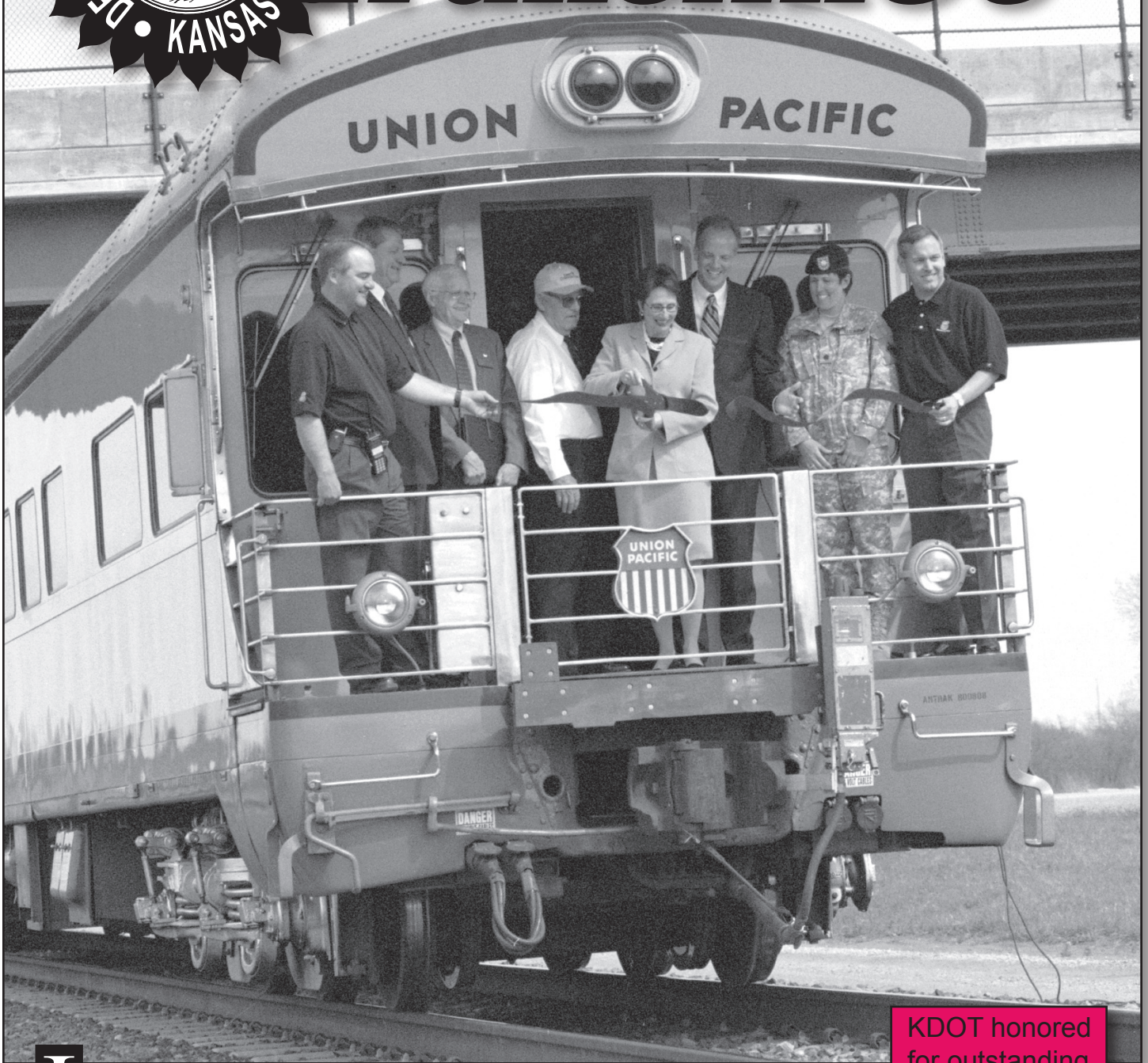




# Translines



## Inside ...

- ◆ Program offers new opportunities
- ◆ KDOT receives three APWA awards
- ◆ Dance with elephants
- ◆ Team educates future drivers
- ◆ Turn ideas into dollars

KDOT honored for outstanding programs and projects.

-See pages 3, 6



## Miller's Time

By Secretary  
Deb Miller

# A winning attitude

In a two-week period early this spring, KDOT was notified that it had been selected to receive awards for four of our outstanding programs and projects. I know we do good work, and it's always nice to receive that outside acknowledgment. You can read about all of our awards on pages 3 and 6.

