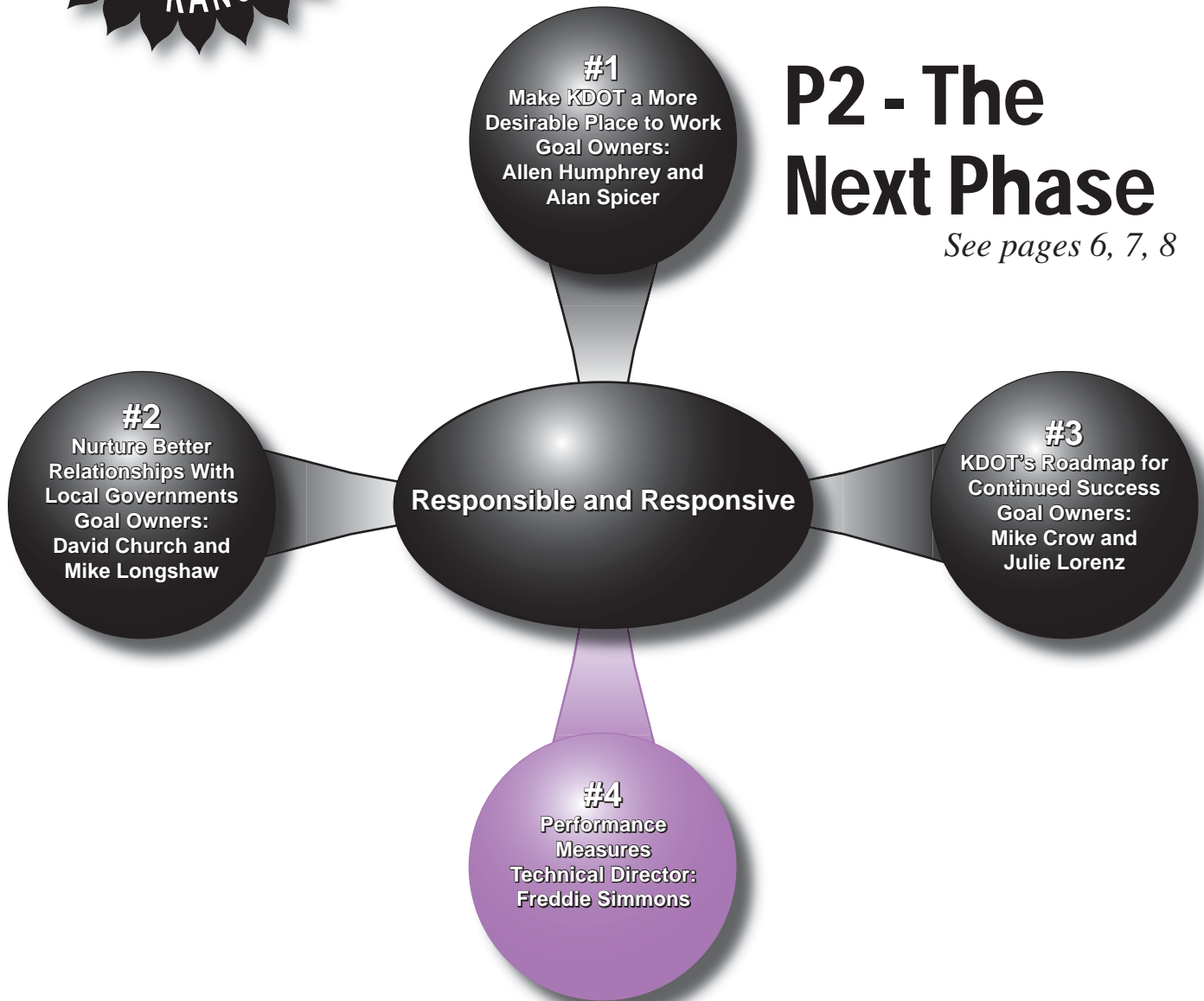




Translines

P2 - The Next Phase

See pages 6, 7, 8



Inside ...

- ◆ Making a difference
- ◆ Every piece is important

- ◆ U.S. to celebrate 50 years of Interstate roadways
- ◆ Highway dedicated to former Governor Anderson Jr.
- ◆ DOT announces Local Partnership Program projects

District Five Crew diffuses dangerous situation.

See page 3



Miller's Time

*By Secretary
Deb Miller*

Making a difference

Last month I got to make one of my favorite annual announcements: the project selections for the Local Partnership Program.

