

# Translines



## **I**nside ...

- ◆ Retirement receptions Web site link
- ◆ Flints Hills featured in National Geographic

- ◆ K-7 corridor plan
- ◆ TRF loans helping communities
- ◆ Junction City area transportation to be impacted

Move over in  
work zones

See pages  
3,7



*By Secretary  
Deb Miller*

## Putting a face on war

For all I have read and heard about Iraq for the past four years, I have had little contact with the people whose lives have been directly impacted by the war. But last month during a trip to Washington, D.C., to attend a TRB subcommittee meeting, I had the opportunity to meet some of those people.

At the invitation of Major Gen. Tod Bunting of the Kansas National Guard, I visited three Guardsmen, one from Kansas and two from other states, who were recovering from their war wounds at Walter Reed Army Medical Center, about five miles from the White House.

The drive onto the medical center grounds was both surprising and sobering. Like most Americans, I knew of the Army hospital in the Washington area, but I didn't realize how large a complex it was. It's really a campus with many buildings. Along with Kansas Army National Guard (KSANG) Brig. Gen. J.P. Small, I first visited the Mologne House, a hotel on the grounds that also serves as home to many convalescing soldiers and some Marines. Also with us were Col. Joe Wheeler of Wichita (chief of staff for the KSANG) and Capt. Charles Levian of Topeka (battery commander, B Battery, 1-161 Field Artillery).

Mologne House is a gracious-looking, multi-story brick building with a portico on the front. Soldiers fitted with prostheses move about the grounds in front of the building. Inside, you walk into a foyer with a sweeping staircase. Although there were three Kansas Guardsmen in outpatient services in Mologne House, we only had the opportunity to meet with Specialist Curtis Turpin, a guards-

man from Derby who serves with Battery B 1-161st Field Artillery out of Pratt.

Specialist Turpin was injured when the vehicle in which he was riding was caught in the blast of an improvised explosive device (IED). One of his fellow guardsmen was killed in the explosion. Like many of the injured at Mologne House, Curtis's wife was staying with him, but we didn't get the opportunity to meet with her. I presented Curtis a few KDOT promotional items, including a map and mug, for which he seemed genuinely grateful.

We also visited two other guardsmen in the main hospital, Cpl. Marcus Kuboy from Minnesota and Specialist Travis Wood from Wyoming, who displayed photos of his two-year-old daughter and letters from school kids in his room. He described how his buddy had saved him when the tow truck they were in was hit by an IED in Afghanistan.

Several things became clear to me as I visited with the three men: they firmly believe in what they were doing and care about their buddies still fighting in Iraq and Afghanistan. But I also sensed that they long for home, that every day starts to look the same and that they are a little restless. Despite that, they showed no bitterness.

I was so impressed by the Kansas National Guardsmen I accompanied to Walter Reed, as well as those who met us at the hospital. The Guard leadership thinks it is important for officers visiting Washington to not only visit Kansans at the hospital, but to look in on guardsmen from other states as well. They want the guardsmen to know that people are thinking about them and care about their welfare.

It was evident that the people I was with had a great sense of camaraderie, support and concern for their injured colleagues. And, I sensed that that concern was apparent, and very important, to the recovering soldiers. The Wyoming Guardsman expressed his gratitude that the Kansans had taken the time to visit him.

The injured guardsmen I met honored their commitment when they were called to serve and have paid a devastating price. They are people that their states and country should be proud of and I'm grateful that I got to spend some time getting to know them. Now, when I see images in the news of our troops in Iraq and Afghanistan, I have a much better idea of who these fine people are.

**KANSAS**  
DEPARTMENT OF TRANSPORTATION

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## Calendar of Events

**May 11** - 9:30 a.m. - Highway Advisory Commission meeting.

**May 12** - 10 a.m. - KDOT golf four-person scramble at Spring Creek golf course in Seneca. Enter by contacting Kevin Adams ([kevina@ksdot.org](mailto:kevina@ksdot.org), 296-5297).

**May 16** - 1 p.m. Construction Bid Letting, ESOB.

**May 29** - Memorial Day holiday.



*KDOT employees in District Three install a Move Over sign on eastbound I-70 near Kanarado. Photo by Eric Oelschlager*

## New signs will alert motorists to move over

By Kim Stich

Updated highway laws show that emergency and transportation organizations mean business when it comes to safety along Kansas roadways.

Two laws involving the Kansas Move Over statutes were updated during the 2006 legislative session. Signs highlighting the safety laws are being placed along highways across the state and all will be in place by May 1.

