



# KDOT

# Translines

Bureau of Transportation Information

February 2004

## New fund offers assistance to local partners

Cities and counties across Kansas have a new option when it comes to paying for needed transportation projects. KDOT has established a Transportation Revolving Fund that offers flexible, low-cost financial assistance to local governments for qualified transportation projects.

“This fund has the potential to become an important component of transportation financing for Kansas communities,” said Secretary Deb Miller. “We are glad to offer this program to our local partners.”

Ed Taylor, Franklin County Commission Chairman, and Ray DeJulio, Franklin County Public Works Director,



*Secretary Deb Miller looks over the Transportation Revolving Fund application submitted by Ed Taylor, Franklin County Commission Chairman, and Ray DeJulio, Franklin County Public Works Director.*

delivered the first application for the fund in person to Miller on December 12. Franklin County is currently able to pave

**Continued on page 4**

The next three editions will feature District and Headquarters' highlights to celebrate KDOT's 75th anniversary of responsibility for the State Highway System and continued federal funding of road projects. See pages 8 and 9 for the first articles.



## Governor committed to keeping program strong

On Monday, January 12, Governor Kathleen Sebelius delivered her State of the State address. In it, she talked about her commitment to keep the state transportation program strong.

“Quality highways have long been essential to economic development, but in recent years, the state’s revenue problems have jeopardized the ambitious highway-building program passed by this Legislature in 1999. My plan restores funding for the remainder of the program so that KDOT can keep its

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## Miller's Time

*By Secretary  
Deb Miller*

# State of the CTP

It's no secret that the future of the Comprehensive Transportation Program (CTP) has been in jeopardy. The last couple of years, tough economic times have forced the Legislature to withhold some funds earmarked for the State Highway Fund. The annual sales tax demand transfer that makes up a substantial portion of the CTP's funding package was likely to be withheld again this year for other state needs. We had reached a point where we couldn't absorb any additional cuts and still keep the program intact. But at this mid-point in the CTP, communities across the state were counting on the announced projects. These were promises that we needed to keep.

Governor Kathleen Sebelius agreed and reaffirmed the state's commitment to transportation in her State of the State address (see article on page 1). Part of her budgetary proposal to the Legislature is a plan to rework the funding of the CTP. I'm happy to say it's a plan that protects the fundamental structure of the CTP. No announced projects will be cut and our commitment to maintaining the system remains intact. But in order to keep the program together, we've eliminated any financial cushion that we had for add-ons to projects or costs that come in above what was estimated. Due to the elimination of the financial cushion,

KDOT will have to tightly manage our program and cannot sustain additional reductions without having to cut announced projects and that's a message I'm carrying across the state.

In order to keep the program on track, the Governor's proposal reduces the sales tax transfer to a realistic, sustainable percentage. The CTP was put together when the economy was booming. Including a 12 percent sales tax transfer as part of the revenue package seemed feasible. Now we know that it was not. In reality, the only time the full statutorily required amount was transferred was in the first year of the CTP. The average amount of transfer has been closer to 7 percent, so I think the 6-percent proposal in the Governor's plan is a more realistic, sustainable percentage based on the historical data.

The Governor's proposal will provide certainty for the CTP through the use of General Fund-backed bonds. I've said that it's important to find a way to save the remainder of the program in its entirety rather than having to fight for it year after year. Selling General Fund-backed bonds to fund the remainder of the program will ensure that the proceeds will be used on CTP projects and not diverted to other uses. It provides a level of certainty that KDOT hasn't had in the past and a level of certainty that I welcome.

I do believe that the Governor's proposal that restructures the sales tax transfer percentage to a realistic level and pays off additional bonds from the General Fund will put the CTP on much more solid financial footing. In addition, the Governor's budgetary proposal recommends a 3 percent salary increase for state employees – something I wholeheartedly support.

For now, all this is still a proposal, but considering our circumstances, it's by far the best option I've seen. It's my hope that the Legislature will give KDOT the go-ahead to put the Governor's plan into action so that we can keep the promises made to the people of Kansas.

### KANSAS DEPARTMENT OF TRANSPORTATION

**Bureau of Transportation  
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### Calendar of Events

**February 10** - 11 a.m. KDOT Employees' Council Meeting, Seventh Floor Conference Room, Docking State Office Building.

**February 13** — 9:30 a.m. Highway Advisory Commission meeting, Seventh Floor Docking State Office Building.

**February 18** - 2 p.m. - Construction Bid Letting, Capitol Plaza Hotel in Topeka.

**February 25-26** — Kansas Highway-Railroad Safety Conference, Doubletree Hotel, Overland Park

# Program addressing basic aviation needs

By Stan Whitley

The Kansas Airport Improvement Program is flying high thanks to an infusion of state funding designed to address basic airport needs.

The Comprehensive Transportation Program (CTP) passed by the Kansas Legislature in 1999 had an important component that provided much needed funding for airport improvements. Recently, 27 more projects were selected for funding based on an objective priority system. The projects will address maintenance, geometric and facility and equipment improvements.

“Before the CTP was enacted, Kansas was the only state in America that didn’t provide state funding for airport improvements,” said Mike Armour, KDOT Director of Aviation. “During the initial five years of our airport improvement program, we’ve been able to fund 119 public use airport projects. Also, the average runway pavement condition is expected to improve from ‘fair’ in 1999 to a ‘very good’ rating by 2005.”

The airport improvement program is designed to stretch state dollars by requiring the participation from local units of government.

Communities are required to pay either 10, 25, or 50 percent of the total project costs based on community population. All airports that have less than 10,000 passenger boardings per year are eligible to apply for the state funding.

“The projects have been very beneficial to local communities,” said Armour. “Improved runways are critical in providing air ambulance service and increasing airport safety. The improvements have also enhanced



*The Kansas Airport Improvement Program is helping to improve safety and enhance community economic development across the state.*

community economic development appeal.”