This year's projects (there are 24 projects in 23 communities) in the categories of Economic Development and Geometric Improvement range from interchange construction in Leavenworth to road reconstruction in the city of Washington to new curbs, gutters and storm sewers in Leoti.

All of these projects, while small in scope compared to our major road construction projects, make a big impact on communities. Whenever I visit a town that has completed one of these projects, the city officials take great pride showing me the improvements to their town.

One of those towns is Osborne. When I was there last year, the local officials who met me were eager to point out their "new-look" downtown – the improved main street, the new curbs, and gutters. And they were right to be proud. It was a very attractive downtown. And, it was clear to me that for this community, the project not only had practical benefits, it had enhanced the community's livability.

I'm proud that KDOT has the kinds of programs that really do make a difference in people lives – both their health

and welfare.

For example, the Kansas Airport Improvement awards \$3 million a year for improvement projects at the state's small, public use airports. With that relatively small investment (added to the local match), all Kansans are now within 30 minutes of emergency air services. Runway pavement conditions have improved from a rating of 49 (fair) to 72 (very good). Sublette City Councilman Brad Menzie told us that the improvements to the local airport have given his town an economic boost.

"By having an airport that's accessible to larger aircraft, it prevents us from being a flyover point and provides a great resource for local businesses," Menzie said

Similarly, our transit program has been a great resource for Kansas. It has helped elderly and shut-in citizens remain in their private homes and communities. The program funds local transit services that in turn make it possible for these Kansans to get to the doctor, go to the grocery store or keep hair appointments – without having to impose on family and friends.

And, our Transportation Enhancement program has a great record of improving communities in ways that make them more livable. We have funded hiking/biking trails throughout the state and we have helped communities preserve their heritage through restoration of train depots and other historic transportation structures.

Don Steele of Dodge City's Depot Theater Company, which is housed in the renovated Santa Fe Depot, told us:

"It's about art, it's about historic preservation and it's about economic development. Several other spin-off projects are in the works due to the depot's rehabilitation, which would not have been possible without KDOT's transportation enhancement program."

Thanks to all of you who have made these programs successful. You have shown us the value of public service and given us another reason to be proud of what we do.

KANSAS DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Information
Eisenhower Building, 2nd Floor, West
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Secretary of Transportation: Deb Miller
Chief of Transportation Information: Steve Swartz
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Calendar of Events

Feb. 10 – 9:30 a.m. - Highway Advisory Commission meeting. Eisenhower State Office Building.

Feb. 14 – 11 a.m. KDOT employees' Council Meeting, Third Floor, Eisenhower State Office Building.

Feb. 15 - 2 p.m. Construction Bid Letting, Fourth Floor West Wing, Eisenhower State Office Building.



Employees recover oilfield explosives

SOUTH HUTCHINSON - KDOT District Five Paint Crew members David Alexander, Dan Wolcott and Craig Pagenkopf were on the ball Dec. 27 and “defused” a situation before it could become a potentially dangerous incident.

The crew found a device about 9 a.m. that day lying in the middle of the roadway on the ramp leading from the K-96 bypass to eastbound US-50, about a mile west of South Hutchinson.

The crew picked it up and brought it back to the District Five Complex for storage. There were no identifying words or lettering on it to indicate what it was or to whom it belonged, but they did not discard it. It also ap

District Five Paint Crew members Dan Wolcott, Craig Pagenkopf, and David Alexander recovered an explosive device from the ramp leading from the K-96 bypass to eastbound US-50.

Continued on page 10

U.S. to celebrate 50 years of Interstate roadways

Plans to celebrate the 50th anniversary of the signing of the Federal-Aid Highway Act on June 29, 1956, are under way. State DOTs, the American Association of State Highway and Transportation Officials (AASHTO) and other organizations across the country are participating in the celebration.

One of the main events is a national convoy



that will follow the same route as the first Transcontinental Motor Convoy of 1919. This time though, they will travel west to east from San Francisco to Washington, D.C.

The original trip did not pass through Kansas. However, a part of the convoy will detour and

Continued on page 10

Highway dedicated to former Governor Anderson Jr.

LENEXA - The stretch of K-10 between I-435 and the Johnson/Douglas county line now has a new name. The Governor John Anderson Jr. Highway was officially dedicated at a sign unveiling ceremony Jan. 3 at the Lenexa Conference Center.

The sign was unveiled by Secretary Deb Miller and State Sen. Dennis Wilson. Former Gov. Anderson and his family were on hand to help with the unveiling. The 88-year-old Anderson served as the state's chief executive officer from January 1961 to January 1965.