A news conference focusing on these safety improvements took place on Thursday, April 26, at the KDOT Area Four Office in Topeka, located just north of I-70 and west of Gage Boulevard. KDOT, the Kansas Highway Patrol, local law

**Continued on page 10**

On the...

## COVER

*Work takes place along the retaining wall on the I-435 project in Kansas City. See story on page 6.*

*Photo by Larry Katsbulas*

## Community involvement key to successful K-7 corridor plan

The K-7 Corridor Management Plan has been recognized as an exemplary model of partnering in highway planning by the National Partnership for Highway Quality (NPHQ).

An unprecedented effort brought 12 local governments into agreement on the future of K-7 along the western edge of the Kansas City metropolitan area from Miami to Leavenworth counties. For their efforts, KDOT, its consultants and the Federal Highway Administration were selected to receive NPHQ's 2006 Making a Difference Award in Partnering. Award certificates were presented by

**Continued on page 11**

## Low cost TRF loans helping communities across Kansas

KDOT is doing its job to enhance everyday life in communities across Kansas and the Transportation Revolving Fund (TRF) is part of the process.

"Cities and counties throughout the state have used the program for many different types of projects," said Evelyn Fitzpatrick, TRF Program Manager. "For example, the city of Marysville

replaced 29,000 feet of curb and guttering with TRF funding. Barber County is building a new road to the gypsum mine that is the county's largest employer and Phillips County has been approved for a loan to build a road to an ethanol plant, which is under construction east of Phil-

**Continued on page 9**



*A project to reconstruct and widen Central Avenue in Wichita to four-lane urban standards with additional turn lanes, storm sewers and drainage structures received financial assistance through the Transportation Revolving Fund. Photo by Tom Hein*

## ***Big Red 1 returns to Ft. Riley***

# **Junction City area transportation to be impacted**

As a result of the Big Red 1 returning to Fort Riley, many changes are coming to the greater Junction City area.

With the rapid annexation by Junction City and growth of residential areas west of the US-77 highway, there have been locations suggested and studies made to determine where potential signal lights will be needed in the future.

Currently plans are in the making for signal lights at US-77 and Ash Street. Future locations (not necessarily in the order of preference or design/construction) could be: US-77 and Old 40, US-77 and Lacy Drive/Goldenbelt Avenue, US-77 and Rucker Road, as well as K-18 and Spring Valley Road.

“We’ve been working at a rapid pace the past year with the city of Junction City and Geary County on planning and potential funding sources for improvements,” said District Engineer Don Drickey. “We will provide substantial funding for a consultant to do a corridor management study. This will help us examine projected traffic patterns, land use and potential transportation improvements in the area.”

Drickey said an initial source of funding being examined is the Kansas Transportation Revolving Fund. The fund is designed to provide low cost, flexible funding to local governments for transportation projects on or off the

state highway system.

Due to rapid expansion in the area, the current Corridor Management Agreement between KDOT, Junction City and Geary County needs to be revised and work has started to review what the future limits of that agreement need to be.

The area under review is on US-77 from Lyon Creek Road north to the road into Milford Cemetery and on K-18 from US-77 west to the Dickinson/Geary County line. This corridor agreement helps all units of government be consis-

plex enough that K-18 will be closed for the work and the traffic will be detoured onto a yet-to-be-determined route.

The westward movement of Junction City is following along the Interstate and there are serious discussions about opening a new interchange off of I-70 at Taylor Road. The concept has been discussed and the plans, cost estimate and funding are yet to be finalized. Opening any new interchange requires formal approval from KDOT and the Federal Highway Administration.



***Fort Riley’s Marshall Field, which recently received new helicopters, will see more activity as the Post is expected to grow to more than 18,000 soldiers by 2011. Photo by Kurt Weaverling***

Another recently announced development area is across the Interstate from Junction City in an area bounded by the Smokey Hill River between Washington Street (Exit 296) and East Street (Exit 298) interchanges. This will require traffic studies and other planning to provide vi-

able traffic flow.

tent when discussing entrances or roads onto state highways with constituents, planners and developers.

Not only are the roadways seeing additional traffic, new schools are being built to accommodate the anticipated residential increase. One of those schools is along K-18 highway and the school district is working with KDOT and Junction City to provide plans to improve K-18 west of Spring Valley Road.

Sight distance from the school property was less than adequate, so the roadway design will require some significant regrading of K-18. This work is com-

Compelled by a Pentagon decision in 2005 to bring the 1st Infantry Division back to its traditional home at Fort Riley from Germany, surrounding communities have been adjusting to an influx of thousands of new soldiers and their families.