There is \$3 million in state funding earmarked each year for the program, but that actually addresses \$4.5

million in needs when local matches are factored.

“We’ve been able to make improvements at the vast majority of public use airport in the state,” said Armour. “Still, there are three times more applications each year than we are able to fund.”

The 27 projects funded for 2005 will include five for the city of Hutchinson and four for the city of McPherson. Other projects receiving funding will be in Anthony, Ashland, Coffey

County, Comanche County, Garnett, Goodland, Herington, Hill City, Hugoton, Larned, Minneapolis, Oberlin, Pittsburg, Pratt, Rawlins County, Rose Hill, Scott City, and Washington.

***‘The projects have been very beneficial to local communities. Improved runways are critical in providing air ambulance service and increasing airport safety. The improvements have also enhanced community economic development appeal.’***

**Mike Armour**

# ***Giving is the first step in receiving***

By this time of the year, most of the holiday lights are down, the decorations are back in their boxes and what we consider the “season of giving” is over, or is it? As we move forward in this new year, let’s take a minute to examine the real meaning of giving, both in our homes and in our public service work.

If we can think outside the box and examine giving and receiving carefully, we see a powerful universal law at work. This law is as dependable as gravity and shows us a cycle that is powerfully demonstrated in the movie, “Pay it Forward.” This is a story of a young boy who believes he can change the world by doing something great for three people who in turn are asked to do three big things for three other people and so on. The story demonstrates that giving before receiving results in a cycle of goodness.

When we view giving as losing and receiving as getting, we see them as separate and fail to recognize their relationship. As we give our time, attention, money, or assistance, we think we have less, because we give

some of what we have to another. This perception is erroneous at worst and only half of the story at best. It is also important to understand that the value we place on what we have sets the price on what we give. Subsequently, as we price what we give, we also price what we receive, because giving is really the first step in receiving.

## **ALL ABOUT** | By Carla Mumma

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### **ATTITUDE**

When we receive attention, assistance or money, we believe we get something, but true receiving is accepting. It is possible to have and not know we have so the recognition of getting is really receiving. When neighbors or coworkers help us and we acknowledge their friendship, we receive with full awareness gratefully.

Appreciation guides us to acceptance so we can truly receive. As we recognize acts of kindness, our

gratitude sets the stage for passing it on. We believe in the goodness of humanity and see the world through a positive window. According to Eric Butterworth, “A grateful heart attracts to itself one way or another, through human hands or through wonder working ways, the great things needed to solve the particular situation. It is an outworking that you can stake your life on.”

As we change our perception, we understand and value our role in the family and in public service. When we examine this closely it doesn’t make sense to withhold anything so we give our time, talents, and energy willingly. We feel blessed and it comes back in many ways. The generosity of the world grows as we open to a new view of life.

As we wrap up the old and begin the new, let’s look again at what we thought was true. When we recognize the continuous cycle of appreciating, giving, and receiving in our life, we see that we really do reap the natural and logical consequences of our thoughts, words, and actions. The circle grows as we pay it forward and receive it back.

## **Fund**

### **Continued from page 1**

one to two miles a year through its County Highway Improvement Plan (CHIP).

“With this loan, it will let us take the 15-year CHIP plan and move it all forward and get the roads paved now,” Taylor said. “And it won’t cost us any more money because we’ll still have the future CHIP allotments, but we’ll have the roads now.”

Taylor said this fund will definitely help small- and medium-sized counties. “It couldn’t have come at a better time for us,” Taylor said. “We’re just so pleased that KDOT made this available. It lets us do so

much that we wouldn’t be able to do otherwise.”

The fund will make \$30 million a year available for locally-sponsored projects both on and off of the state system. Cities and counties can each apply for up to \$6 million of those funds each year. The funds for this program were authorized in 1999 as part of the Comprehensive Transportation Program.

“Because economic conditions have been tight, we see this Revolving Loan Program as another way KDOT can help local communities leverage limited dollars to improve local transportation,” said Miller.

For more information or to get an application, contact Evelyn Fitzpatrick, Transportation Revolving Fund Program Manager, at (785) 296-4782.

# Public Involvement uses many tools

By Martin Miller

Typically when we discuss public involvement and communications at KDOT we tend to think of public meetings that are held to provide information about the design of a major highway project. In this face-to-face open house format the two-way communication that is the heart of public involvement is highly visible as KDOT staff and local residents mix to view project displays and provide comments that may be incorporated into the project planning. In the last six years, as KDOT has been actively gearing up its public involvement program, many things have begun to evolve to include the use of a variety of new communication tools.

One of these new tools is the Drop In Center. As part of the K-61 System Enhancement Project in Reno and McPherson counties, Drop In Centers were set up in high pedestrian traffic areas such as the Hutchinson Mall, Inman Public Library, and the Dillons Food Store in McPherson. These Drop In Centers provided a large display of project information and corridor maps to draw people's attention to the display. There are also project handouts available for people to take home with them and share with other people that may be interested in this project. But these Drop In Centers have typically been unstaffed. So to provide the public involvement two-way communications, public comment forms, special project toll free telephone numbers and email addresses are provided to allow the return of information from the public to KDOT.

Sometimes at KDOT we even have the opportunity to use common communication tools, such as variable message boards, in conjunction with a new tool such as a mobile radio transmitter. This combination was used effectively by the KDOT Wichita Metro Office

*Variable message signs in Wichita help motorists know what to expect for the reconstruction of I-135 and 21st Street.*



*Several people stop at the K-61 Drop In Center at the Inman Public Library to find out more about the project.*

## Communication: A Key to Success



Kansas Department  
of Transportation

for the reconstruction of I-135 and 21<sup>st</sup> Street. Variable message boards can be very effective in communicating limited project information such as scheduled road closings and simple detours, but the mobile radio transmitters can

provide a larger amount of information,

such as multiple interstate ramp closing and reopening schedules. However, the radio transmitter by itself is just another one-way communication tool. So to provide the two-way communication opportunity that public involvement efforts seek, the KDOT

Connection toll free telephone number was broadcast at the end of the radio message. This toll-free number connects the public to the nearest KDOT District Office, which for the Wichita area would be the District Five Office in Hutchinson. When a KDOT Connection call is received, it can then be answered by the District Public Involvement Liaison, other District staff, or transferred to an Area Office or Headquarters in Topeka for a response.