I don't want you to think I'm playing favorites by writing about just one of those award-winning efforts here. But this serves as a good illustration for the point I want to make.

This month KDOT will be recognized by the Kansas Preservation Alliance for our decision to preserve a historic bridge over the Saline River north of Hays. The award KDOT will receive is the 2006 Advocacy Award.

The bridge was built in 1933 and is distinguished by a series of arches on its underside. It is in good structural condition but it is narrow and doesn't meet today's safety standards. It couldn't be widened as part of the reconstruction of US-183 so initial plans were to remove it and build a new bridge.

But District Three Engineer Chriss McDiffett thought it was a shame that such a beautiful bridge couldn't be preserved (the new road alignment will run just west of the bridge). So he and some of the other staff went to work exploring whether the bridge could be left standing. After thorough consideration and research, a decision was made to preserve the bridge, which will be closed to vehicle traf-

fic but open to foot traffic.

Unlike most of the awards we receive, we didn't submit the nomination for this one. The Kansas State Historical Society submitted our agency for recognition, and, according to the Preservation Alliance, that rarely happens.

No one in the Hays community had approached Chriss about finding a way to save the bridge. He wasn't pressured by a community protest to prevent the demolition. He did what he did because he thought it was the right thing to do for the community and the state.

"It's kind of like the old railroad depots – tear them down and you've lost that part of history," Chriss said.

And he's absolutely right. We know we can't always make this decision, whether it is for reasons of cost or safety or design. But we go to great lengths and conduct a great deal of public involvement to determine what will be the best outcome concerning an historic structure. Sometimes it's to maintain the historic bridge and other times that's just not going to work.

The people we serve sometimes forget that we, too, are part of the community and the decisions we make affect us as well. We want what's best for the people in our communities, and those people include our families and friends.

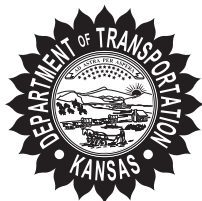
There is great satisfaction in knowing that we have done a good thing. And it's even better when someone outside the agency goes to the trouble of making sure others know it as well.

I'm proud of Chriss McDiffett, Area Engineer Kevin Zimmer, the Chief Counsel's office and those in Design, including Road squad leader Kris Norton, Bridge squad leader Mark Hurt and Scott Vogel of Environmental Services, who found a way to preserve a piece of the state's history. I know there are many other instances in which our people are finding opportunities to do what's best for Kansas. Unfortunately, they aren't always given an award as acknowledgment.

So, I want to congratulate not only those who are accepting our awards this month but the hundreds of others who go about their jobs quietly, out of the spotlight, but motivated by doing the right thing.

### 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

**May 12** – 9 a.m. - Highway Advisory Commission meeting, telephone conference call.

**May 13** – 8:30 a.m. - KDOT golf four-person scramble. Onaga golf course. Contact Karen Peterson, 296-0799 or [karenp@ksdot.org](mailto:karenp@ksdot.org) to enter. Entry deadline May 5.

**May 17** - 2 p.m. Construction Bid Letting, Fourth Floor West Wing, Eisenhower State Office Building.

**May 23-24** – Transportation Safety Conference, Sheraton, Overland Park.

# Completion of Marysville project celebrated

MARYSVILLE – The completion of the award-winning Marysville Grade Separation and Flood Control Project was celebrated at a ribbon-cutting ceremony April 10.

Representatives of KDOT, Union Pacific Railroad, U.S. Army Corps of Engineers and the city of Marysville – all partners in the project, gathered at the US-77 bridge on a windy afternoon for the ribbon-cutting. Speakers included 1st District Congressman Jerry Moran, Harold Stones from Senator Pat Roberts' office, KDOT Secretary Deb Miller, Union Pacific Chairman of the Board Dick Davidson, Deputy Commander of the U.S. Corps of Engineers LTC Kelly Butler and Marysville Mayor Lou



*A ribbon cutting ceremony in Marysville helped recognize the completion of an \$87 million project to improve traffic, rail and flooding issues.*

**Continued on page 8**

## Adopting highways improves safety

Adopt-A-Highway groups in Kansas are encouraged to participate in the annual Clean-Up Kansas campaign in May.

The Adopt-A-Highway program gives groups an opportunity to help keep roadways clean, protect the environment and improve safety. KDOT

sponsors the program.