“I’m so pleased that this fine stretch of highway – well designed, well built and well maintained – now has a name



Former Gov. John Anderson Jr., left, Secretary Deb Miller and Sen. Dennis Wilson pose by one of the signs that will be placed along K-10 to honor Anderson.

Continued on page 5



Daniel Nickelson, Equipment Operator at Pittsburg, helps Kadeyn Dixon as he pretends to operate KDOT equipment during the field trip. At right, Wayne Nelson, Area Maintenance Superintendent, right, and Lewis Buckley, Equipment Operator Trainee, watch Kalin Griffin "drive" a KDOT truck.

Dear KDOT,

Thank you for taking time out of your busy schedule to show us around. The children really liked to get to look at the trucks. Thanks again for explaining to them what you do at your job.

Thank you,
Pittsburg Head Start



Field trip helps kids learn about KDOT

KDOT maintenance employees at the Pittsburg Area/Subarea complex provided their own Christmas present in December for preschoolers at Pittsburg Headstart.

The Maintenance crew hosted a field trip for 40 preschoolers ages four and five along with 12 adults helping chaperone the trip.

"It was a wonderful experience for the kids with the maintenance crew letting them climb up into some of our larger equipment," said Area Engineer George Dockery. "The smiles on their faces were priceless."

KDOT announces Local Partnership Program projects

By Stan Whitley

Local partnership projects designed to enhance economic development opportunities and improve safety in communities across the state have been announced by KDOT.

State and local funds totaling \$24.6 million were approved for 24 construction projects in fiscal year 2009 through KDOT's Local Partnership Program. The program financially assists local governments in making needed road improvements on city and county roads. Projects were awarded under the categories of Geometric Improvements and Economic

Development.

"The Local Partnership Program has funded important projects all across the state," said Secretary Deb Miller. "These improvements couldn't have happened without local partners and KDOT working together. Communities care about these projects and show that by providing a share of the funding to make them possible."

Local units of government must provide at least 25 percent of the total project costs for economic development projects and up to a maximum of 25 percent of total geometric improvement costs based on city population.

Economic development projects are intended to enhance economic development in the state. Geometric improvement projects are designed to help cities widen pavements, add or widen shoulders, eliminate steep hills or sharp curves and add needed acceleration and deceleration lanes.

All cities with City Connecting Links of the State Highway System within their boundaries are eligible to apply for Geo

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By

**Mike
Crow**

TRANSPORTATION TALK

Every piece is important

What is one of the first things the military does when they are attempting to conquer a city? They try to gain control of the transportation system. If you control the transportation system, you can control what comes in and out, which in turn controls getting replacements, food, fuel, etc. Hence, transportation is important to a city's viability. So it goes with the transportation system we at KDOT take care of.

The manner in which we build and maintain the state transportation system and keep traffic moving determines how goods and services move within and in/out of our state. Our state economy is very dependent on transportation. If Company X cannot transport in the raw material it needs to produce their product and then ship it to the customer, it will meet its demise. If company X does not exist, it does not produce jobs and disposable income, tax income to support the city/state infrastructure and so forth.

The transportation system is a critical ingredient in getting rapid response to emergency situations, which has saved thousands of lives. It also provides a conduit for all

of us to enjoy friends and families who live near and far; and provides a means to get to leisure destinations.

So you say, Crow, why are you bothering me with all these obvious observations and simple economic lessons? It's because every once in a while we need to be reminded how important a responsibility KDOT has and how the successful completion of that responsibility is dependent on all the folks who work at KDOT.

KDOT is an institution that is made up of individuals completing various tasks that provide a top notch transportation system to our customer - the citizens of Kansas and those using the Kansas transportation system. The work that each one of us does is critical to the final product.

Could you imagine not having a fiscal department that took care of all our financials including getting us a pay check? What about not having construction project inspectors that make sure the tax payer gets their money's worth on each project? If we did not have individuals maintaining the roadways, the infrastructure would deteriorate in no time (look at some of our neighboring states). It would be frustrating if we did not have individuals who would work with the Legislature to maintain our funding. I could go throughout the agency and describe how each bureau, district and individual is an integral part of providing our customers a most valuable product.

Organizations have been compared with the human body and how each body part contributes to a body's successful daily function. As a noted philosopher wrote, "What a strange thing a body would be if it had only one part! Yes, there are many parts but only one body."

I am proud to be "a part" of this body of professionals that provide the citizens of Kansas an excellent transportation system. Thank you.

This is the first in a series of columns by KDOT leaders.