The goal of all of these communication efforts is to better inform the public, use their input to improve KDOT projects and have them as part of our KDOT team to provide a safe and efficient transportation system for the residents and travelers in Kansas.

# Partnership Project subteams announced

The Partnership Project is moving forward in 2004. Subteams are now working to carry the project's goals into the new year. A list of the sub-teams and their leaders follows this article. For a complete list of subteam members, visit the Partnership Project's website at [www.ksdot.org](http://www.ksdot.org). Public Affairs Director Julie Lorenz said, "The members of these sub-teams have an important role to play in making KDOT a better place to work and a more responsive agency." The sub-teams will have about 18 months to put their improvement plans together.

"While it is an aggressive schedule, it's important to keep momentum going and highlight positive changes that occur along the way," Lorenz said. She said sub-team members were selected to represent a good distribution both by geography and job type. She said, "We were also looking for people who would not only provide expertise on certain issues, but also a fresh perspective." Lorenz said that based on the needs of the sub-teams, she expects the membership list will evolve over time.

Entering this new phase, the Partnership Project has also reworked its Leadership Team. Team members now include: Lorenz as Chair; Mike Crow, Director of Operations; David Comstock, Director of Engineering and Design; Jim Kowach, Bureau Chief, Design; Rosie Ingram, Bureau Chief, Program Management; Marcia Ferrell, Staff Assistant to the Director, Operations; and Ron McMurry, Strategic Planning Manager.

"The Leadership Team has been charged with several responsibilities including: challenging the sub-teams to be creative and pushing them to explore new ways of doing business; and supporting sub-teams to make sure

they have the resources they need to be successful," Lorenz said.

The Leadership Team will be held accountable for progress by a Partnership Project Board of Directors. Lorenz said membership of this board is still in the works. The Board will be structured like other corporate boards where the CEO and the President of the company along with outside directors are named to provide overall



Honest Assessments...Real Results

guidance and direction and make key decisions. In the case of the Partnership Project, Secretary Deb Miller and Assistant Secretary Warren Sick will sit on the Board along with an additional KDOT employee (not an Executive Staff member, District Engineer or Bureau Chief). Another two to six directors will be named from outside KDOT. Leaders of the improvement efforts will report progress and discuss overall direction with the Board several times each year.

One of the first projects that the Leadership Team wants to tackle is reviewing KDOT's mission statement. Lorenz said, "The Team wants the mission statement to help inform the sub-teams as they review and revise KDOT's policies and practices. So

we'll be looking to KDOT employees for ideas to update our mission statement."

There will also be changes to the Listening Log. Now that the data gathering phase is over, the Partnership Project Listening Log will stop taking new entries.

"The Listening Log has been a valuable tool for the Partnership Project. It has also been a popular one," Lorenz said. "With this in mind, Jim Kowach's group will look into creating some sort of internal bulletin board where KDOT employees could exchange information as they've been able to do with the Listening Log." Comments that were submitted to the Listening Log through mid-October will get a response. A column will be added at the end of the log for this information. Look for responses to be added as they are completed.

The subteams and leaders are:

◆KDOT Pay & Benefits – What is within KDOT Control?;

Jim Kowach, Chair.

◆Expand the Public Involvement Process of Public Affairs; Bob Cook, Chair.

◆Develop a Systematic Communications Plan; Julie Lorenz, Chair.

◆Role of Area Engineers in Relations With Locals; Don Drickey, Chair.

◆Harmonizing With Locals in Urban Planning; Terry Heidner, Chair.

◆User-Friendly Environment for Locals to Access KDOT Programs; Larry Thompson, Chair, and Maggie Thompson, Co-Chair, PIL, Division of Public Affairs (HQ).

◆Training on the Basics – Construction Inspection; Lon Ingram, Chair.

**Step Back in Time**

*Roadway is cleared for the construction of US-75 north of Holton in October of 1957.*

**BROWN BAG****LUNCH**

**Topic:** Insituform Technologies and Curied in Place Pipe

**Speaker:** Joe Huffman, Insituform Technologies

**Date:** Wednesday, February 4

**Time:** Noon to 1 p.m.

**Place:** 4th floor conference room, Docking State Office Building

*All employees are invited to attend.*

## Students to study how plastics can help future senior citizens

Middle school students from across the U.S. will have the opportunity to put on their thinking caps to participate in the National Engineers Week Future City Competition.

The 12<sup>th</sup> annual event allows middle school students to create cities of the future and write a city abstract and an essay on solving an important social need with engineering.

“The 2004 essay theme is how plastics can be used to help senior citizens in the future,” said C.W. Harper, KDOT Engineering Associate III and Great Plains Regional Coordinator for the event. “Teams are comprised of three students, a teacher and an engineering mentor to provide expertise.”

Students design their cities first on a computer using SimCity 3000 software, then build large, 3-D scale models. The

models can't exceed 5' by 2 1/2' feet in size and have to be built on a \$100 budget.

The Great Plains Regional competition was held January 24 at Eaton Hall on the University of Kansas campus in Lawrence. Harper said there were 20 teams that worked on designs. The students, working with their teacher and the engineering mentor, presented and defended their designs to a panel of judges. Jim Brewer, KDOT State Road Office Engineering Manager, served as one of the judges.