“We appreciate what the thousands of Adopt-A-Highway volunteers do to keep our roadways cleaner and safer,” said KDOT Adopt-A-Highway Coordinator Mary Haen in Hutchinson. “To-

**Continued on page 9**

## On the... COVER

*Surrounded by partners on the project, Secretary Deb Miller, center, cuts the ribbon celebrating the completion of the Marysville Grade Separation and Flood Control Project. See story on this page.*

*Photo by Larry Katsbulas*



*KDOT's decision to preserve the historic Saline River bridge on US-183 in Ellis County has drawn praise from the Kansas Preservation Alliance.*

## KDOT preserves historic bridge

**By Stan Whitley**

KDOT's decision to preserve an historic bridge in Ellis County has drawn praise from the Kansas Preservation Alliance.

The Alliance is honoring KDOT with the Advocacy Award of excellence given to distinguished individuals or groups for their commitment to preservation through outstanding projects that advance preservation in the state.

KDOT will be bestowed the award for its efforts to preserve the Saline River bridge on

**Continued on page 9**



Secretary Deb Miller poses with the Great Bend Area and Subarea crew team members after being honored for the Example of Excellence.

## KDOT, area partners educate future drivers

By Kim Stich

The Great Bend Area and Subarea crew team works each year with local partners to sponsor a safety tour for sixth grade classes in the surrounding area that helps students learn about the agency and other important topics.

This team effort was honored as an Example of Excellence for the fourth quarter of 2005. Secretary Deb Miller attended the event on March 24 in Great Bend.

KDOT employees work with the Barton County Sheriff's Office, 911 Dispatch and the Kansas Highway Patrol to demonstrate examples of how community service efforts work together for the safety of the public.

"This is an excellent example of KDOT employees thinking outside the box and educating future drivers," said Director of Operations Mike Crow.

The students start as a large group in the Area office where they learn about KDOT and the agency's responsibilities to the traveling public. Next, the Barton County Sheriff's Office showed its drug dog in action and the 911 Dispatch unit offered tips. The KHP rollover vehicle shows the kids the possible tragic results of what can happen when not wearing safety belts.

Later, KDOT Equipment Operators talk with kids at numerous stations featuring KDOT equipment such as mowers, loaders, trucks, graders, snow plows, rollers, brine tanks, oil distributors, flatbed trailers and some of the District's specialized equipment.

They also tour the mechanic shop, the lab and sign shop. At the sign shop, the students learn the importance of obeying all road signs and not destroying or defacing them.

"The students are nearing the age of a first time driver and learn first hand the impact of their decisions regarding seat belts, awareness of the roadways and attentiveness to signs as they are driving," Crow said. "They get a close-up view of the equipment that is seen on our roadways and possibly plant a seed of excitement of someday operating the equipment and having pride of being a KDOT employee."

KDOT members of the team include: Gerald Aguilera, Jim Bennett, Don Beydler, Keith Burton, John Clayton, Gerald Collins, Rick Dickson, Walt Eggers, Steve Hammersmith, Ed Herl, Tim Herrman, Mic Huddleston, Mike Kinzel, Tony McGill, Dennis McGreevy, Scott Mullin, Steve Murphy, Delane Newkirk, Manuel Perez, Gary Phillips, Rita Roblyer, Darren Schloemer, Dan Stafford and Dan Thompson.

Do you know of a KDOT group, team, unit, or office that has gone above the call of duty? Then nominate them for the Example of Excellence award. All KDOT employees are encouraged to suggest ideas

and can now fill out Form DOT 1204. Once it is filled out, the nomination is then sent to the selected Division Director, Bureau Chief, District Engineer, Area Engineer, or Subarea Supervisor who can then sign the form and submit the nomination to Transportation Information.

Hard copies of the form are still available by calling Transportation Information at 785-296-3585 and require the signature of one of the supervisors listed above.

The award is given quarterly. Nominations were due for the first quarter March 31 and nominations for the second quarter are due to the Bureau of Transportation by June 30.



# Training program offers new career opportunities

By Tom Hein

After almost two years with KDOT, Irene Daniels is sure she made a good career move. She enjoys the variety of work as well as the opportunity to be outside, and sees it as a great learning experience.

Daniels came to KDOT with experience driving school buses and with household construction and remodeling chores, but when she applied for work at highway construction companies, they weren't willing to spend any time at on-the-job training to increase her skills with different equipment. KDOT, on the other hand, has offered Daniels many opportunities to increase her skills.

"I enjoy it because we are doing something different everyday. I like plowing snow. I learned how to use a chainsaw. I'm starting to use some of the mowers," said Daniels. "Everyday I'm learning something new."

She was hired as an Equipment Operator Trainee at the East Wichita Subarea, advanced to EO, and is now working on the necessary skill certifications to advance to EO Senior.

