improve this agency function," said Howard. "KDOT and the Outdoor Advertising Industry worked hand-in-hand to craft legislation that will make this possible." -S.W.



By

**Gene
Robben**
TRANSPORTATION
TALK

Audits provide opportunities

What is the Office of Inspector General? Why is the Office of Inspector General important to you?

Those are valid questions, and while there are numerous individuals in KDOT we deal with on a routine basis, to most, the Office of Inspector General is a mystery.

Part of what we do is perform internal audits. Although the word “audit” sometimes carries a negative connotation (especially at tax time), it also has a more constructive meaning. The audits we perform can be used as planning tools, helping management identify areas that need additional review and providing opportunities to adopt new and improved procedures. As a taxpayer you should be concerned that your tax dollars are used effectively. Nothing is more important to government than maintaining the public’s confidence in their stewardship.

As you are well aware, KDOT operates under a large number of laws, rules, regulations and manuals. To ensure that all of these are followed and complied with, the agency has a system of internal controls. Management is responsible for those controls. An example of an internal control is having a supervisor approve employee timesheets. There are many more controls involving approvals, etc.

The Office of Inspector General provides an objective review of these internal controls to management. The

primary focus is to determine that the controls are functioning as intended. Another objective is to improve the agency’s operations. If a particular control is not achieving its intended purpose, we try to determine what the problem is and how it should be changed, if necessary.

Our office cuts across all aspects of the agency’s operations. There are only a limited number of documents that we do not have access to. The detail of a particular audit may be as broad or as narrow as required to meet management’s needs.

Earlier I stated that we provide an objective review. Objectivity is essential to the internal audit function. We are not involved in the development of systems and procedures, preparation of records or any other activities that the internal audit staff may review or appraise. However, OIG staff may be consulted on the adequacy of controls incorporated into new systems and procedures or changes in existing systems.

A question that is often asked is, “Why was our office or bureau selected to be audited?” Each year we prepare an audit plan listing proposed areas to be audited. One of the criteria used in determining the plan relates to risk. That is, what is the risk that controls are not being followed. Another way of looking at it is to ask, “Are there things happening that would be embarrassing to the agency?” We also look at our previous plans and note where follow-up of audit findings is needed. In addition, we strive for state-wide coverage each year.

What is our audit process? We create a permanent file that includes all pertinent information about the office or bureau’s function. We determine what issues we need to review and schedule an entrance conference. This conference explains what we are going to do, and how we will perform our work. Once the audit or review is completed we have an exit conference and discuss our findings. A report is then written that may contain findings and recommendations.

The affected office or bureau is then given an opportunity to respond to the recommendations. An important item to note is that we are not looking to find fault. If a particular process is not functioning properly we attempt to find out why and make the necessary changes.

Finally, if you suspect or know of issues that we should be concerned about please contact the KDOT Office of Inspector General. You have a responsibility as a KDOT employee to report these issues.

Robben is Inspector General of KDOT.

Kudos

to KDOT employees

Darrell Gwaltney, Permanent Signing Specialist in Traffic Engineering, bowled a perfect game in the singles/doubles competition of the State Bowling Tournament on May 6 at West Ridge Lanes in Topeka.

Deaths

Condolences to the family and friends of two KDOT employees and one retiree who recently passed away.

Clifford L. Holthaus, 25, died April 27 at Centralia. Holthaus was an Engineering Technician at Wamego. Survivors include his wife, Krissy, his parents, his grandparents and one brother.

Memorials may be given to the Centralia Preschool or to the Centralia High School football program and sent in care of the family.

Ricky G. Hodges, 40, died April 9 at Manhattan. Hodges was an Equipment Mechanic at Wamego. Survivors include one son, his parents, and one sister.

Memorial contributions may be made to the Ricky Hodges Memorial Fund in care of Yorgenson-Meloan-Londeen Funeral Home, 1616 Poyntz Ave, Manhattan, 66502.

Charles H. Anderson, 75, died April 28 at Wamego. Anderson worked for KDOT 40 years before retiring in 1996. He is survived by his wife, Mary Lou, one son, two sisters, four grandchildren and eight great-grandchildren.

Memorial contributions may be made to the Terry C. Johnson Center for Basic Cancer Research at Kansas State or the Wamego Public Library and sent in care of Stewart Funeral Home, PO Box 48, Wamego, 66547.

Preservation of bridge recognized



In the center, Marsha King, KDOT Archeologist, and Kris Norton, KDOT Road Design Leader, receive a 2006 Advocacy award on May 4 at the Kansas State Historic Preservation Conference in Lawrence for preserving the Saline River bridge on US-183 north of Hays. Presenting the award were Janine Joslin (left) and Fran Gale (right) of the Kansas Preservation Alliance, Inc.