The first place regional winners will receive an all-expense paid trip to Washington, D.C., for national finals during National Engineer's Week, February 22-28. The Great Plains Region winner will have the added prize of a \$1,000 scholarship for each student to either the University of Kansas or Kansas State. – *S.W.*

# Planning essential to project development

By Stan Whitley

Years before plans are designed and construction begins, an important process takes place at KDOT. Careful planning is the essential tool used during development of transportation projects.

“The data collected and analyzed by KDOT is the building block for virtually everything that we do,” said Secretary Deb Miller, former KDOT Director of Planning and Development from 1986-1997. “Traffic counts and vehicle weights are used for project selection, pavement design, project scoping, and it helps us make decisions about maintenance activities. Planning provides information for strategic thinking about where we should be headed to provide a top quality transportation system.”

From dirt roads to four-lane freeways, planning has been the initial step needed in transportation project development. Gathering information to analyze potential projects has remained a constant over the years, but the technology used by planning has changed drastically.

“We’re able to collect more information with greater accuracy for use in planning,” said KDOT Director of Planning

and Development Terry Heidner. “We have moved light years forward in our ability to collect traffic and roadway data and in our ability to analyze it.”

A major impact in planning came in the 1950s as the State Highway Commission planned for construction of the interstate system. The Jorgenson Report needs assessment soon followed showing Kansas was becoming more urbanized and increasingly industrialized. Kansas still maintained a large road network geared to rural traffic, but the time had come for the state to “recognize its urban-rural character and to plan highways accordingly.”

The report urged Kansas to build 1,200 miles of controlled-access freeways along heavily traveled corridors outside the interstate system. It also recommended anchoring 11 freeway projects in key urban areas. The report concluded that “long range planning would be essential for the state to achieve its new look in highways.”

Planning for new highways took center stage in the 1950s through the completion

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*‘We have moved light years forward in our ability to collect traffic and roadway data and in our ability to analyze it.’*

**Terry Heidner**

## Dramatic changes evident in construction, technology

By Kim Stich

Looking back at highway construction in Kansas, Construction and Maintenance Chief Dean Testa can sum it up in two words – big changes.

“If I were to not watch highway construction progress for 15 years and then come back, I wouldn’t even recognize it,” Testa said.

Equipment has gotten so much bigger and faster over the years, he said. “We don’t build them like Grandpa did – we don’t have skips and mules,” Testa said. “If you got 300 tons an hour out of an asphalt batch you thought you were really doing something,” he said. “And now they do 450 and 500 tons sometimes.”

Highway construction has seen huge changes during the past 75 years. Just as the state took control of the highways in 1929, the highway department began its search for an

*‘When I first got here, we did our calculations with a slide rule and a Monroe hand crank calculator. If you had a Monroe hand crank calculator, you were in tall cotton.’*

**Dean Testa**

alternative to gravel that would be cheap yet safer and more durable. In 1930, experiment results with the bituminous mat looked so good that the next year the commission launched

a program of bituminous mat resurfacing. In five years, more than 2,100 miles of roadway had been surfaced.

The Depression hit in the 30s and highway projects put wages in empty pockets. About 8,800 men were employed in 1934 across the state, which kept construction across the state moving forward. It was estimated that every \$650 spent for highway construction in Kansas gave four to six months employment to a laborer; every one man put to work on the job site created employment for two men in allied industries such as materials or shipping.

The highway department faced many war issues in the

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# Celebrating our successes across the state

*This month, highlights from District Five and District Two during the past 75 years are listed below.*

## ◆ District Five ◆

1939-40 - District Office Building and District Shop were constructed in Hutchinson.

1950 - Area offices were constructed in Wichita, El Dorado, Great Bend, Pratt, Winfield and Anthony. The Anthony Area Office was closed in 1996, along with the Subarea Office in St. John and the Construction Office in Kingman, to accommodate KDOT downsizing.

1979 - Interstate I-135 (Canal Route) was constructed in Wichita. This section of I-135 contains the longest elevated section of roadway in Kansas.

1988 - District Five hosted the National AASHTO Convention in Wichita. 2200 participants and spouses, from all 50 states and some foreign countries, attended the meeting.

1993 - As part of the FHWA Intermodal Surface Transportation Efficiency Act (ISTEA) District Five supervised the construction of Strategic Highway Research Program (SHARP) Long Term Pavement Performance Project test sections on US-54. These 12 SHARP and four KDOT Kansas Flexible Pavement Test Sections included many milestones

- First stone matrix section constructed in Kansas
- First superpave design in Kansas (designed by Asphalt Institute in Lexington, Kentucky)
- FHWA mobile lab on site used the first gyratory compactor in Kansas

- Weigh in motion scale, that could be monitored in Topeka, was built into the pavement

- Polymer and rubber asphalt mixes were used

- Geogrid fabric was used in conjunction with multiple base designs

1995 - District Conference Room and Lab were constructed using a building salvaged, moved and reconstructed by District Five Maintenance Crews from the right-of-way of a KDOT project in the Kansas City area. This conference room is widely used by KDOT and other government agencies for training classes in this part of the state. Major improvements were added to the audio visual equipment in 2001 to accommodate the latest computerized, video, and DVD presentations.