Daniels found out about KDOT through an eight-week training program at the Young Women's Christian Association. The YWCA Heavy/Highway Construction Training Program prepares women and minorities for career opportunities within the industry through classroom training, employer presentations and field visits.

Via partnerships with government, community and indus-



*KDOT employee Irene Daniels smooths out asphalt during a patching project.*



try leaders, the program seeks to further diversify the workplace and enhance the employment opportunities available to all people regardless of race or gender. Daniels recently returned to a training session to share her experiences with KDOT. The program administrators cite an 85 – 95 percent placement rate as proof of its value.

"When I found out about the program, I decided it was something I might want to try. My husband was 100 percent behind me," Daniels said, "and now, my friends can't believe I drive a dump truck!"

## Turn ideas into dollars

Turn Your Ideas Into Dollars is the motto of the State of Kansas Employee Suggestion Awards Program. This program rewards state employees who bring forth suggestions and ideas to create cost savings and greater efficiencies in state government. Each state agency developed program policies and procedures, and KDOT's guidelines can be found on the Bureau of Personnel Services page on the Intranet.

Generally, the program provides for review of submitted suggestions by a committee of five members appointed by the Secretary. If a suggestion is approved by the com-

mittee, the employee who made the suggestion is eligible to receive 10 percent of the documented cost savings, up to a maximum of \$37,500. The suggestion bonus is paid upon documented cost savings in the first 12 months after implementation of the suggestion.

A modification to the program by the Kansas Legislature makes it possible for eligible state employees, with suggestions approved by the committee, to receive 25 percent of their total suggestion bonus, up to \$3,500, immediately upon approval of the suggestion and estimated cost savings.

Got an idea?

Take advantage of the State Employee Suggestion Program and turn your ideas into dollars.

# KDOT receives three APWA awards

Outstanding project work and program management has earned KDOT three prestigious awards from the American Public Works Association. The agency was recently notified it received two awards from the Kansas Chapter of the APWA and one honor from the Kansas City Metro Chapter of the APWA.

At the state level, the Marysville Grade Separation Project was selected for the Transportation award in the over \$2 million category and the Kansas Airport Improvement Program was selected for the Excellence in Program Operations. The KC Metro Chapter selected the Interstate 35 reconstruction/Turkey Creek relocation for the Transportation award in the \$10-100 million category.

The Marysville project was needed because increasing train traffic on the Union Pacific mainline through Marysville was creating congestion and delay at the at-grade crossings on US-36 and US-77, as well as blocking emergency vehicle access and disrupting business throughout the community. In addition to the need for grade separations for these major highways, the primary goal was to relocate the railroad mainline further away from the community.

The project began with a railroad relocation feasibility study to determine if there was an acceptable alignment that would work and three concepts for relocating the railroad tracks were developed. The selected third option involved relocating the track to the west side of town on a flat floodplain.

This location addressed most of the stakeholder's needs; however, protection from frequent flooding of the Big Blue



*The Kansas Airport Improvement Program has been honored for addressing maintenance, geometric improvement and facility and equipment needs at non-primary public use airports in the state.*

River was critical to acceptance by the railroad. The result was a design that expanded the railroad's train capacity, moved rail traffic out of downtown, provided grade separations, increased floodplain protection, and maintained and even improved the economic viability of the city.

Total project costs for the Marysville grade separation project, which includes construction, preliminary engineering, right of way and utilities, was approximately \$87 million. An

**Continued on page 10**



## Summer Softball Tournament

**Don't miss out! Deadline to sign up is June 1.**

**WHEN:** Saturday, June 10

**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.

**OTHER DETAILS:** A traveling sportsmanship trophy and tournament winner trophy will be awarded.

**HOW TO SIGN UP:** Get rosters from Employees' Council reps, or call Peggy Hansen-Nagy at 296-3285.

**DEADLINE:** Rosters/entry fee must be turned in to Peggy by NOON on Thursday, June 1.



**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!**



By \_\_\_\_\_

**Bob  
Stacks**
**TRANSPORTATION**
**TALK**

## Dance with elephants

In 218 B.C., Hannibal of Carthage started his five-month campaign to reach Italy, first by crossing the Pyrenees Mountains, out of Spain and into France. He started this mission with a main body of 50,000 infantry, 9,000 cavalry and 37 elephants.

The main body was accompanied and supported by more than 3,500 people of various skills and professions. Next, he crossed the river Rhône in France where his elephants were ferried across the water on large rafts. Then, he crossed the Swiss Alps into Northern Italy and engaged the Roman Army. That's the short version of Hannibal's successful mission. Impressive, huh?

What's this got to do with KDOT you ask? Well, it depends on your point of view and why you think Hannibal was successful in carrying out his mission.