Training Opportunities

◆Feb. 1, Hays Area Office, 8:30 a.m. – 4 p.m., *The Art of Coaching: "Changing Behavior for the Better."*

◆Feb. 8, Norton District Office, and Feb. 9, Hays Area Office, 8:30 a.m. – 4 p.m., *"Recognizing Outstanding Performance."*

◆Feb. 21, ESOB, 11:45 a.m. – 1 p.m., Lunch & Learn: *"Working with a Grouch: The Effects of Others' Negativity on Your Own Positive Attitude."* No registration necessary.

◆Feb. 21-22, Hutchinson District Office, 8:30 a.m. – 4:30 p.m., *"You'll Catch On: How to Improve On-The-Job Training."*

Anderson

Continued from page 3

that matches its excellence," said Secretary Miller. "It's appropriate that the road that bears your name is just a few miles from your hometown of Olathe."

The eastbound sign is located just east of the Douglas/Johnson county line and the westbound sign is located west of the Renner Boulevard exit. The signs read "Governor John Anderson, Jr. Highway."

"On behalf of the state of

Kansas, Gov. Sebelius extends her gratitude to you for your dedication and service to Johnson County and the entire state," said Miller.

K-10 was designated as the Governor John Anderson, Jr. highway through legislative action during the 2005 session. House Bill 2409 directed that the signs could not be placed until private donations could be raised for the cost of placing the signs plus an additional 50 percent of the initial cost to defray future maintenance or replacement costs of the signs.

Partnership Project transitions into Phase II:

Enter Performance Measures



**Chuck Elsea,
Scoular Company
Vice President**

"At this point, I've got to say that the easy stuff would seem to be largely completed. Now, there are a lot of more difficult challenges that lie ahead and I don't see anyone backing up from the tasks. That's good, as there is a long way to go (from a time standpoint) to address several issues with a long-lasting fix. Some of them would seem to require changes that would be cultural in nature. What I find encouraging is that is the kind of change that can be long-lasting...change that evolves from within, to meet the needs of the organization. What we are working on will be long-lasting, if it is allowed to continue to develop and will contribute to the success of the organization for as long as it exists. I think the end result will be larger responsibility for a broadening group of employees. I think that's good for employees and good for taxpayers. How can any of that be bad?"

The Partnership Project began with a measurement of KDOT's overall performance. And now as KDOT enters into Phase II of the Partnership Project—it's only fitting that performance measures be a part of the process.

In the beginning....

More than 900 stakeholders were surveyed through the P2 process, and they gave high marks for the system, but indicated that delivery of the system could be improved.

To improve in this area, KDOT recognized it needed to be both responsible and responsive. This led to three initial goals mostly to improve responsiveness and in some degree responsibility: 1) make KDOT a more desirable place to work, 2) nurture relationships with locals, and 3) create policies/make changes so that we become a more

modern/responsive organization to remain successful.

Since the adoption of the goals, KDOT has made a great deal of progress, and now becomes the time to make sure the P2 model is put in place permanently.

Enter Performance Measures

While KDOT has always had some form of performance measures to evaluate how the system was doing, these performance measures are about evaluating how the system *and* the agency are performing. They are a more comprehensive, strategic set that allows KDOT to evaluate performance from both a responsible and responsive perspective. Six Strategic Focus Areas make up performance measures and all have been assigned goal owners.

P2 board members share their views on Partnership Project progress, changes, and its future in the agency on pages 6, 7 and 8.

Thus, the Partnership Project speaks to culture and approach - and performance measures are the quantifiable outcomes of that evolving culture.

With the adoption of Performance Measures, there are essentially four parts that now make up the Partnership Project.

1. Make KDOT a more desirable place to work: Goal Owners—Allen Humphrey and Alan Spicer
2. Nurture Relationships with Local Officials: Goal Owners—David Church and Mike Longshaw
3. Become a more modern/responsive organization: Goal Owners—Mike Crow and Julie Lorenz
4. Performance Measures: Technical Director—Freddie Simmons

Strategic Focus Area

Goal Owner(s)

Preservation/Maintenance.....	Lon Ingram and Roy Rissky
Safety	Pete Bodyk
Program/Project Delivery.....	Rosie Ingram and Jim Kowach
System Improvement/Modernization.....	Terry Heidner
Economic Growth.....	Marcia Ferrill
Workforce Priorities.....	Allen Humphrey



**Ann Charles,
Parsons Sun
Publisher**

"I cannot over-emphasize how impressed I am with the progress of the various committees.