1998 - K-96 four-lane System Enhancement project from Hutchinson to Wichita was completed and dedicated by Governor Bill Graves. This highway was named by the Kansas Legislature as the "State Fair Freeway" and received several national and state awards listed below:

1994 - KCA/KDOT Excellence in Partnering Kansas

## ◆ District Two ◆

1) Innovation abounded throughout KDOT in the 60s. In 1964, KDOT completed the worlds largest asphalt project, the surfacing of 40 miles of I-70. The project was located in Saline, Ellsworth, and Lincoln counties, where asphalt was laid an unusual 18 inches thick. Six asphalt plants turned out 1,600 tons of asphalt and aggregate an hour. This breakthrough in process was a great cost saver in time and labor. (Milestones)

2) Kansas first experimented in slipform paving in 1968 when the new process was used on a section of I-35W near McPherson. Koss Construction put down a layer of tarpaper and topped it with transverse and centerline steel. Once concrete was dumped on the base, a paver equipped with vibrators spread and compacted the concrete so firmly that it would stand without forms, a vital savings in primary labor. Steel mesh was

laid on top of the first 6.5 inches of concrete and a second layer of 2.5 inches was spread in the same way. More autograder and smoothing machines followed to finish the surface, then bur-lap was placed over the raw concrete and kept damp to cure the roadway. Tests by highway department personnel followed to determine if slipforming produced a roadway of proper specifications but at the outset there appeared to be only one troubling problem. Laborers were so scarce in Kansas that the available men

could not lay tarpaper fast enough to keep ahead of the pavers. (Milestones)

3) In the late 80s, District Two was instrumental in the development of software capable of taking raw data on asphalt mixes and crunching those numbers into necessary values used to measure performance. Lonnie Ingram, Materials Engineer, assigned Gerry Mai to work with programmers in Topeka to refine the software needed. Gerry obtained one of the first desktop computers in the District and rewrote the software to be more effective and user friendly. Prior to the software development, an individual would spend a minimum of an hour performing the math necessary to produce the needed values. Then another would need an hour to check the math. Multiply this times 250 to 300 mixes a year statewide and you can appreciate the huge savings in man-hours. In addition, we could now be very confident in the results the first time. The software quickly was put in use statewide.

4) The stitching of concrete paving first occurred in Dickinson County in the mid 90s. Chuck Luedders, Materials engineer, was responsible for implementing the new process (in Kansas) by which concrete slabs are interconnected thru the insertion of dowels after the concrete has hardened. This



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## District Five

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Contractors Assoc. - KS/MO Chapter  
 1995 - Smoothest Pavement American Concrete Pavement Assoc. - KS/MO Chapter  
 1995 - Excellence in Paving - Maize to Mt. Hope, Best Portland Cement Concrete Paving Project in Kansas, American Concrete Pavement Assoc. - KS/MO Chapter  
 1995 - Best Portland Cement Concrete State Road Pavement Constructed in the United States - Maize to Mt. Hope, American Concrete Pavement Assoc.  
 1996 - Excellence in Paving - Mt. Hope to Haven, Best Portland Cement Concrete Paving Project in Kansas, American Concrete Pavement Assoc. - KS/MO Chapter  
 1996 - Best Portland Cement Concrete State Road Pavement Constructed in the United States - Mt. Hope to Haven American Concrete Pavement Assoc.  
 1996 - National Quality in Construction, Asphalt Paving - Mt. Hope to Haven, National Asphalt Pavement Association  
 1996 - First Place Engineering Award  
 Scott Koopman - KDOT  
 Best Quality Hot-Mix Asphalt Pavement in Kansas  
 Kansas Asphalt Pavement Association  
 1997 - First Place Engineering Award  
 Kathryn Wickam -KDOT  
 Best Quality Hot-Mix Asphalt Pavement in Kansas  
 Kansas Asphalt Pavement Association  
 1997 - State Winner-National Quality Initiatives  
 "Partners for a Quality Project"  
 KDOT, Sherwood Construction, Wittwer Construction, and Professional Engineering Consultants, P. A.  
 2000 - District Computer Classroom was constructed to provide computer training for District Five personnel.  
 2002 - Great Bend Area Office receives Sheldon G. Hayes Award for Highest Quality in Asphalt Paving for K-156 in Barton County from the National Asphalt Pavement Association.  
 2002-2003 - Expanded Public Involvement efforts have positive impact on the K-61 System Enhancement Project. This project received state wide notoriety as the largest System Enhancement Project (\$217,000,000 original estimate) undertaken by KDOT in the 1999 Comprehensive Transportation Program. Also Reno County committed to taking over 34.2 lane miles of K-14 as part of this project. A Community Advisory Group was used as an important part of the PIP process and Drop In Centers were used for the first time on a KDOT project. The Drop In Centers set up in the Hutchinson Mall and the Inman Public Library provided a large project display along with project handouts and written comment forms to receive public input. District Five was also the first District to hire a District Public Involvement Liaison.

## District Two

**Continued from page 9**

process provided a time saving, cost effective way to minimize concrete creep and reduce cracking.

5) Under the CHP program of the late 90s, District Two was able to complete the expansion of US-81 to a expressway/freeway. The project created the first and only north to south four-lane divided highway (US-81/I-135/I-35 turnpike) in the state. This completed the Kansas portion of the Pan-American Highway.

6) It is now common place to see KDOT personnel using brine either as a core component of ice and snow removal or as a pretreatment prior to the storm. KDOT's interest in using brine became a reality when the Concordia Subarea crew led by David Kopsa in conjunction with the Area Two Construction Office, researched and developed the technology needed to create, store, and apply brine effectively in Kansas. The use of brine has proven to be a cost saving tool providing a real edge to the fleet of operators when battling the elements.

7) The equipment menu used by the Division of Operations to identify approved equipment available to the Districts was pioneered by a group led by Roger Alexander (while serving as Maintenance Engineer in the second District). The menu, in conjunction with a needs based equipment plan developed by each District has identified the right tool for right job and streamlined the process of acquiring that equipment as permitted within each Districts budget.

8) District Two's Maintenance Engineer (Alexander) also created the process by which dump-truck and maintenance manpower needs are measured in terms of ice and snow lane-miles. This approach has proven to be an accurate means by which KDOT has been able to get maximum performance with a minimum investment while assuring effective coverage when dealing with winter storms.

9) Throughout the first 60+ years our organization suffered ongoing spikes in equipment budgets resulting in an unnecessary loss of effectiveness. While there were many factors affecting the budgeting process, the fundamental reason for these spikes was the absence of a comprehensive plan to anticipate and control purchases. The solution was in District Two's revised equipment replacement plan of the 90s developed by Alexander and Duane Snyder.