The first thing that caught my attention was the reference to the 3,500 skilled "support component." It wasn't until I read further that I realized what type of support it entailed. I likened the skilled support component to the men and women in all the different bureaus throughout KDOT who support a major divisional function. If you think about it, not a day goes by that KDOT's main body isn't receiving support in some shape or form from one of these components. And, depending on who you ask, it's usually in a positive way.

I like to think that the support components in KDOT are made up of essential men and women similarly skilled and dedicated to seeing KDOT's mission successfully completed. Individually, they serve important daily needs; collectively, they are essential to the long term goal or mission of the main body. What did Hannibal's skilled support components do to ensure a successful military campaign?

Here are just a few examples:

Hannibal's journey took him through no less than 18 provinces/territories, most of which had different languages or dialects from his own and that of his men. Knowing this would be the case, he included a team of multilingual translators who negotiated for essential goods and services along the route. They were, in effect, Hannibal's Public Information Officers. And the rafts that were built to ferry elephants across the river, well, to achieve that feat you had to have skilled carpenters and engineers on hand.

Who built the foot bridges and other bridges for soldiers and equipment carts in the mountains and over deep ravines? Yep, you guessed it, the construction engineers. Care for 9,000 horses fell to farriers, horse trainers and stable hands. Keeping the army fed and clothed were the jobs of the cooks, tailors and seamstresses. After every battle or skirmish, weapons of every type had to be built or repaired by a corps of weapons makers, metallurgists and blacksmiths. Paymasters were dispersed throughout the army to distribute soldiers pay in a timely fashion.

And finally, I thought about the thousands of workers who gathered wood or food. Some would drive livestock or carts, but many didn't possess the skills or the expertise of others. But their roles in Hannibal's army were no less important.

Take for the example the role of who I called the "Elephant Dancer."

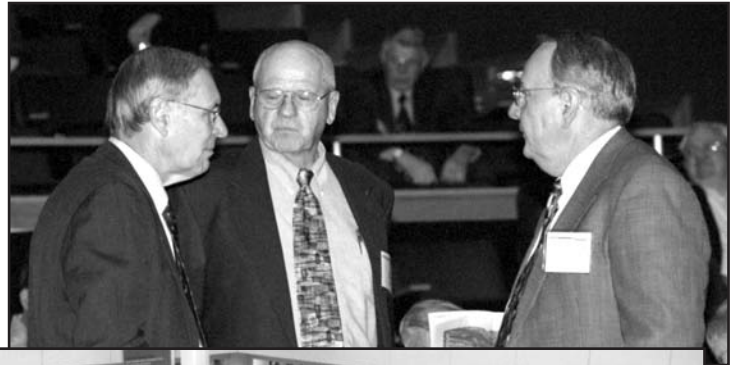
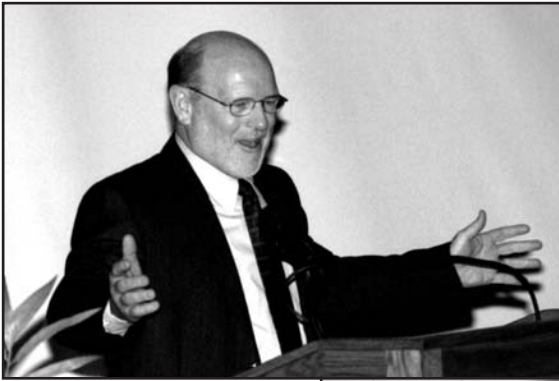
Fact is, most of the terrain Hannibal covered provided little or no firewood or at least not enough to supply the Main Body what they needed. As a result, they often relied on dried horse and elephant dung to fuel their fires. The Elephant Dancer was someone who spent all day carefully dancing between and around the elephants, collecting this valuable commodity. It was absolutely essential to daily existence because it was the only reliable source for cooking fires and maintaining warmth, particularly when they reached the mountains.

So, as successful as Hannibal and his main body was in completing their mission, he had to acknowledge the importance of his support components regardless of the roles they played.

I don't recall who said it but I have found it to be true more often than not: "You are only as good as the support that surrounds you."

So, my deepest thanks to all those employees that support, in whatever capacity, this main body we call KDOT. Remember, we all have something important to contribute to KDOT's mission, even if you Dance with Elephants.

*Stacks is the Director of the Division of Administration.*



# 2006 Engineering Conference takes place in Manhattan



*Attendees at the annual Engineering Conference listen to speakers on numerous topics as well as have an opportunity to talk with others during breaks.*



## Marysville

**Continued from page 3**

Edwards. The speakers delivered their comments from the back of a special train Union Pacific brought in for the ceremony.