★ ★ ★ KDOT salutes our troops ★ ★ ★

District Five

Edward F. Niemczyk, Engineering Technician, Navy

KDOT would like to recognize its employees who have returned home from military service in support on the war on terror. Below are employees listed by district and their branch of service.

The Bureau of Personnel Services supplies military information to Translines.

SB 411

Continued from page 6

extra margin of safety,” Sebelius said.

Last year in Kansas eight people were killed and 460 people injured in work zone crashes throughout the state.

The Kansas Department of Transportation alone had two tragic reminders of the dangers of working alongside highways. On June 1, 2005, KDOT equipment operator Marvin “Scotty” McDonald III was struck and killed while cleaning a roadside along US-75 north of Topeka.

Two months later, on Aug. 1, 2005, equipment operator Richard Cunning-

ham was killed on K-130 near Neosho Rapids. Equipment operator Gary Burroughs was also injured in the same crash when their dump truck was struck by a semi trailer. Burroughs spent nearly two months in the hospital and is still undergoing outpatient therapy.

Law enforcement may give a warning citation (approximately a one year grace period) if someone violates this provision before July 1, 2007, according to the law. A traffic violation can be written to anyone violating this provision after that date. The fine for not yielding to a pedestrian or vehicle working on the roadway is increased from \$30 to \$180. **-K.S.**

Step Back in Time



Resident Engineer Phil Everett watches closely as work is done to begin rehabilitation of the intercity viaduct bridge in Kansas City in 1963.

KDOT Computer Training

– from the KCTC

CLASSES ARE ON THE CALENDAR AT ESOB

Increase your computer efficiency! Misty Rodriguez trains on a range of KDOT supported software programs. You may view the shared class calendar in Outlook. After clicking on your calendar, choose "Open a Shared Calendar." Type in KCTC for the calendar name. Then you will be able to see current classes. Classes listed in Red are FULL.

NEW CLASSES

Dreamweaver and Acrobat Reader are coming in August.

DID YOU KNOW?

Tips & Tricks:

◆ You can Spell Check automatically in Outlook. Each message you create is "proofed" before you send it.

In Outlook, go to Tools and select Options, select the Spelling tab, check "Always check spelling before sending." Click OK and close the box.

◆ You can have Office 2003 applications show all menu items all the time. From any application go to Tools then Customize & select the Options tab & check "Always show full menus." Click Close. Selecting this option affects all currently installed Office Applications.

This tip brought to you by the Bureau of Computer Services.

Enroll by e-mail kctc@ksdot.org or call Ingrid Vandervort 785-296-8993. Questions are welcome! Supervisor's approval to enroll is necessary.

Scherschligt

Continued from page 3

1980-1986.

Scherschligt served as Bridge Inspection Engineer for four years and then was promoted to Topeka Area Engineer in 1990. Later in 1990, he was promoted to Bridge Management Engineer where he served for 15 years, overseeing bridge inspections and evaluations on approximately 5,000 State Highway System structures. In 2005, Scherschligt accepted a position as the Topeka Metro Engineer where he served for one year before being promoted to District One Engineer.

"As Metro Engineer I saw first hand the great pride KDOT field personnel bring to their job every day, from pushing snow for long hours in adverse conditions to constructing cutting edge projects," said Scherschligt. "Working in Headquarters, I was fortunate to work on a statewide basis and it also gave me the background to learn essentially what every KDOT bureau is responsible for. This is a background I can use every day as a District Engineer."

Scherschligt will be responsible for a district that has plenty of high profile

projects under construction and more on the way. Included is a \$92 million System Enhancement project to construct a new interchange at I-435 and Antioch Road, a \$53 million System Enhancement project to reconstruct the 87th Street and I-35/US-69 interchange and a \$47 million reconstruction project on I-635.

The future will also have key projects, highlighted by the US-59 four-lane expansion between Lawrence and Ottawa. The project in Douglas and Franklin counties has a combined price tag of about \$214 million and is expected to span four construction seasons.

Scherschligt has been actively involved as a member of the AASHTO BRIDGEWare Task Force since 1992. He has been recognized as an expert in the Pontis Bridge Management System, a computer-based system designed to assist agencies in the preservation and improvement of their bridge networks.

Scherschligt is married and his wife, Peg, is a kindergarten teacher. They have one daughter, Stacy, who is a junior at Pittsburg State University, and a son, Mark, who just graduated from high school and plans on attending Kansas State University next fall.

Fun Facts and Trivia

Do you know?