Here could be found a long range plan where by major pieces of equipment were to be purchased in a systemized process based on the life-cycle of each unit. If dump trucks get replaced every ten years then by purchasing 1/10<sup>th</sup> of the fleet each year we can spread the total cost uniformly over the ten year cycle. The concept was mildly painful to initiate but once in place, budgets became controllable. Side benefits were the inclusion of Area and Subarea management in identifying their own needs and a reduction of total maintenance costs across the District. Since the creation of the plan, it has been adopted

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## State of the State

**Continued from page 1**

promises to communities and complete every announced project,” Sebelius said.

To do this, the Governor’s budget proposal includes a number of measures designed to restructure funding and keep the Comprehensive Transportation Program (CTP) on track. One of the measures is a change in the sales tax transfer to the State Highway Fund. The CTP was created to include funding each year from the state’s sales tax receipts.

But in recent tough economic times, other state needs have prompted the Legislature to withhold some, if not all, of the transfer resulting in hundreds of millions of dollars being withheld from the State Highway Fund. The Governor’s proposal still withholds any sales tax transfer in fiscal years 2005 and 2006. Then the

transfer resumes at 3 percent in FY 2007 and increases to 6 percent through FY 2009 and thereafter. Included in the Governor’s proposal is a plan to make up the sales tax loss to the State Highway Fund by issuing \$465 million in State General Fund-backed appropriation bonds to fund the CTP.

The Governor’s plan also calls for KDOT to reduce its set-aside and System Enhancement Project expenditures by \$250 million between now and the scheduled end of the CTP in FY 2009. The proposal calls for this to be done without changing the core of the CTP’s announced projects or commitment to maintenance. Instead, \$109 million in savings will be realized by adjustments to the system enhancement projects including: revising original cost estimates based on more current information; holding to the original scopes of the announced projects; subtracting projects that have been

withdrawn by sponsors; and figuring in the savings from projects that have ended up costing less than originally estimated. Another \$64 million in savings will come from reductions in future funds earmarked for set-aside projects. These one time cuts include: \$26 million from pavement resurfacing; \$14 million from contract maintenance; \$4 million each from bridge repair and corridor management; \$3 million each from highway lighting and ITS projects; \$2 million apiece from interstate resurfacing, intersection safety improvements and culvert/bridge; and \$1 million each from emergency repair, signing, railroad crossing

surfacing and bridge redeck. These are all one time reductions and the Local Partnership Programs won’t be affected. An additional \$49 million savings will come from cuts to the rail-grade separation projects on the state system. No announced projects are affected by these rail-grade cuts. Another \$31 million in savings will come from reducing some of the funds allocated for

the future in pavement marking set-aside. The Governor’s plan preserves KDOT’s commitment to maintaining the State Highway System.

Included in the Governor’s proposal are a couple of things that have already happened. At the Governor’s instruction, KDOT restructured its debt to take advantage of lower interest rates. The move saved more than \$161 million through the life of the CTP. KDOT saved an additional \$400 million through the remainder of the program by removing the construction reserve from the ending balance, reducing the amount of money used to collateralize the Transportation Revolving Fund, adjusting the inflation rate assumptions and adjusting the interest rate assumptions on the bonds that were built into the program’s cost structure in 1999.



*Governor Kathleen Sebelius presents her State of the State address on January 12 at the State Capitol.*

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### Winter work

*Mild winter weather has allowed three deck pours on the railroad bridge replacement on US-36 in Norton. The \$5.7 million project is expected to be completed in early summer. A shoo-fly detour with an on-grade railroad crossing is keeping US-36 traffic flowing smoothly during construction.*

## State of the State

**Continued from page 11**

The Governor's plan includes repayment of a \$94.6 million loan made to the General Fund in FY 2001. The Highway Fund will be repaid in four installments beginning in FY 2007.

Under the Governor's proposal, the State Highway Fund will continue to fund the Kansas Highway Patrol through the end of the CTP. Annually, this will amount to about \$32 million plus inflation.

Governor Sebelius said that her plan removes the uncertainty that has surrounded the CTP during the state's fiscal crisis. She added that selling General Fund-backed bonds to fund the remainder of the program will protect the fundamental structure of the CTP.

The Governor's plan for the CTP has gained the support of Economic Lifelines. This group's members include representatives from all facets of transportation, local government, local chambers and public transit. Economic Lifelines Executive Director Patrick

Hurley said, "We think that this proposal is much sounder than relying on some or all of the sales tax demand transfer being made every year."

Ed DeSoignie, Executive Director of the Heavy Constructors Association of Greater Kansas City, supports the plan. He said, "We believe the Governor's proposal will ensure that committed projects are delivered as promised, providing safer roads and bridges, encouraging economic development and providing thousands of good paying jobs in the construction industry."

The Governor's overall budget proposal contains some good news for state employees. She's recommending a three percent salary increase for state workers to be funded by each state agency.

"The men and women who serve this state in our leaner workforce are being asked to do more than ever with smaller budgets. I believe the state has a responsibility to be a good employer, and that means rewarding loyalty and hard work," Sebelius said.

## Honors and awards

Former Secretary of Transportation **E. Dean Carlson** was recently named the 2004 recipient of the W.N. Carey Jr. Distinguished Service Award for his outstanding leadership and service to transportation research.

Carlson received the award during the Chairman's Luncheon at the Transportation Research Board's 83<sup>rd</sup> annual meeting. Carlson was KDOT Secretary from 1995 to 2003 and previously served 36 years with the Federal Highway Administration.

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**James "Tony" Brosemer**, LS, retired KDOT employee, was recently honored as the Kansas Society of Land Surveyors 2003 Land Surveyor of the Year.