Secretary Miller said the partnerships forged by the various entities were critical to the success of the project.

“We are celebrating partnership as much as we are the completion of a proj-

ect of great magnitude,” said Miller.

“This unusual effort has been recognized by the National Partnership for Highway Quality, which selected it for the Bronze Award for Partnering in 2004. It also was selected in March as Project of the Year by the American Public Works Association, Kansas Chapter.”

The project addressed flooding and traffic issues at Marysville. It included modification of the US-36/US-77 corridor through and west of Marysville,

relocation of the double mainline Union Pacific tracks from downtown Marysville, and protection of the city from the recurring flooding of the Big Blue River. It is the first time since the 1870s that Marysville’s downtown hasn’t been divided by railroad tracks.

Total project costs, which include construction, preliminary engineering, right of way purchase and utility relocation, is approximately \$87 million.



## ★ ★ ★ KDOT salutes our troops ★ ★ ★

### Headquarters

**Robert T. Foye Jr.**, Engineering Technician, Army

### District Two

**William G. Harris**, Engineering Technician, Army

*The Bureau of Personnel Services supplies military information to Translines.*

*KDOT would like to recognize its employees who have returned home from military service since January 2003 in support on the war on terror. Below are employees listed by district and their branch of service.*

### District Four

**Brad A. McGregor**, Program Consultant I, Army

### District Six

**Kirk Hutchinson**, Program Consultant, II, Army

## 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. A full schedule of classes is listed now through mid-June. 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..

### DID YOU KNOW?

#### Tips & Tricks:

◆Access 2003 has a Backup Database feature. Access allows you to easily create a backup file within your database. Click on File, and Backup Database.

◆Microsoft's Windows Critical Updates are as important as Virus Protection. Microsoft issues critical updates when a "bug" or "vulnerability" is found in their software. KDOT's BCS asks that when you are prompted to run these critical updates you please do so in order to keep us all protected.

*This tip brought to you by 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.

## Bridge

### Continued from page 3

US-183 almost 10 miles north of Hays. The bridge was built in 1933 and is a seven-span reinforced concrete bridge with double-ribbed open spandrel arches. The Alliance called the bridge one of the largest and finest examples of this particular bridge in the state.

The decision to save the bridge was initiated by KDOT with District Three Engineer Chris McDiffett spearheading the effort.

"We have a major modification scheduled on US-183 in the future and part of that project involved the replacement of this structure," said McDiffett. "It just seemed a shame that we were going to tear down this very unique bridge so I got together with other people at KDOT to study our options."

The initial discussion involved widening the structure, but that option proved to be cost prohibitive. Meeting with Area Engineer Kevin Zimmer and KDOT personnel in Design, Environmental Services and Chief Counsel,

all parties agreed it was a good idea to preserve the old structure and build a new bridge.

"The bridge is in remarkably good shape, but it's too narrow to meet today's safety standards," said Zimmer. "The substructure of the bridge is unique and it's a rare bridge design."

The Preservation Alliance pointed out that KDOT should be commended for helping advance historic preservation in Kansas by "providing visual evidence of the past and proving that demolition is not the only retirement option for older, obsolete bridges."

McDiffett said the new bridge that will be constructed will actually be lower than the old bridge giving motorists a picturesque view of the 595-foot long bridge and its open spandrel arches.

This work is part of a 15.3-mile project to improve US-183 in Ellis County. It is funded for fiscal year 2008.

KDOT will be recognized for its exemplary accomplishment in historic preservation at the 2006 Statewide Preservation Conference, May 4-6 in Lawrence.

## Adopt-A-Highway

### Continued from page 3

gether, Adopt-A-Highway groups improve the entire state."

There are about 1,700 groups participating in the program. Many urban stretches of roadway have been adopted, but numerous rural sections are available.

Groups clean their sections of roadway three times a

year. KDOT provides groups with safety training, trash bags, orange vests and signs for their adopted stretch of highway.

Any non-profit group that does not discriminate upon the basis of race, religion or sex can adopt a section of roadway. Youth groups with members at least 11 years old and adequate adult supervision are also eligible.

For more details, contact the KDOT office in your area.