U.S. Interstate Facts:

- ◆ The Interstates compose less than 1 percent of the nation's roads, but carry more than 24 percent of travel, including 41 percent of truck miles traveled.
- ◆ Each year the Interstate system carries nearly 1 trillion person-miles.
- ◆ Since 1969, the number of people in the United States grew by 32 percent, while person-miles of travel increased by 143 percent. U.S. households grew by 58 percent over the same period, while the rate of household vehicle travel grew more than twice as fast—163 percent.
- ◆ In 1950, 173 billion ton-miles of commercial intercity freight traveled by truck. (A ton-mile is one ton carried one mile.) As the Interstate system grew, so did commercial truck freight. By 1985 it equaled nearly 650 billion ton-miles.
- ◆ The Interstate System is the safest road system in the country, with a fatality rate of 0.8 - compared with 1.46 for all roads in 2004.

Source - AASHTO facts sheet

For information on interstates in Kansas, check out KDOT's web site at www.ksdot.org and click on the 50th anniversary logo.

Retirees

The following employees officially retired from KDOT on June 1.

District Six – Southwest
Kenneth H. Richers, Highway Maintenance Supervisor at St. Francis – 32 years of state service

The following employee will officially retire from KDOT on July 1.

Headquarters
Marvin K. Neukirch, Beautification Administrator in Right of Way – 24 years of state service

Transportation Briefs

Truckin' blues

Which cities have the worst bottlenecks for trucks? A study prepared for the Federal Highway Administration, which notes that the bottlenecks cause congestion problems for all vehicles, lists the cities of Los Angeles, New York, Chicago, Atlanta, Dallas-Fort Worth, Denver, Columbus, Ohio, and Portland, Oregon. –*Better Roads*, April 2006

Have scanner, will print

Some Kansas law enforcement agencies will be able to demand on-the-spot fingerprint scans using portable devices during traffic stops beginning in December. The scanner, which officials view as a tool to improve road safety, will be used in limited circumstances.

Such circumstances include arrests for felonies, higher-level misdemeanors such as assault or drunken driving, and possession of stolen property or instruments associated with crimes, such as burglary tools. –*Government Security*, April 2006

Skills gap reconsidered

Policy commentators in recent years have contended that American workers are not well-prepared for jobs in the new economy. But, experts from the Economic Policy Institute say some research that shows Americans doing poorly on literacy level may not be an accurate reflection of the labor pool.

The survey showed 22 percent of the adult population scored at the lowest

literacy level. But not widely considered was the fact that the study included a large percentage of people who are older than 65, had significant disabilities or were foreign-born. Other research shows that American workers today are better educated in both quality of education and attainment level, and that math and reading skills are up since the 1970s.

Furthermore, a study contends that employers are relatively satisfied with employee's computer skills. –*Stateneews*, May 2006

Safety system urged

The National Transportation Safety Board has called for the installation of collision avoidance technology on new large trucks following its investigation of a 2003 crash at an Illinois toll booth. The crash avoidance system includes driver radar that warns a truck driver of possible hazards ahead. Eight people died in the Illinois crash when a truck failed to slow for traffic as it approached a toll plaza on Interstate 90.

–*Transport Topics*, May 1, 2006

Toll lane troubles

Work on new toll lanes on US-281 in Texas has been stopped following the filing of a lawsuit by environmental groups seeking a permanent halt to the construction. A full environmental impact statement may be required, which could delay the project for several years. –*Better Roads*, April 2006

Nunemaker

Continued from page 4

Engineer at the Gage Office, then was named the Construction Engineer at the District One office in 1971. He retired from KDOT in 1981.

Nunemaker has lots of fond memories of KDOT. In fact, five of his former coworkers (Larry Wiseman, Vaughn Thompson, Glen Corke, Duane Nigus and Gerald Heinen) and their wives meet once a month. After retiring, they would get together infrequently, but a couple years ago, they decided to meet on a regular basis, he said.

He has kept busy in retirement. Besides doing inspections for Cook, Flatt and Strobel for 10 years, he and his wife, Helen, have traveled extensively in Europe, Germany, Hawaii and Canada. They also spend time with their two children, six grandchildren and great grandchild (with one more on the way this fall).

The 50th anniversary of the Interstate is just one of the milestone anniversaries Nunemaker will recognize this year. Nunemaker and Helen will celebrate 60 years of marriage in September. In November, he plans to attend an Army reunion and a ceremony for the 328th Engineers to place a memorial at the highway rest area at Gainesville, Texas. And this past February, he celebrated his 90th birthday.

The party was at First Lutheran Church in Topeka and 160 people signed the register.

"I didn't know I had so many friends," he joked.