Fort Riley is expected to grow to more than 18,000 soldiers by 2011 from the little more than 10,000 the post had at the start of 2005, creating an annual impact of more than \$1.25 billion on the Kansas economy.

Dear Editor

**LETTERS TO THE EDITOR**

Dear Mr. Stringer,

This letter is to commend the Kansas Department of Transportation in Yates Center for outstanding service during the winter of 2006/2007. Our 2006/2007 winter was a consistent mix of snow, sleet, and icy conditions requiring a considerable amount of work in keeping the Kansas highways safe and passable.

As a trooper to Woodson County, I greatly appreciate the dedication of Yates Center's KDOT department in treating these road conditions and keeping our highways passable. I never had to request KDOT to come out and clear a road, or treat a bridge as they were already responding and working to stay ahead of the hazardous road conditions.

Honestly I feel due to their dedication and hard work, many serious accidents were avoided, and lives were saved.

Respectfully,  
Wayne Faulkner, Trooper  
Troop H - Woodson County

**Colorado traveler praises Kansas highways**

Just returned home from a trip to Tulsa, OK, and the route I chose was north on I-135 to Salina and then westbound on I-70 to western Colorado for my return home. Stayed the night in Salina, ate and refueled then stopped again in Colby to snack and refuel.

I must say that I could tell when I entered Kansas from Oklahoma, even if my eyes were closed as the road was suddenly smoother. Except for a part around mile marker 69 on I-70 and nearing the Colorado/Kansas state line, it was very smooth. Your road crews should be commended for the excellent condition of the roads.

The only thing that would be of assistance, when I travel through your state, would be, if you would change the speed limit to 75 mph westbound out from Salina. The quality of the road would easily accommodate this change and the landscape is not much different from eastern Colorado, where the limit is 75 mph.

Thank You,  
Earl Poytress, Jr.  
Montrose, Colorado

**Give 'Em A Brake**

At left, Assistant Secretary/State Transportation Engineer Jerry Younger poses with partners who help support the Give 'Em A Brake work zone safety program at the Transportation Engineering Conference in Manhattan on April 3. They include Todd LaTorella, MO/KS Chapter, American Concrete Pavement Association; Dan Ramlow, Kansas Contractors Association; Michael Olson, American Council of Engineering Companies of Kansas; Jim Jones, Kansas Asphalt Pavement Association; and Woody Moses, Kansas Aggregate Producers & Kansas Ready Mixed Concrete Associations. The Kansas Good Roads Association and the Heavy Constructors Association of Greater Kansas City also made donations. Photo by Larry Katsbulas

**Retirees**

The following employees are official KDOT April/May retirees.

**Headquarters**

**Carol Hastings**, Applications Developer in Computer Services

**District One – Northeast**

**Delbert L. Bomberger**, Public Service Administrator I at Atchison

**David F. Burgess**, Public Service Administrator I at Blaine

**Michael S. Ellison**, Equipment Operator at Shawnee

**Franklin R. Heck**, Engineering Technician at Emporia

**William E. McDaniel**, Engineering Technician Senior at Lawrence

**Beulah M. Reid**, Administrative Assistant at Bonner Springs

**Shelia A. Selbe**, Engineering Technician at Bonner Springs

**District Three – Northwest**

**Dewayne G. Bruinekool**, Equipment Operator Senior at Norton

**James S. Harrington**, Equipment Operator Planning Technician at Salina

**District Four – Southeast**

**Danny E. Dulin**, Engineering Technician Specialist at Garnett

**Focus435 project starts second year**

# Construction continuing across Kansas

*Projects in District One and Three are featured in this edition of Translines. Articles have been written by Public Affairs Managers Kim Qualls, District One; and Kristen Brands, District Three.*

**DISTRICT ONE**

**I-435, US-69 and Antioch Road**

2007 will be the second full year of construction for the Focus435 project in Johnson County. Construction slated for 2007 includes significant improvements to the 103rd Street/US-69 and I-435/US-69 interchanges, as well as the completion of noise walls on the north side of I-435 between US-69 and Antioch.

Planned closures for this project throughout the 2007 construction season include:

1. Both northbound and southbound loop ramps at 103rd Street and US-69;
2. Westbound loop ramp from I-435 to southbound US-69; and
3. The ramp from southbound US-69 to westbound I-435.