*Fun Facts  
and Trivia*

**Do you know?**

**Interstate Facts:**

**Manhours Required to Build Interstates** - 2.4 billion

**Earth Moved** - 42 billion cubic yards (The Panama Canal displaced 362 million cubic yards)

**Concrete Used** - Enough to circle the equator with a wall nine feet thick and 50 feet high

**Aggregate Used** (sand, gravel, crushed stones) - 2.5 billion tons (which would make a mound two miles high and one mile wide)

**Bituminous Material Used** (tar, asphalt, etc.) - 27 million tons

**Steel Reinforcing Rods Used** - Lined up end-to-end, the steel reinforcing rods used in Interstate construction would reach to the moon and back 11 times.

**Fencing Used Along Interstate Right of Ways** - Lined up end-to-end, fencing along Interstate rights of way would circle the globe twice.

**Employment** - Every \$1 billion spent on highway construction directly or indirectly creates 42,100 jobs.

Source - AASHTO facts sheet

*For more information on interstates in Kansas, check out KDOT's web site at [www.ksdot.org](http://www.ksdot.org) and click on the 50th anniversary logo.*



**Step Back  
in Time**

*KDOT workers perform the task of sign cleaning during a maintenance activity in 1966.*

**APWA**

**Continued from page 6**

official dedication ceremony for the project took place on April 10.

Recognizing the importance of air service to the Kansas economy and emergency health care services, KDOT established the Airport Improvement Program in 1999 with funding authorized as part of the Comprehensive Transportation Program (CTP). Funding is provided to projects addressing maintenance, geometric improvement and facility and equipment needs at non-primary public use airports. These are airports in the state that are classified as having less than 10,000 passenger boarding's per year.

KDOT funds \$3 million in airport projects annually and there has been dramatic improvements in air transportation across the state since the program's inception five years ago. Statewide, all citizens are now only 30 minutes away from emergency air services and runway pavement conditions have improved from a 49 (fair) rating to a 71 (very good) rating.

Prior to passage of the CTP, Kansas was the only state in the country that did not provide state funding for airport improvements. Commerce, air ambulance service, agriculture and law enforcement have been

key benefactors of the airport improvement program.

In 2001, KDOT began designing the widening and reconstruction of a 1.5 mile section of I-35 in Wyandotte County. Increased safety and vehicle capacity were the primary goals for the reconstruction project. To achieve these goals, a major design challenge was to maintain traffic flow and accommodate the 91,000 vehicles per day throughout construction.

The project involved pavement and shoulder replacements on the existing mainline and ramps, construction of auxiliary lanes between interchanges, traffic signals, signing and lighting. Three interchanges were upgraded, including the Seventh Street interchange to provide a full diamond interchange.

One major constraint of the project was the flood prone Turkey Creek along the eastern edge. A collaborative team from KDOT, the U.S. Army Corps of Engineers (USACE), local government, Clarkson Construction Company and HNTB Corporation developed a win-win design solution. The USACE was working with HNTB at the time on a flood reduction program for Turkey Creek. A joint decision was made to not only widen the creek but relocate it farther east. - S.W.

## Transportation Briefs

### Roadside memorials make news in Georgia

Georgia has begun placing a special series of signs that will memorialize people killed by drunk drivers.

The Georgia signs are being placed under a 2004 state law. Rep. Ben Bridges, sponsor of the act in the state legislature, said it's hoped that passing drivers will see the signs and realize the magnitude of the driving while impaired problem in the state.

"They'll say 'Well, there really was somebody killed by a drunk driver,'" said Bridges, a former state patrolman. The state owes such a recognition to the victims, he said because "we failed to keep a DUI driver off the road."

The signs will remain in place for five years and will be positioned parallel to the highway and at least 15 feet from the road edge to avoid becoming a distraction to drivers. - *AASHTO Journal, Feb. 17, 2006*

### House panel examines trust fund reliability

The House Subcommittee on Highways, Transit and Pipelines chaired by Rep. Tom Petri (R-WI) recently examined the reliability of the Highway Trust Fund to provide the funding to states promised under SAFETEA-LU.

At the hearing, Petri and other lawmakers expressed concern over recently released data that shows that the trust fund will have approximately \$2 billion less in gas tax revenues than lawmakers had originally anticipated when drafting the highway reauthorization law.

The concern stems from White House estimates that showed the trust fund will be \$2.3 billion in the red by fiscal year 2009 and will not have sufficient funds to pay the amounts guaranteed in the highway law.

If these estimates are accurate and no corrective measures are taken, the issue

could create shockwaves throughout the transportation community as lawmakers would have to consider reducing payments to states and other entities. - *Washington Letter on Transportation, Feb. 20, 2006*

### State DOT's purchasing power declines

The American Road and Transportation Builders Association (ARTBA) recently conducted a study showing that highway construction costs have risen 22 percent over the last two years. In addition to the study's findings, many states are beginning to see an actual decline in real dollars (purchasing power) available for major construction projects, despite increased Federal funding through SAFETEA-LU.

