

KDOT

Translines

Bureau of Transportation Information

May 2005

Building dedication ceremony honors Eisenhower, veterans



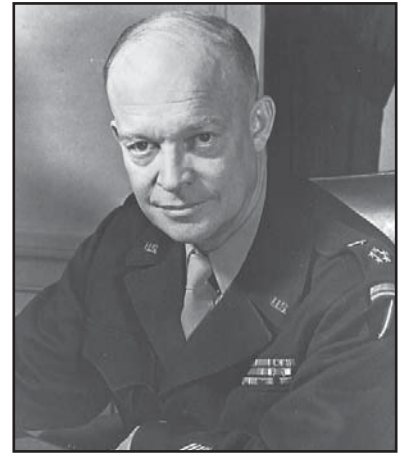
The Dwight D. Eisenhower State Office Building will officially be dedicated on June 6.

Governor Kathleen Sebelius will officially dedicate the Dwight D. Eisenhower State Office Building at 10:30 a.m. on Monday, June 6.

The date of this event honors the 61st anniversary of the D-Day invasion that General Eisenhower commanded. It is a fitting tribute to the Kansan who authorized the nation's vast Interstate highway system, according to Governor Sebelius.

"President Eisenhower led the world in the battle to defeat fascism in World War II, then came home and changed the face of America by creating the greatest transportation system the world has ever known," she said.

Prior to the event, the 35th Infantry Division Band from Olathe and the



President Dwight D. Eisenhower

Armed Exhibition team from Topeka High School will begin performing at 10 a.m.

Secretary Deb Miller will convene the ceremony at 10:30 a.m. with the Topeka High Color Guard posting the colors and Chaplain Larry Parrish giving

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Younger set for challenge as District One Engineer



Jerry Younger

The move up KDOT's career ladder is continuing for new District One Engineer Jerry Younger.

The 19-year KDOT employee began working in the busiest agency district in April. The move will be an expansion of Younger's duties

from serving as the Topeka Metro Engineer to overseeing 16 counties in northeast Kansas.

"This is a career advancement that I'm looking forward to and I'm ready to accept the challenge," said Younger. "I believe I can utilize my past experience as an Engineer in Design and an Engineer in the field, particularly in the Topeka Metro area, to

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Miller's Time

*By Secretary
Deb Miller*

Unacceptable

Last year there were fewer traffic fatalities in Kansas than there had been in nine years. And the fatality rate was the lowest since at least 1947.

This is a success story attributable to various factors. Automobile manufacturers, who at one time fought making seat belts standard equipment, have gotten smarter about safety initiatives. And we have a much better understanding about what constitutes safe roadways and how to build them. We've done good work and the efforts of many have made a difference.

But, there is no cause for celebration. Our rate of improvement in important traffic safety categories has flattened out.

In 2004, 456 people lost their lives on Kansas roads. That's 456 family catastrophes. That's 456 individuals who will never be able to laugh, cry or bring happiness to their families and friends. Their contributions to society have ceased – in many cases before they really even got started.

When it comes down to it, it simply doesn't matter whether 456 is higher or lower than the previous year. Those deaths are absolutely devastating.

And we can't overlook the fact that 23,000 people suffered injuries in traffic accidents. Of those, 2,000 were disabling.

One of the many heart-breaking aspects of these deaths and injuries is that nearly all of them were preventable. Ninety-nine percent of traffic fatalities are caused by driver error – a cause that our good roads can't prevent. But that doesn't mean something can't be done.

Earlier this year, I joined with Kansas Highway Patrol Superintendent Col. Bill Seck and Rod Bremby, Secretary of the Kansas Department of Health and Environment, to raise awareness of the fatalities in Kansas. Operating as

the Kansas Safe Driving Campaign, the three of us and our representatives have made appearances before legislative committees, met with newspaper editorial boards, and conducted community forums throughout the state. We have produced a video that will soon be available that addresses traffic deaths and the resultant costs – both emotional and financial. We have started a speakers bureau and are actively seeking opportunities that help us raise awareness of this public health crisis.