It is one thing to develop a concept for making improvements but it is another to relentlessly follow through, month after month, to make it all happen. I strongly applaud the vision the Secretary and all of those who are working so hard to make KDOT a more responsive agency and a better place to work. I am particularly pleased to see the steps that are being taken to institutionalize the changes so they will become standard operating procedures. Without doubt, what KDOT is doing with the Partnership Project should be a model for other state agencies."

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"I think that the team groups have done a great job in making needed improvements such as the reclassification of highway supervisor and highway and shop superintendents. Flex time also helped a great deal for special projects that need to be completed in a timely manner. Overall, I think the different groups and our management people have done a great job."



Gerald Huehl,
KDOT subarea
supervisor

P2

Continued from page 6

Tracking Current Progress

P2 Board Members met on Dec. 19 to evaluate the progress being made. The following is an update on each priority.

Revise promotions policy to allow a greater than 15% increase in pay based on exceptional qualifications. Allen Humphrey 90 percent complete.

Allen Humphrey recommended that KDOT's policy for promotional increases be raised from the 15% limit to 25%. The board agreed to approve the change if more flexibility would be offered. Humphrey recommended KDOT analyze the cost impact to fully understand the implications of these changes.

Establish an inspection mentor/reviewer position in each district office. Lon Ingram 90 percent complete.

Lon Ingram stressed that the district offices continue to make progress and have really been staying involved in the process. Ingram reported that District Two and District Four currently have unfilled District Construction Inspection Mentor positions.

Train Area Engineers/PA Managers on KDOT programs. Mike Longshaw 80 percent.

Mike Longshaw said that Area Engineers, Public Affairs Managers, Community Affairs Managers and other KDOT employees took part in a training course on KDOT programs

at the Area Engineer's meeting this September. In addition, a field guide, "Local Program Opportunities," that covers 20 different programs, had been distributed for staff to keep as a resource. The guide will be updated periodically, Longshaw said. Since the training portion of the initiative has been completed, the board recommended refresher training as changes are made and providing that training to other field staff to help develop future Area Engineers.

Use on-going meetings to mentor young employees to develop a better understanding of KDOT business and the decision making process. David Comstock 90 percent complete.

Sometimes actions taken to instill change yield unexpected benefits. David Comstock mentioned that having the Bureau Chief meet regularly to discuss and work out important agency issues, was an unexpected nugget to come out of this committee.

Comstock said that training, mentoring and leadership development were all under way. Comstock outlined key areas of focus for involving younger employees, and also mentioned that these employees need to be informed of professional growth opportunities. The sub-team is now working on a report-back structure. The board recommended the development of a report-back structure for this priority and many others.

Philosophically shift KDOT's

"The Partnership Project provides a great opportunity for KDOT to improve employee pay and benefits when we can and we will continue to do this. I know they may seem like small steps, but they are very important steps. I know that the improvements don't affect all of our employees, but we have made some progress and we will continue to work to find more opportunities."



Warren Sick,
State
Transportation
Engineer

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Performance Measures

The Rollout meetings for Performance Measures have been completed, Julie Lorenz said. A total of nine meetings (six-linked conference calls, three at KDOT HQ) were conducted with more than 150 people participating. Lorenz said that the meetings yielded excellent feedback for how to improve the measures.

To begin the implementation phase, goal owners will pull together a core group, refine the measurement approach, recommend targets, gather additional data, develop report sheets and integrate the results into decision-making. Goal owners will report back quarterly to a Review Board composed of the Executive Staff. The first Review Board meeting is targeted for this April. Eventually, all Strategic Focus Areas along with other selected P2 initiatives will report quarterly with a focus on two each quarter.



Steve Cottrell,
Garden City
city engineer

"I was involved with a City governmental reorganization several years ago, which is very similar to KDOT's Partnership Project efforts. The steps being taken to inform, explain and get buy-in are commendable. You can't change things overnight just because some committee thought it would be a good idea. I've always had good relationships with KDOT, but the progress being made on improving external relationships and interactions between KDOT and local governments proves that a 'kinder, gentler KDOT' is real. I hope that the changes continue and that eventually, all the goals from the P2 are addressed. I look forward to whatever role I can play in the future."

P2

Continued from page 7

approach to allow more flexibility and input from city/county/district on speed, signals, access, etc. for city connecting links. David Church 70 percent.

David Church said that we are working closer with the areas/districts and cities on speed limits, signing, traffic signals and access on City Connecting Links (CCL) in order to allow more flexibility and input regarding decisions on these issues. He said a CCL Manual is being developed for KDOT and city use. The Final CCL Report was scheduled to be distributed to cities in January. "Whenever I travel around the state I receive comments on the changed attitude among our staff and I really appreciate that," Secretary Miller said of this and other P2 initiatives.