M I L E S T O N E S

KDOT salutes its employees celebrating anniversaries in May

10 YEARS

Dora Lee Bourquin Topeka
 John Grabauskas Topeka
 *Becky Klenklen Topeka
 *Marcus Leck Altoona
 *George McDaniel Lawrence
 *Craig Morton Topeka
 *Wade Sherman Coldwater
 *Aaron Wachsicht Concordia

30 YEARS

*Roland Bird, Jr. Salina
 *Rodney Crone Garden City
 *Jimmy Gilbert Garden City
 *Richard Krueger Washington
 *Henry Maurath, Jr. Oakley
 *Delbert Schriener Salina
 Duane White Ottawa
 *John Wilson Shawnee

20 YEARS

*Lewis Bedker, Jr. Garden City
 Mark Clements Topeka
 Harold Davis Lindsborg
 *Sandra Greenwell Topeka
 *Carla Mumma Topeka
 *Michael Smith Topeka
 *Phillip Whitehair Abilene

40 YEARS

*Lyle Archer Norton

This information is compiled by each Office, Bureau, Division, and District.

**denotes state service anniversary*

Carpooling

Continued from page 3

The Car Pool Ride Matching Service (CPRMS) can be found at www.da.ks.gov/cprms. Users are asked to indicate their preference to join a carpool as a driver or rider. Then, the user can see a list of commuters who live in the area and have similar work destinations, and who are interested in ridesharing.

Although it only takes two people to form a carpool, increasing the number of passengers will reduce overall

commuting costs.

"We've implemented this at the state level and I urge Kansas businesses to consider ways within the workplace of providing similar information to their employees. It's a simple idea that could help many Kansans cut their fuel costs," said Sebelius.

Carpooling has many benefits including reducing your gasoline costs, tolls and insurance, vehicle depreciation, reducing congestion, improving air quality and conserving energy.

KANSAS DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Information
 Eisenhower Building, 2nd Floor, West
 700 SW Harrison, Topeka, Ks 66603-3754



Governor: Kathleen Sebelius
Secretary of Transportation: Deb Miller
Chief of Transportation Information: Steve Swartz
Editors: Stan Whitley and Kim Stich

Phone/TTY: (785) 296-3585 FAX: (785) 296-0287

Calendar of Events

June 9 — 9:30 a.m. - Highway Advisory Commission meeting, Eisenhower State Office Building.

June 10 — KDOT Employees Council softball tournament, Rueger Ball Park, Topeka.

June 13 — 11 a.m. KDOT employees' Council Meeting, Third Floor, Eisenhower State Office Building.

June 21 - 2 p.m. Construction Bid Letting, Fourth Floor West Wing, Eisenhower State Office Building.



LETTERS TO THE EDITOR

Dear Clay Adams (District One Maintenance Engineer):

On behalf of the University of Kansas, I would like to express to you our heartfelt appreciation for your volunteering to assist us in the opening of the campus following the storm that occurred on Sunday, March 12, 2006.

Although your services were not needed, we do appreciate your thoughts and consideration.

Your generous offer to help was heartwarming. Although we would all prefer that such tragic incidents never occur, it was gratifying to know that you were ready to step forward and make an important and meaningful contribution.

Sincerely,
James A. Long
Vice Provost for Facilities
Planning and Management

**Welcome
new KDOT
employees!**

Headquarters

Stephanie Conner, Office Assistant, Materials and Research
Kevin Koester, Engineering Associate I, Transportation Planning

District Four – Southeast

Gwen Roseberry, Administrative Assistant, Chanute

District Five – Southcentral

Christine Noriega, Administrative Assistant, El Dorado
The Bureau of Personnel Services supplies information to Translines.

Promotions/Transfers

Headquarters

Ben Dibble, Technology Support Consultant III, Computer Services
Mark Hoppe, Professional Civil Engineer III, Local Projects

District One – Northeast

Dan Scherschligt, District One Engineer, Topeka

District Four – Southeast

Warren Ebberts, Engineering Technician Senior, Iola
Marcus Leck, Public Service Administrator II, Independence
The Bureau of Personnel Services supplies information for promotions/transfers to Translines.

Kansas Department of Transportation
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Topeka, KS 66603-3754

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Snyder

Continued from page 3

To make a difference, Snyder said, it's important to have a clearly defined plan - because hard work is not enough.

Snyder also spoke about the new initiative, Kansas Mentors, which Governor Sebelius tapped him to lead. Kansas Mentors is not a mentoring program but rather an initiative designed to connect current mentoring programs and provide resources for communities wishing to start a program. Kansas Mentors' goal is to give every Kansas child access to a quality mentoring program.

And Snyder noted that there is a great need for mentors, particularly male mentors, and encouraged KDOT employees to look for ways to become involved in mentoring programs. Employees can become involved by visiting www.ksmentors.ks.gov.

NOTE: This information is available in alternative accessible formats. To obtain an alternative format, contact the Bureau of Transportation Information, Eisenhower Building, 700 SW Harrison, 2nd Floor West, Topeka, Kan., 66603-3754, or phone (785) 296-3585 (Voice)/(TTY).