In addition, 103rd Street will be reduced to one lane in each direction between Goddard and Mastin, and I-435 will be reduced to two lanes for about two weeks during the summer.

The Focus435 four-year construction project is the single largest project ever let by KDOT in terms of price at a letting cost of \$127.4 million. To learn more about this project, visit [www.focus435.com](http://www.focus435.com).

[focus435.com](http://www.focus435.com).

**US-24 - Wyandotte County**

Early this spring, construction will begin on a major highway project that includes the widening of US-24 (State Avenue) in Wyandotte County from 118th to 142nd Street and completion of a new interchange at US-24 and K-7. Rapid development along the US-24 and K-7 corridors prompted the need for

be converted to two additional driving lanes as needed. When finished, State Avenue will include street lights, curbs and gutters.

State Avenue will remain open throughout construction, though there may be minor traffic delays as traffic will be reduced to one lane in each direction. Left turns will be maintained at side roads along State Avenue and access to

businesses will be maintained at all times throughout the project.

When completed, State Avenue will become the responsibility of the Unified Government of Wyandotte County and the US-24 designation will be added to I-70. This two-year, \$65.3 million construction project is scheduled to be completed in late fall 2008.



*An earthmover travels over a newly constructed box drainage structure on K-27 south of Goodland. The roadway is being reconstructed as part of a \$14.5 million project. Photo by Kristen Brands*

these project improvements.

The existing interchange at US-24 and K-7, a cloverleaf design, is no longer adequate to accommodate the increased traffic. The new interchange will be a six-ramp partial cloverleaf which will allow traffic on US-24 to flow more smoothly, since the only crossing traffic comes off the two exit ramps. Each side of US-24 will have an easily accessible right turn to either direction onto K-7.

State Avenue between K-7 and 118th Street will be widened to two driving lanes on each side of a wide median. In the future, the median could

**DISTRICT THREE**

**K-27 – Sherman County**

A Major Modification project located south of Goodland began last construction season and will start again this spring. The project involves reconstructing K-27 on new (eastern) alignment from the Sherman/Wallace county line north to the southern Goodland city limits.

The \$14.5 million dollar construction project began last July with dirt work and construction of several box



By

**Jerry  
Younger**
**TRANSPORTATION  
TALK**

## Safety in work zones makes for a good day

As I look back over my career at KDOT, it would be very difficult for me to pick the best days I've ever had at work, only because there would be many, many potential candidates to choose from.

Conversely, it is very easy for me to identify my worst two days at KDOT. Both happened while I was District One Engineer and are the two days that the district and KDOT lost two of our family in work zone crashes.

As you may be aware, National Work Zone Awareness Week was observed in early April. It provided an opportunity for me to reflect a bit on work zone safety. Having spent more than half my career working in field operations, I've gained great admiration and respect for those KDOT folk who do their job amidst moving traffic. It is an inherently dangerous work environment that requires constant attention to what's happening around you.

Ask any Equipment Operator or Construction Inspector and they can recount work zone tales that would leave you shaking your head in disbelief. I certainly have some of my own.

In Kansas during 2006, there were more than 1,800 crashes in highway work zones. Nationally, there were 115,000 crashes in 2004 (the last year for which numbers are available). KDOT field operation employees will tell you the "near misses" they see number many more than the actual accidents.

I think we all can agree that work zone safety **MUST** be improved. Fortunately, both at the federal and state levels, time and money have been devoted to improving work zone safety. There has been a greater awareness developed in drivers concerning work zones by advertising campaigns. There have been heavier penalties assessed on those drivers caught ignoring work zone signing. And we are utilizing new technology to create a more visible work zone.

I wish I could say that in the future our current efforts will result in no more work zone crashes. While certainly a wonderful vision, I don't think any of us are naive enough to believe it will happen. But all of us can do a part in moving closer to that vision by being advocates for work zone safety and making sure our own driving habits reflect the importance of work zone safety.

Finally, I want to again express my own, and the agency's, appreciation to those KDOT employees who do their jobs, day in and day out, within work zones. Only those who have "manned the post" truly know how scary and nerve-racking it can be at times. Yet you do your jobs with a professionalism and efficiency that often goes unnoticed.

Be safe, get the job done and come back in one piece at the end of the day. Do that and the day becomes one of the many great days I've had at KDOT.

*Jerry Younger is Assistant Secretary and State Transportation Engineer.*

## Construction

**Continued from page 6**

drainage structures with Western Engineering, Harlan, Iowa, as the prime contractor. A public meeting was held in Goodland to explain the project and address any concerns residents had regarding the construction process.