Get KDOT field and local officials involved in the earliest stages of a project. Jim Kowach and Mike Crow 50 percent.

Progress is continually being made in this area, particularly with the expansion of the Local Consult Process, was the topic of a staff meeting on Jan. 18. When the Local Consult Process is fully implemented, there is no doubt that KDOT field and local officials will be involved much earlier on.

Make it easier for locals to piggy back on KDOT contracts. Chriss McDiffett 20 percent.

KDOT is now part of a break-through team with the Kansas Association of Counties focusing on improving efficiencies and costs through cooperative purchasing of transportation materials and equipment.

What started as a P2 initiative is now a part of a broader effort known as the Kansas Collaborative.

Draft an expanded local consult process and seek external input on expanded process. Julie Lorenz, Terry Heidner, and Rosie Ingram 30 percent.

Julie Lorenz reported that the eight statewide meetings were conducted with more than 200 attendees participating. All districts, the KC/Wichita metro offices, and elected officials provided substantial input into the process. In January, a broad internal meeting was held to discuss phased implementation. A summary/action plan will be distributed publicly this spring.

Spirit of Public Service

As a result of the P2 efforts, a Spirit of Public Service Committee has been formed to look at ways elevate and further recognize the public service element of the jobs we do. The committee, chaired by Mike Crow, comprises employees from across the agency. To launch the group's efforts, a "Spirit of Public Service" video was produced and shown at the Leadership Forum, and will be distributed throughout the districts and headquarters. In an effort to engage younger employees, the committee will be conducting a series of focus groups to discuss public service. Allen Humphrey and Sally Howard will facilitate the roundtable discussions at headquarters, and Mike Crow will assist with the focus groups in each of the districts. The group will also be looking at KDOT's existing recruiting materials to find ways to incorporate the message of public service to potential employees.

**Welcome
new KDOT
employees!**

Headquarters

Thomas Allen, Engineering
Technician, Materials and Research

Tim Brown, Applications Developer
I, Topeka

Joel Davidson, Applications
Developer I, Computer Services

Matthew Soper, Research Analyst III,
Transportation Planning

Brandyn Wolfe, Accountant II, Fiscal
Services

District One

Dianna Martin, Office Assistant,
Topeka

Willette Pitney, Office Assistant,
Wamego

Jed Smith, Engineering Associate I,
Bonner Springs

District Two

Dale Thompson, Storekeeper Senior,
Salina

District Five

Benjamin Koerner, Engineering
Technician Senior, Wichita

KDOT Computer Training

– from the KCTC

FEBRUARY ROAD TRIP

Trainer Misty Rodriguez will deliver Windows and Microsoft Office classes to Districts Three, Four and Six the entire month of February. The KCTC is pleased to make these classes more accessible to KDOT employees across the state and looks forward to visiting Norton, Chanute and Garden City.

SPECIAL PROJECTS...

Misty is slated to help with the development and training of some special projects starting in March. Her regular schedule of classes at ESOB will resume in June if not sooner. Effort will be made to schedule classes of high demand ASAP and the KCTC will keep you informed!

DID YOU KNOW?

Tips & Tricks:

♦ You can build diagrams in Word, Excel and Outlook to communicate information and enhance reports and presentations by inserting one of these 6 diagrams: Organizational Chart, Circle Chart, Radial Diagram, Triangle Chart, Venn Diagram and Target Diagram. To build a diagram, choose the menu item Insert followed by Diagram. Choose the diagram you want that will appear with a menu bar allowing you to make modifications to the diagram elements, color, etc. A complex organization chart can be built in less than 30 minutes.

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

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

Projects

Continued from page 4

metric Improvement funds. Any local unit of government or state agency may be considered for Economic Development funds for a highway or bridge construction project that has the potential to enhance and increase the area's income, employment and land values.

Miller said this is the final year of funding for the Local Partnership program under KDOT's Comprehensive Transportation Program.

"The impact of the Local Partnership program has been dramatic throughout Kansas and we hope funding will become available for its continued success in the future," said Miller. "We have been able to provide funding for 415 economic development and geometric improvement projects during the existence of this partnership program."

Since 1987, 275 Geometric Improvements have been funded in 136 communities and 140 Economic Development projects have been funded in 83 Kansas communities. A total of \$320 million in funding - \$220 million in state funds and \$100 million in local funds - have been allocated to make improvements during the program.