## Welcome new KDOT employees!

### Headquarters

**Jed Gunn**, Information Service Technician III, Construction and Maintenance

**Dianna Hewitt**, Senior Administrative Assistant, Personnel Services

**Jane Holden**, Administrative Assistant, Construction and Maintenance

**Jason Hussey**, Engineering Associate I, Design

**Rachael Rush**, Administrative Assistant, Materials and Research

**Dawar Saeed**, Engineering Associate III, Design

**Ron Simonds**, Engineering Technician, Planning

### District One

**Candi Ashmore**, Office Assistant, Topeka

### District Three

**James Reiner**, Engineering Associate I, Phillipsburg

**Michael Terry**, Engineering Associate I, Atwood

### District Five

**Scott Peters**, Engineering Associate III, Winfield

### District Six

**Arlene Randle**, Administrative Assistant, Dodge City

*The Bureau of Personnel Services supplies information for new hires to Translines.*

## Construction

### Continued from page 8

40s. Routes around the airport and aircraft factories near Wichita as well as Fort Riley were jammed with traffic. The Defense Highway Act of 1941 recognized that a sound highway system was indispensable to national security.

The 1953 Legislature created a Kansas Turnpike Authority with the actual road opening to traffic in 1956. Also in 1956, the Interstate Highway Act was signed by President Dwight Eisenhower and Kansas moved quickly – so quickly that it opened the first section of new highway under the act just west of Topeka on November 14, 1956.

Innovative construction techniques have been developed and implemented numerous times in past years. One example is “Drake’s Device,” created by Resident Engineer Frank Drake in the 1950s. To smooth out waves and bumps in asphalt roads, he assembled a device that alerted operators to the peaks and depressions ahead of the paver and enabled them to make adjustments. It was soon required in specifications in Kansas and other states as well.

The 60s saw an abundance of new highway construction across the state and particularly the construction of I-70. Kansas opened the final section of I-70 at Goodland in August 1970. Testa began at KDOT in 1965 in Russell and worked on the construction of I-70 from Hays to Dorrence.

In the 70s and 80s, most of the Interstate connections were completed and the focus of the agency shifted from construction to reconstruction, which brought new challenges, Testa said. “Before you could concentrate on just the engineering properties and not be concerned with having to move motorists through a project,” Testa said. “Safety was always an issue but you didn’t have the complication of traffic being right adjacent to you. You can’t just say traffic go away and shut down the road, that doesn’t work. The cus-

tomers expects their road to be available all the time.”

Although Kansas does not have traffic like Washington, D.C., Testa said the state does have some high traffic volume areas in Kansas City and Wichita. Kansas started doing some roadway repair projects work at night almost 20 years ago and Testa sees that trend continuing. “I could almost tell you that we will do all surface maintenance at night in the metropolitan areas,” he said. “I see night work becoming almost as routine as it is in the East.”

Technology changes on projects and in the office are evident too. For example, Testa said the number of contractor employees on a project are a lot less because of improved equipment and techniques such as slip form pavers. Survey equipment has gone from old levels and transits to the new electronic equipment that uses Global Positioning System technology. Twenty years ago there were about 50 bid items on a contract, now there’s closer to 200 to capture the actual cost of each item better. And 20 years ago, there wasn’t a computer in his bureau, but now there is one on almost every desk.

“When I first got here, we did our calculations with a slide rule and a Monroe hand crank calculator,” Testa said. “If you had a Monroe hand crank calculator, you were in tall cotton.”

Changes in the construction field didn’t happen over night, but the improvements in technology and techniques in the past 75 years have been dramatic. KDOT has been a leader in many of these areas that have helped in building and reconstructing roadways across Kansas.

“It’s a whole different world in field construction than when I was out there,” Testa said. “It has been gradual, but there have been a lot of changes that have happened over time. I can only imagine the changes in the next 25 years.”

**NOTE: Some historical information is from the book, “Milestones.”**

# Bentley, KDOT share strategic directions

Sharing strategic directions was the focus of a recent meeting held in Topeka between KDOT officials and representatives of Bentley Systems, Inc., a leading provider of architecture, engineering and construction software.

Secretary Deb Miller and Assistant Secretary/State Transportation Engineer Warren Sick, were present for the informational meeting which was facilitated by David Comstock, KDOT Director of Engineering and Design. Ben Nelson, Bureau Chief of Computer Services, and Jim Kowach, Chief of the Division of Design, were other key KDOT officials in attendance.

The meeting was beneficial to KDOT officials, learning more about Bentley products the agency uses. MicroStation and GEOPAK are Bentley products used by the agency to support KDOT's Computer Aided Design (CAD) process.

Microstation is a CAD product that allows technicians and designers to draw and model design plans for engineering. Nelson said GEOPAK, used in conjunction with Microstation, is a complete, integrated civil design solution designed by professional engineers and surveyors. Based on Microstation, GEOPAK products address the multiple civil design phases used at KDOT.

The featured speaker at the meeting was Bentley CEO Greg Bentley.



*Tom Clemons, Director West Regional Civil Sales for Bentley Systems, Inc., speaks with KDOT officials during a meeting designed to share strategic directions. The meeting helped KDOT learn more about Bentley software products the agency uses.*

“He presented Bentley’s view of ‘best practices’ engineering organization,” said Nelson. “He learned our agency successes and discussed with KDOT engineers ways that KDOT can leverage its investment and join the ranks of the most efficient and productive users of CAD software.”

Bentley provided his vision of information systems for the next 10 years, observations of the engineering industry, and opportunities to achieve breakthroughs in key areas of collaboration, electronic movement of design sets, security of drawings, and

interoperability of Microstation with AutoCAD, which supports KDOT’s vision of increased partnering with design consultants, cities, and counties.

Other Bentley representatives included Gabe Norona, Vice President of Civil, and Tom Clemons, Director West Region Civil Sales, and Doug Anderson, Senior Account Manager. They focused on civil engineering developments, engineering collaboration directions, industry best practices and Bentley’s involvement and direction with companies like Microsoft and AutoDesk. *S.W.*

## Deaths

Condolences to the family and friends of KDOT employee **Dan D. Carter**, 52, who passed away December 25 in Topeka.