As hard as we are working and will continue to work to raise awareness of traffic fatalities, it all comes down to the driver. Too often when someone dies in a traffic accident, KDOT ends up being criticized. But no one cares more about traffic safety than the people in this agency, which has made safety our prime objective. To make a significant impact on reducing fatalities, we all need to think differently about our responsibility as drivers.

There needs to be a culture change in this country as to how we think about traffic fatalities – much like the national shift away from smoking. During my first stint at KDOT, it wasn't unusual to sit through meetings in small rooms filled with cigarette smoke. Today it's hard to imagine that a meeting room full of smoke would be acceptable anywhere. And that's what I hope happens to our national attitude toward traffic fatalities.

And we need to continue to educate about the critical need to buckle up every time a person gets into a vehicle. Kansas has a dismal record for seat belt usage (we are 43rd in the nation) and people are dying as a result. Seventy-six percent of all people killed in vehicle crashes last year were not wearing seat belts. Only half of Kansas children age 5 to 14 wear seat belts. Usage is significantly worse in rural areas.

The numbers don't have to be this poor. Improvement must start with an awareness of the enormity of the problem. What is happening on our roads is nothing less than an epidemic.

During the course of the long, drawn-out Vietnam War, 58,000 Americans died. In 2004 alone, 43,000 people died on the nation's roads. As one who lived through the Vietnam era, I can tell you no one found those American deaths acceptable. And, none of us today should accept that tens of thousands of people dying on our roads every year is something that can't be changed.

Please do your part to help us reduce fatalities by making a conscious effort to drive safely every time you get into a vehicle and always wear a seat belt.

Mowing keeps motorists safe, but can endanger mowers at times

By Amy Link

It may not be the grass at Wrigley Field or Augusta, but if David Funke had his way it would look just the same.

"If we could, I'd like it to look like a golf course all year round," Funke said.

Funke, District Two Equipment Operator, has worked for KDOT since 1988 and handles much of the mowing for the Washington Subarea. He and another crew member have about 120 miles worth of mowing they are responsible for along state highways and intersections. It takes about three to four weeks to cover the whole area, and that's with both mowers going full time, Funke said.

During his time with KDOT, Funke has found his share of interesting items that have been left along the highways. One of the most notable was a picture of an old homestead.

"I saw something that looked like cardboard, so I stopped the mower to pick it up. When I turned it over, I saw it was a picture of an old farm house," Funke said.

Funke kept the picture and weeks later noticed an advertisement an Arizona man had placed in the local newspaper asking if anyone had seen it. Funke called the number and found out it was in fact the same picture of the man's family farmhouse. Apparently, while the man was traveling through the area the picture had blown out of the back of his pickup truck.

"He offered to give me some money, but I declined it," Funke said. "It wasn't mine after all."

Aside from interesting discoveries, mowing also has its share of danger.

"I've been mowing on some steep slopes and ditches that made me wonder what I was doing," Funke said.

Since mowers must get close to the highway, ve-



Equipment Operator David Funke knows that mowing near the roadways helps to keep motorists safe.

hicles traveling by also pose a threat. The main concern Funke has are the large semi trucks traveling by which take up more room along the shoulder.

And sometimes the job requires Funke to drive the tractor on the highway, which is another safety concern.

"I've had times where I've been forced off the road, because someone tries to pass me in a no-passing zone with a car coming from the opposite direction," Funke said.

While personal safety concerns maybe part of the job, Funke knows mowing must be done because it makes the highways safer.

"It's really important that we keep up the visibility along intersections, and that we keep the grass down so motorists can see wildlife in the ditch better," Funke said.

He also noted that in many of the external surveys KDOT distributed revealed that the citizens listed mowing as one of their top concerns.

"Our clients seemed to be more interested in how the mowing is done than many of the other things we do," Funke said. "Especially in a rural area, people really appreciate what we do and often thank me when I'm out in public."

Though the appreciation is nice, for Funke helping keep the public safe is thanks enough.

"Mowing is tremendously important for keeping motorists safe, and I'm glad to serve the community in that way," Funke said.



'I've had times where I've been forced off the road, because someone tries to pass me in a no-passing zone with a car coming from the opposite direction.'

David Funke

Tour informs transportation officials about success of roundabouts

By Stan Whitley

They came to Kansas seeking information and left with plenty of knowledge delivered to them in a roundabout way.