Following is a list of approved cities, highways and Local Partnership Program projects.

Geometric Improvements

- 16 projects

Leavenworth - K-7 and 20th Street, interchange construction; **Manhattan** - US-24 and Marlatt Avenue, intersection realignment, turn lanes and traffic signals; **Olathe** - K-7 from Dennis Avenue to old US-56, add turn lane for southbound K-7 to westbound old US-56; **Rossville** - US-24 from Cross Creek to Navarre, curb and gutter; **Concordia** - Intersection of US-81 (Lincoln Street) and College Drive, widen College Drive to five lanes and relocate traffic signals; **McPherson** - US-56B/US-81B from Maple to Ash Street, re-

construction; **Washington** - US-36 from 100 feet west of D Street east 1,100 feet to the US-36/K-15 junction, reconstruction; **Downs** - US-24 from Second Street east to Clark Street, widen to four lanes with curb and gutter; **WaKeeney** - US-40B from First Street east to Fifth Street, reconstruction and curb and gutter; **Burlington** - US-75 from Cumberland Street north to south of Neosho Street, reconstruction and curb and gutter; **Eureka** - Intersection of US-54 and Jefferson Street, reconstruction and curb and gutter; **Fort Scott** - Intersection of US-69/K-7 and National Street, realign side road and add acceleration lane to southbound US-69; **Newton** - Junction of US-50 and Anderson, acceleration and deceleration lanes at Anderson; **Winfield** - Main Street from south of 14th Avenue to 12th Avenue, curb and gutter, storm sewer, ramps and improve cross slope; **Jetmore** - US-283 (Main Street) from the Buckner Creek bridge north to Tucker Street, reconstruction; **Leoti** - K-96 from Indian Street to Waters Street, curb and gutter and storm sewer.

Economic Development

- Eight projects

Emporia - Junction of US-50 and Road F, widen for acceleration lanes and center turn lanes; **Wabaunsee County** - County road 1072, from K-4 east 2.5 miles, surfacing; **Goodland** - County road 14, ½ mile north of I-70 Exit No. 12 and County Road 65, reconstruction; **Fort Scott** - 18th Street from National Street west 900 feet, realignment; **Derby** - Madison Avenue from west of Water Street east to Buckner then south to Cherry, partial new alignment and partial reconstruction; **Barber County** - County Road 1346 from US-160 north to Sun City, reconstruction; **Ulysses** - Road K from US-160 north 3.1 miles then west one mile to K-25, surfacing; **Colwich** - Wichita Avenue, Colwich Avenue and Crocker Street east of First Street, reconstruction, curb and gutter and storm sewer.

Fun Facts and Trivia

Do you know?

Longest Interstate routes:

- ♦I-90, Seattle, to Boston, 3,020.54 miles
- ♦I-80, San Francisco, to Teaneck, New Jersey, 2,899.54 miles
- ♦I-40, Barstow, California, to Wilmington, North Carolina, 2,555.40 miles
- ♦I-10, Los Angeles, to Jacksonville, Florida, 2,460.34 miles
- ♦I-70, Cove Fort, Utah, to Baltimore, 2,153.13 miles

Shortest two-digit Interstate routes:

- ♦I-73, Emery to Greensboro, North Carolina, 12.27 miles
- ♦I-97, Annapolis to Baltimore, 17.62 miles
- ♦I-99, Bedford to Bald Eagle, Pennsylvania, 53 miles
- ♦I-19, Nogales to Tucson, Arizona, 63.35 miles
- ♦I-66, Strasburg, Virginia, to Washington, D.C., 74.80 miles

States with most Interstate miles:

- ♦Texas, 17 routes, totaling 3,233.45 miles
- ♦California, 25 routes, totaling 2,455.74 miles
- ♦Illinois, 23 routes, totaling 2,169.53 miles
- ♦Pennsylvania, 22 routes, totaling 1,759.34 miles
- ♦Ohio, 21 routes, totaling 1,572.35 miles



Step Back in Time

Construction workers pave the way for new US-50 highway near Strong City in October of 1953.

Explosive

Continued from page 3

peared to have been hit by traffic on the highway before they recovered it.

The next day, KDOT was notified that a piece of oil field equipment that contained a small amount of explosives was lost from an ELI Wireline Services truck while traveling from Hutchinson to Moline more than 140 miles away. Information and a photo of the device were sent to District employees about 4:30 p.m., but the crew had gone home by that time. The Kansas Highway Patrol conducted a search of the route by air.