Carter was a Management Systems Analyst in the Bureau of Management and Budget. He is survived by his wife, Wendy, one daughter, two sisters, a brother and a stepson.

Memorial contributions may be made to the University United Methodist Church, 1621 S.W. College, Topeka, 66604.

## Retirements

The following employee officially retired from KDOT on January 1.

### Headquarters

**John W. Strahan,**  
Attorney III in Chief Counsel  
– 36 years of state service.

# M I L E S T O N E S

## KDOT salutes its employees celebrating anniversaries in January

### 10 YEARS

Edward Bridwell . . . . . Smith Center  
 Jason Brown . . . . . Hutchinson  
 Kelly Broxterman . . . . . Topeka  
 Phyllis Holeman . . . . . Norton  
 Jeffrey Horton . . . . . Topeka  
 Mike Johnston . . . . . Topeka  
 John Jones . . . . . Topeka  
 Randel Scarbrough . . . . . Topeka  
 Travis Scott . . . . . Phillipsburg

### 40 YEARS

Dennis Gamble . . . . . Topeka

### 20 YEARS

Kevin Berry . . . . . Oberlin  
 Cathy Jones . . . . . Olathe  
 Galen Ludlow . . . . . Hays  
 Robert Park . . . . . Garden City

### 30 YEARS

Stephen Burnett . . . . . Topeka  
 Andy Gisi . . . . . Topeka  
 Oscar Hamilton . . . . . Bonner Springs  
 Bobby Mann . . . . . Bonner Springs

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

## Planning

### Continued from page 8

of the Interstate system in the early 1970s. The focus then switched to more reconstruction and preservation and less on new highways.

“The Intermodal Surface Transportation Efficiency Act (ISTEA) was a significant change as far as federal planning requirements,” said Heidner, who has worked in planning 35 years. “It emphasized a seamless linking of highway, rail, air, and marine transportation. No longer could our plans and programs focus on only one mode of transportation.”

Heidner said ISTEA called for a national reclassification of highways and a focus on functional classification for eligibility of Federal-Aid Highway Pro-

gram activities. The National Highway System (NHS) was established to focus federal resources on the most important roads in the United States.

Both Miller and Heidner agree that KDOT’s involvement with the public during the planning process has changed greatly in recent history.

“There was a time when an engineer would just tell people this is what we’re going to do,” said Miller. “Public involvement has completely changed that mindset. The public expects to have information early, comment on it and have an active role in the planning process. There is no way we can be successful without involving the public. There must be an educational loop where they are listening to us and we are listening to them.”

Heidner agreed, saying there is now

a “sophisticated and demanding public” that wants to be involved.

“Public involvement can be a slow and tedious process,” said Heidner. “But it’s important to build credibility, trust and enhance the image of our agency.”

Heidner said a recent refinement of public involvement is KDOT’s emphasis on involving elected and appointed government officials.

“In the past we would deal primarily with our counterparts such as a public works official,” said Heidner. “Now, we try to work with a broad array of government officials in the planning of a project. We want to make sure that our message is being conveyed and everyone has an opportunity to be involved.”

## KDOT Golf League gets geared up this spring

Any KDOT employee, retiree, relative, friend, consultant, or contractor is welcome to participate in KDOT’s Golf League. The roster includes golfers of all abilities.

Nine tournaments will take place this year - the first is a two-person scramble in March.

For more information, call Kevin Adams at 785-296-5297.

## Promotions/Transfers

### Headquarters

**Brian Briggs**, Systems Software Programmer Analyst III, Computer Services

**Steve Buckley**, Professional Civil Engineer II, Traffic Engineering

**Pam Thompson**, Environmental Scientist, Design

### District One

**Drake Jennings**, Highway Maintenance Supervisor, Olathe

**LeRoy Shupe**, Equipment Operator Specialist, Holton

### District Two

**Robert Fletcher**, Equipment Operator Specialist, Clay Center

**Douglas Lind**, Engineering Technician Specialist, Marion

### District Five

**Eric Schmidt**, Highway Maintenance Supervisor, Wichita

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

*It's wild, it's wacky, it's crazy!*

## Get ready for the Employees' Council Crazy Bowl! Sunday, February 8

1 p.m. at Gage Bowl in Topeka.  
Cost is \$6.50 per person, four people on a team. Deadline to sign up - Noon, February 3.  
To sign up, bring \$26 to Kim Stich in Transportation Information. For more information, call Kim at 785-296-3585.

## District Two

### Continued from page 10

by Districts statewide.

10) District Two stands alone when it comes to implementing a tool plan. The tool plan was the idea of District Engineer, Don Drickey who charged Mack Villalpando with the job of creating and, with the help of a D-2 committee, implementing the plan. The plan identifies those hand tools appropriate to each major piece of machinery and provides for those tools to be stored

on or near the machine. For instance, in order to make mower tractors more self-sufficient, each maintenance pick-up is equipped with the socket sets, wrenches, screw drivers, etc., appropriate for the field maintenance for these tractors. By doing so it becomes possible for the operator to immediately begin repairs or maintenance in the field rather than have to radio in for the necessary tools and then sit and wait for someone else to drive the tools out to the site.

11) CMS is a data collection

program which has revolutionized our ability to capture and share project related data. In the early 90s, Luedders and Mai found themselves in Topeka, doing testing and development on the materials portion of CMS. The result of their efforts is a more refined system by which mix formulas and mix test results can be readily accessed by anyone in KDOT using CMS. One benefit is a huge time and manpower savings realized when one District is considering accepting the mix of another for future projects.

**Kansas Department of Transportation**  
*Bureau of Transportation Information*  
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Topeka, KS 66612-1568

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