This season, the paving will be completed on 13 miles of the new roadway, which will consist of 12-foot driving lanes with three-foot paved shoulders and three-foot turf shoulders. The project is estimated to wrap up this fall, weather permitting.

### US-183 at Hays

Another major project, classified as a System Enhancement job, has Hays residents seeing construction activity after the winter shut down period is over. The city was awarded the \$10.5 million contract to rebuild the corridor.

Work is underway on the second phase to widen US-183 highway (which is also known as Vine Street in Hays) from I-70 north to 55th Street. Preliminary work began last year as some reverse access and side roads located just east and west of US-183 have been constructed and storm sewer has been installed.

The remainder of the reverse access roads will be complete by the time work begins on the main line. Approximately 1.5 miles of US-183 will be removed and replaced with concrete pavement. The final appearance of the median landscaping will be very comparable to that of Vine Street south of I-70. APAC Shears, of Hays, is the prime contractor in charge of the project.

Two public meetings have been held to keep communications open between KDOT, the contractors and several key businesses in Hays that will be impacted by the construction activities.

# Flints Hills featured in National Geographic

The beauty of the Kansas Flint Hills is gaining national recognition through the lens of respected photojournalist and Kansas native Jim Richardson.

National Geographic's April 2007 issue examines the scenic Flint Hills in a 22-page feature section, titled "The Flint Hills: A Kansas Treasure." The picture essay captures a glimpse of the majesty of this unique Kansas prairie-land.

"It was important that the photographs allowed readers to see the Flint Hills in both their grand geologic scale and also in season detail," said Richardson. "It is time that we all learned to stop looking beyond the borders of our state for inspiration, learn to see what has been here all along and cherish what we have."

To complement the magazine spread and further celebrate the Flint Hills, the National Geographic Society and the Kansas Division of Travel and Tourism are sponsoring a traveling exhibit of 32 large-scale versions of the photographs featured in the magazine.

The exhibit, which includes stops across the state of Kansas, opened for the first week of display at the Capitol in Topeka in March. An extensive 18-



*The Flint Hills photo exhibit, which will be shown across the state, opened for the first week of display at the Capitol in Topeka. Photo by Kurt Weaverling*

month exhibit schedule is planned for more than 30 communities across the state. For a complete exhibit schedule listing, visit [www.TravelKS.com](http://www.TravelKS.com).

The Flint Hills extend from near the Nebraska border south into Oklahoma. The region's core is roughly bounded by I-70 on the north, I-35 on the south and east and K-15 on the west.

Within this area, the Flint Hills National Scenic Byway stretches 48 miles along K-177 from Council Grove, once a Santa Fe Trail staging area, south through Strong City and neighboring Cottonwood Falls, then on to Cassoday,

a tiny ranch town that bills itself as the Prairie Chicken Capital of the World.

Explorer Zebulon Pike named the Flint Hills in 1806 for the cobbles of flint-like chert that glinted through the tall prairie grasses. In this nearly treeless region of immense horizons, big bluestem grass nourished by minerals in the limestone grows so tall that early explorers wrote of having to stand up in the saddle to get their bearings. The lush grass drew vast herds of buffalo that the native hunters followed.

**Continued on page 10**

**SPONSORED  
BY KDOT  
EMPLOYEES'  
COUNCIL**

## Summer Softball Tournament



**Don't miss out! Deadline to sign up is May 31.**

**WHEN:** SATURDAY, JUNE 9

**WHERE:** Rueger Park in Topeka.

**WHO CAN PLAY:** KDOT friends and family members are welcome, but 1/2 the team must be KDOT employees. It is a co-ed (1/2 the team must be women), one-day tourney, following city league rules.

**ENTRY FEE/OTHER DETAILS:** \$65 per team, all teams guaranteed three games.

**TO SIGN UP:** Contact Peggy Hansen-Nagy (e-mail - [peggyh@ksdot.org](mailto:peggyh@ksdot.org); phone 785-296-3285 for roster).

**DEADLINE: Rosters/entry fee must be turned in to Peggy by NOON on Thursday, May 31.**

**EMPLOYEES FROM ACROSS THE STATE ARE ENCOURAGED TO PARTICIPATE!**



KDOT is not responsible for any accidents in conjunction with this event.