"Construction costs are going up much faster than highway construction budgets," according to the study. "Last year, Congress enacted a new highway bill that increased federal funding for highways about 4.5 percent per year. This

only represents a fraction of the recent rise in construction costs. State governments will need additional financial resources to move forward on transportation projects that could improve road safety and reduce traffic congestion." - *Washington Letter on Transportation, March 6, 2006*

### Train accidents decline in 2005

Amid a strong economy and increased demand for rail services in 2005, the number of overall train accidents and derailments has declined, according to the Federal Railroad Administration.

Data comparing 2005 with 2004 shows that overall train accidents decreased 7.9 percent, including an 8.4 percent reduction in the number of derailments. In addition, the total number of highway-rail crossing fatalities declined 3.5 percent and the grade crossing collision rate reached an all-time record low of 3.81 per million train-miles. - *Washington Letter on Transportation, March 27, 2006*

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

### KDOT salutes its employees celebrating anniversaries in March

#### 10 YEARS

David Casper . . . . . Smith Center  
 Michael Cooper . . . . . Atwood  
 George Edmonson . . . . . Lindsborg  
 Dustin Hardin . . . . . Emporia  
 Wesley Moore . . . . . Louisburg  
 Alan Reuber . . . . . Atwood  
 Debbie Stanley . . . . . Topeka

#### 20 YEARS

Randall Bryant . . . . . Marion  
 Vance Bruner . . . . . Mound City  
 Rick Ferrell . . . . . Topeka  
 Janis Rowland . . . . . Topeka  
 Brian Saragusa . . . . . Bonner Springs  
 Ron Seitz . . . . . Topeka  
 Tim Weigel . . . . . Hays

#### 40 YEARS

Larry Emig . . . . . Topeka  
 Jim Harris . . . . . Winfield

#### 30 YEARS

Marcia Dove . . . . . Topeka

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

*The list of KDOT employees celebrating service anniversaries in March was not printed last month, but the April list was. Translines regrets this switch and appreciates your patience.*

# Welcome new KDOT employees!

## Headquarters

**Sally Crane**, Right of Way Property Appraiser I, Right of Way  
**Thomas Inman**, Right of Way Property Appraiser I, Right of Way  
**Les Lauber**, Staff Development Specialist I, Personnel Services  
**Charlene Morris**, Engineering Associate I, Bureau of Design  
**Shari Westfall**, Public Service Administrator I, Local Projects  
*The Bureau of Personnel Services supplies information for new hires to Translines.*

## Promotions/Transfers

### Headquarters

**Mike Bowser**, Engineering Technician Specialist, Local Projects  
**Dennis Miller**, Right of Way Agent III, Right of Way  
**Delbert Ramsey**, Engineering Technician, Design  
**Mark Reddy**, Applications Developer III, Computer Services  
**Danni Stallbaumer**, Senior Administrative Assistant, Personnel Services  
**Debbie Tanking**, Professional Civil Engineer I, Design

### District Three – Northwest

**Janet Gregory**, Storekeeper Senior, Norton

**Kenneth Stewart**, Public Service Administrator I, Hill City  
**Mark Weiser**, Engineering Technician Senior, Norton

### District Four – Southeast

**Kristy Kelley**, Senior Administrative Assistant, Chanute

### District Five – Southcentral

**Marion Newkirk**, Public Service Administrator I, Great Bend  
**Harrison Robinson**, Engineering Technician Senior, Wichita  
**Wendell Watts Jr.**, Public Service Administrator II, Pratt  
*The Bureau of Personnel Services supplies information for promotions/transfers to Translines.*

## Deaths

Condolences to the family and friends of a KDOT employee and former employee who recently passed away.

**Ricky G. Hodges**, 40, Equipment Mechanic at Wamego, died April 9 in Manhattan following an automobile accident. He is survived by one son, his mother, his father and one sister.

A memorial has been established for the Ricky Hodges Memorial Fund. Memorial contributions may be left in care of the Yorgensen-Meloan-Londeen Funeral Home, 1616 Poyntz Avenue, Manhattan, 66502.

Former KDOT employee **Dorothy C. Pock**, 95, died March 23 in Topeka. Pock is survived by one daughter, two grandchildren, two great-grandchildren, and a sister.

Memorial contributions may be made to Midland Hospice House, 200 SW Frazier Circle, Topeka, 66606, or the Good Samaritan Fund at Aldersgate Village, 7220 S.W. Asbury Dr., Topeka, 66614.

**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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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).