Later that night, members of the paint crew saw a story about the missing device on a Wichita TV newscast and recognized it as the device they had picked up the day before. They immediately called their supervisor and local authorities were notified. ELI sent a person out to defuse the device and recover it.

"The guys on the District Five Paint Crew once again showed KDOT professionalism for recovering the explosive device before anyone was even looking for it. They had the awareness to determine that it was something that someone may want to recover," said District Engineer Bob Cook. "I'm proud they handled the situation so efficiently."

50th anniversary

Continued from page 3

come through Kansas from June 21-23 with activities scheduled at the Dwight D. Eisenhower Presidential Library and Museum in Abilene and also in Topeka. Details of these events will be finalized and printed in Translines later this spring.

A link from KDOT's web site with information about Interstates in Kansas, Eisenhower and upcoming state activities will be available in February. For information on other states' activities, check out "The Interstate is 50" link on AASHTO's home page at www.aashto.org.

President Dwight D. Eisenhower signed the Federal-Aid Highway Act on June 29, 1956, which paved the way for the 46,508-mile Interstate system in the United States now known as the Dwight D. Eisenhower National System of Interstate and Defense Highways. Eisenhower successfully advanced the idea of a national highway system because he positioned it as an issue of national importance rather than an individual state concern. -K.S.

Transportation Briefs

KDOT participates in TRB conference

KDOT employees presided at meetings or made presentations on topics from copyright law to new subsurface characterization approaches at the 85th annual Transportation Research Board (TRB) meeting in Washington, D.C., Jan. 22-26.

The TRB meeting features about 2,600 papers and 500 sessions addressing various transportation-related topics.

"In addition to the wealth of information being discussed on current transportation concepts, it provides a golden opportunity to interface directly with other state DOT officials and researchers who are tackling similar problems and challenges that you face," said KDOT Advanced Technology Research Engineer Stan Young. "Occasionally completely new ideas and or approaches surface that save substantial time, money and effort."

Night work safety addressed

For better or worse, night work is a fact of life for the road construction industry. The Nova Scotia Department of Transportation and Public Works has developed a specification to address the safety concerns of working at night.

Some of the changes include: a minimum level of point illumination was added to the lighting requirements; the contractor must assemble a trial setup of the traffic control and light system for review before work can begin; and a detailed night plan with night-related traffic control plans, site safety plans and training materials must be submitted.

Workers must also receive special training in night duties and wear high-visibility apparel. Trucks and heavy equipment must add reflective material

to produce an outline of the vehicle.

The specification continues to be improved to provide safety in work areas.

-Better Roads, December 2005

Parkway in Des Moines honored by ASCE

A six-lane roadway has been named the 2005 Outstanding Civil Engineering Project by the Iowa chapter of the American Society of Civil Engineers.

Carrying a \$75 million price tag, the Martin Luther King Jr. Parkway project in Des Moines was designed to serve both as a local access street and to provide a through-traffic route for an estimated 70,000 vehicles per day, reducing traffic congestion on Interstate 235 and providing a direct route between the Des Moines International Airport and the city's central business district.

-Public Works, December 2005

Traffic fatalities reduced in Britain

If the U.S. could reduce traffic fatalities as much as Great Britain has in the past 30 years, 20,000 fewer people would die every year in the U.S.

Traffic fatalities in Britain decreased in these 30 years from 6,883 to 3,221, a 53 percent reduction, with vehicle miles traveled (VMTs) increasing an average of 2.6 percent a year. In the U.S. dur-

ing that same period, traffic fatalities decreased from 45,196 to 42,636, a 6 percent reduction, with VMTs increasing an average of 2.7 percent a year.

Possible reasons for these differences in the U.S. include: higher percentage of speed-related crashes, increased speed limits, lower seat belt use, less restrictions on handheld mobile phones, higher motorcycle fatalities and lower fines for traffic infractions.

-Urban Transportation Monitor, Nov. 11, 2005

Alaska sees benefit of transparent noise barrier

In a place known for mountain views and limited sunlight for half the year, the Alaska DOT (ADOT) chose an alternative approach for the construction of a highway noise barrier that runs along 4,000 feet of heavily traveled highway bordering Anchorage Airport: transparency.

The development of a 10- to 17-foot high transparent noise barrier system proved to be the most viable solution. It allowed ADOT to mitigate highway noise while also supporting a local residential community.

Transparency is highly uncommon among highway noise barriers in the United State, but Europeans have widely accepted transparent barriers to contain noise while preserving views of natural landscapes.

-Public Works, October 2005

M I L E S T O N E S

KDOT salutes its employees celebrating anniversaries in January

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