Ballplayers, family, and friends and KDOT employees are invited to attend the picnic from **11 a.m. to 12:30 p.m.** near the gazebo. Bring lawn chairs and **BE PREPARED FOR A VERY WARM KANSAS DAY!!**

**Bring the kids to the playground area from 11 a.m. to 12:30 p.m. for lots of fun games!**

# KDOT Computer Training

– from the KCTC

**CLASSES ARE ON THE CALENDAR AT ESOB**

The KCTC is planning to add some very application specific classes in July. “Access for the End-User” and “Outlook: Archiving & Getting Organized” are examples of classes on the radar. Please feel free to share your interests in specific topics relating to the Microsoft Office Suite. We will keep you posted on dates.

## DID YOU KNOW?

### Tips & Tricks:

- ◆ To stop downloading a page, press the ESC bottom on the top left of your keyboard.
- ◆ To see the names of the buttons on the toolbar, click the View menu, point to Toolbars, click Customize, and then click Show Text.
- ◆ To rename an item on the Favorites list or on the Links bar, right-click the item, and then click Rename.
- ◆ You can print all documents that are linked to a specific Web page. In the Print dialog box, click Print all linked documents.
- ◆ To open a new Internet Explorer window, press CTRL+N. *These tips are from the Bureau of Computer Services.*

Enroll by e-mail [kctc@ksdot.org](mailto:kctc@ksdot.org) or call Ingrid Vandervort 785-296-8993. *Questions are welcome!* Supervisor’s approval to enroll is necessary.

## Step Back in Time



*Clark County route US-160 receives asphalt paving during construction work in August of 1955.*

## TRF

**Continued from page 3**

lipsburg.”

The TRF is designed to provide low cost, flexible funding to local governmental units for transportation projects on or off of the State Highway System. The TRF accepted its first application from Franklin County in December 2003. Since then, it has closed 41 loans totaling \$55.6 million for projects all over the state.

Twenty-two of the closed loans are in completed status, meaning that the projects are completed and all proceeds have been drawn. The TRF currently has 10 pending applications for another \$11.9 million. There are five approved applications in the negotiation phase of

the loan agreement.

The TRF has disbursed over \$43.5 million in loan proceeds to help finance 52 projects since inception.

The term or life of a TRF loan is determined by the design life of the project. Terms are limited to the lesser of the design life of the project or 20 years. Currently, loans range from three to 20 years.

Kansas Development Finance Authority, in partnership with KDOT, issued \$32,600,000 in bonds on Sept. 1, 2005, to increase the loan capacity of the TRF. Another \$24,755,000 in bonds was issued on Oct. 1, 2006, to continue to provide funding for the program. KDOT plans to issue new bonds each year for the near future to finance the program. – S.W.

## Transportation Revolving Fund

Loan Summary as of April 2007

Loan Status	No. of Loans	Amount
Active Loans	19	\$ 29,934,958.00
Completed Loans	22	25,664,504.00
Loan Agreements Pending	5	5,513,879.00
Applications Under Review	10	11,926,615.00
<b>Total Loans &amp; Applications</b>	<b>56</b>	<b>\$ 73,039,956.00</b>

## Fun Facts and Trivia

### Do you know?

#### Congestion Facts

PART 4

from the Federal  
Highway Administration

- ◆ Studies at traffic management centers demonstrate ramp metering systems reduce accidents by 15 to 50 percent.
- ◆ Work zone surveillance and incident response at the "Big-I" Interchange in Albuquerque, N.M., reduced average clearance time by 44 percent in the first year.
- ◆ In the Washington, D.C., region, a study estimates that commuters using traveler information could improve their on-time reliability by as much as 16 percent.
- ◆ Users of the Advanced Traveler Information Service in the Washington, D.C., region reduced the frequency of early and late arrivals by 56 and 52 percent respectively.
- ◆ In 2003, more than 39,000 miles of highways in the United States had peak period congestion. Of these, more than 6,800 miles were in rural areas.
- ◆ Local travel per person grew from 2.9 to 4.1 one-way trips per day (about 40 percent) from 1977 to 2001. Distance traveled daily per person grew about 54 percent—from 26 miles to 40 miles.

## Flint Hills

Continued from page 8

Beginning in the mid-1800s, cattle rapidly replaced the buffalo, and the homesteaders displaced the Indians. The honey-colored limestone provided building blocks, even fence posts, for settlers in the wood-scarce landscape. Today, because its rocky soil has stubbornly resisted the plow, the Flint Hills region retains much of its untamed character.

Richardson is a Lindsborg resident and veteran of more than 35 stories for National Geographic and its sister publication, National Geographic Traveler. Interested in the Flint Hills since his early days at the Topeka Capi-

tal-Journal, he proposed the Flint Hills story to editors two years ago as part of the magazine's ongoing coverage of the world's most distinctive landscapes.

"The Flint Hills beckoned because they provide a spectacular landscape in our own backyard," Richardson said. "The Flint Hills should never play second fiddle to our nation's most recognized landmark landscapes."

The National Geographic Society is one of the world's largest nonprofit scientific and educational organizations. Founded in 1888 to "increase and diffuse geographic knowledge," the Society works to inspire people to care about the planet. —S.W.

## Sharing ideas



People from numerous transportation organizations attended the annual Kansas Transportation Engineering Conference in Manhattan April 3-4. Photo by Larry Katsbulas

## Signs

Continued from page 3

enforcement and several emergency response organizations unveiled one of the new signs.

"Kansas highway and emergency workers deserve a safe work environment," said Secretary Deb Miller. "That's the purpose of these important laws."

The first law requires motorists to slow down and move over if it is safe to do so for all stationary authorized vehicles engaged in work along the highway and displaying flashing lights, which includes highway maintenance vehicles, law enforcement, and emergency first responders. The second law prohibits drivers traveling on two-lane roadways from overtak-

ing or passing another vehicle within 100 feet of such vehicles.

The one-year educational period for the updated laws ends July 1. Tickets issued after that carry up to a \$180 fine plus court costs.

"I am pleased to see the law extended to include roadside courtesy and safety for all who work alongside Kansas roadways," said KHP Superintendent Colonel William R. Seck. "Although not required by law, drivers should provide the same safe distance and courtesy for motorists who are pulled to the side of the road with their emergency lights turned on."

Every year in work zone crashes in the U.S., more than 1,000 people die. About 160 people are also injured every day — that's one person injured every nine minutes.

## Transportation Briefs

### Rally for roads

The Minnesota Transportation Alliance sponsored a transportation funding rally on April 2 on the steps of the state capitol in St. Paul. The rally was to gain support from legislators on the need for more transportation funds to repair highways and roads. *-Construction Bulletin, April 2, 2007*

### Cutting construction time

The Federal Highway Administration (FHWA) Highway's for LIFE program has granted three states \$1 million to help cut highway construction schedules in half. Iowa, Minnesota and South Carolina are the first states to receive the grant. The program's purpose is to build roads faster while building the roads to last longer and cost less to maintain. *-Public Roads, March/April 2007*

### ASCE honors engineer

The American Society of Civil Engineers (ASCE) Southwest Michigan Branch awarded Myndi Bacon the "Young Engineer of the Year Award." Bacon is a project engineer for the Kalamazoo Office of Soil and Materials Engineers, Inc. Award recipients must be involved with the community, mentor young engineers and be less than 35 years old. *-Michigan Contractor and Builder, April 2, 2007*

### Ohio funding troubles

Ohio Gov. Ted Strickland has announced that the state does not have enough funds to cover the current highway construction projects. The causes of the dilemma are increasing fuel and construction costs, flat gas-tax revenue and the state's slow economy. The state's transportation funding gap will grow to \$1.2 billion between now and 2014, according to the Ohio Transportation Review Advisory Council. *-Roads & Bridges, March 2007*

### MoDOT eyes truck lanes

Missouri Department of Transportation Director Pete Rahn gave his annual State of Transportation address Feb. 7 and called for dedicated truck lanes on Interstates 70 and 44. Rahn said by 2012 there will be more than 800,000 trucks on I-44 and more than 700,000 on I-70. *-Midwest Contractor, March 20, 2007*

### IRR receives funds

The Indian Reservation Roads (IRR) Program will receive \$1.86 billion over five years to fund road projects on reservation lands. The law will provide IRR funds for road construction and safety training. Between 1975 and 2002, fatal crashes have increased by 51 percent on reservation lands. *-Public Roads, March/April 2007*

## K-7

Continued from page 3

Secretary Deb Miller on April 10 at the K-7 Corridor Review Committee meeting in the Lenexa City Hall.

The plan, which charts a course that will allow K-7 highway to develop as a 40-mile-long freeway system in the future, was the result of more than 100 meetings with leaders of the many communities in the corridor.

"Through the process of developing this plan, lines of communication were opened and relationships formed," said Secretary Miller. "The communities along K-7 have demonstrated a commitment to the future of the corridor."

When the study that produced the plan began in January 2004, there was no agreement among the communities, which range from rural to suburban, as to how the roadway should develop. During the two-year process to develop an inclusive, long-range plan, the stakeholders had to look beyond their boundaries and focus instead on the entire corridor as a shared asset. In the end, each has pledged to preserve the corridor for the benefit of all. All of the communities have signed Memorandums of Understanding (MOU) regarding growth along the rapidly developing K-7 corridor.

The MOUs have not been a part of earlier corridor planning and will create a moral obligation on the part of each community to develop the corridor as planned. The MOUs will make it more likely that the obligations will endure with the change of political leadership.

The study and plan will be the model KDOT uses as it undertakes corridor planning in other parts of the state.

Recipients of the award include KDOT; FHWA; George Butler Associates; DOC Communications; Foth and Orick, LLP; HDR; HNTB Corp.; and Stinson Morrison Hecker, LLP.

Communities in the K-7 plan include Basehor, Bonner Springs, Lansing, Leavenworth, Lenexa, Olathe, Shawnee, Spring Hill, Unified Government of Wyandotte County/Kansas City, Kan., and Johnson, Leavenworth and Miami counties.

## M I L E S T O N E S

### KDOT salutes employees celebrating state anniversaries in April

#### 10 YEARS

Robert Clifton . . . . . Wichita

#### 20 YEARS

Steven Cox . . . . . Abilene  
Bryan Keiswetter . . . . . Norton  
James Olberding . . . . . Seneca  
John Ritter . . . . . Medicine Lodge  
Karen Shufflebarger . . . . . Topeka

#### 30 YEARS

Ralph Dixon . . . . . Humboldt  
James Groene . . . . . Winfield  
Gary Matheny . . . . . Tecumseh  
Daniel Reser . . . . . Overbrook  
William Roth . . . . . Paxico  
William Shields . . . . . Altamont

*State service anniversaries are compiled by Personnel Services.*

# Web site link for retirement receptions

A link on the KDOT Internet Web page is now available for current employees who are retiring to post retirement reception information.

The new Web posting will make it easier for those throughout the agency, and current retirees, to be informed about retirement receptions.

Retirement reception information will only be listed for those employees who choose to share the information on the Web page. Please remember - this is not a complete list of all employees who are having a retirement reception.

To find the information on the KDOT Internet Web page ([www.ksdot.org](http://www.ksdot.org)), click on News and Announcements on the left side, then scroll to the bottom of the page to the box titled Retirement Receptions/Retiree Meetings.

There is also be a link for monthly KDOT retiree meetings. To post meeting details, please contact Transportation Information at 785-296-3585.

## Promotions/Transfers

### Headquarters

**Paul Bayless**, Information Technology Project Analyst, Computer Services

**Robert Childs**, Equipment Planning Technician I, Construction and Maintenance

**Tina Cramer**, Applications Developer III, Transportation Planning

**Ben Dibble**, Systems Software Analyst II, Computer Services

**Kelly Gaer**, Industrial Safety Coordinator, Construction and Maintenance

**Brad Rognlie**, Professional Civil Engineer II, Design

**Chris Smith**, Engineering Technician, Design

**Alison Sorden**, Engineering Technician Senior, Local Projects

### District One – Northeast

**Eric Baker**, Equipment Operator Specialist, Osage City

**Ronald Brownell**, Refrigerator and Air Conditioning Technician Senior, Topeka

**Gary Hargrave**, Equipment Operator Specialist, Manhattan

**John Lawrence**, Engineering Technician Senior, Olathe

**Gloria Pontious**, Engineering Technician Specialist, Topeka

**James Pike**, Equipment Operator Specialist, Atchison

**Robbie Weishaar**, Public Service Administrator I, Atchison

### District Two – Northcentral

**Shawna Lang**, Administrative Assistant, Clay Center

### District Five – Southcentral

**Charles Earegood**, Equipment Operator Specialist, Larned

**Melissa Richard**, Engineering Technician Senior, El Dorado

**Matthew Winzer**, Engineering Associate III, Winfield

*The Bureau of Personnel Services supplies information for promotions/transfers to Translines.*

### Kansas Department of Transportation

*Bureau of Transportation Information*

Eisenhower State Office Building  
700 SW Harrison, Second Floor, West  
Topeka, KS 66603-3754

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### Headquarters

**Cheryl Fisher**, Program Consultant I, Transportation Planning

**Michael Hickman**, Applications Developer II, Computer Services

### District One – Northeast

**Timothy Debusk**, Engineering Technician Associate, Topeka

### District Six – Southwest

**Tim Cruz**, Safety and Health Specialist, Garden City

**Tyler Wilson**, Welder, Garden City

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).