A two-day roundabout scanning tour in April provided the opportunity for state and FHWA transportation officials from throughout the Midwest to learn more about the success of roundabouts in Kansas.

The comprehensive tour included 23 roundabouts in Topeka, Lawrence, and the Kansas City metro area. Staff from state departments of transportation in Nebraska, Iowa, Missouri, Arkansas, Oklahoma, and Colorado attended the event including officials from the FHWA regional offices.

Cheryl Lambrecht, Senior Traffic Engineer in Traffic Engineering, said during a previous regional conference there was discussion among transportation engineers about roundabouts.

The engineers had many questions and KDOT staff provided them information about the feasibility of roundabouts as a reasonable alternative. The FHWA then became involved in the discussion and suggested Kansas conduct a roundabout tour to offer a first hand look at various roundabouts in operation.

"Kansas is a roundabout leader with 31 already in use and 30 more currently in the planning or design stages," said Lambrecht. "We have a diversity of roundabouts with different geometrics, locations and shapes in addition to roundabouts that feature pedestrian and bike accommodations."

Thirty-four officials participated in the tour reviewing roundabout geometry, pavement markings, sign-

"We gave them the complete picture of roundabout evolution in Kansas from initial discussions in the 1990s to the status of our program today," said Lambrecht. "Some of the states don't have roundabouts yet and officials wanted to see what is possible. We wanted them to learn from our experiences."

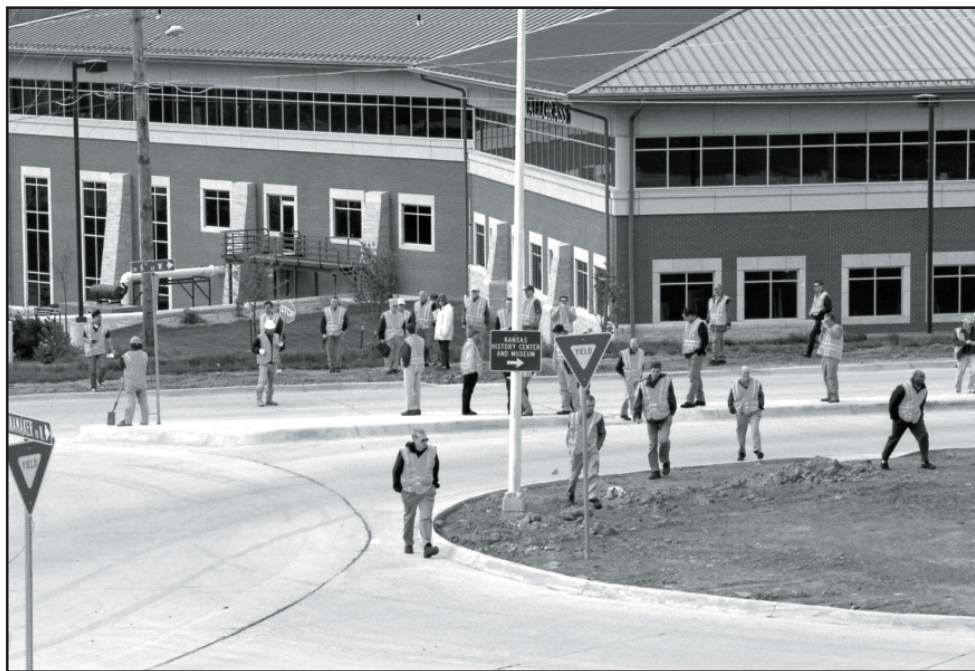
Engineers from states that didn't have roundabouts were provided insight on how to open dialog in their departments, with local officials and the public concerning roundabouts as a traffic engineering alternative.

Missouri officials want to meet with KDOT to further examine the high speed rural K-68 roundabout near Paola. They are particularly interested in learning more about the roundabout,

which replaced a two-way stop and has had a drastic impact on accident reductions. In three-year periods, crashes were reduced from 17 with 25 injuries before the roundabout to four crashes with no injuries after roundabout construction.

Oklahoma officials were impressed with the success of roundabouts in Kansas and have expressed an interest in a personal tour, according to Lambrecht.

Besides the tour and expertise provided by KDOT, officials were provided documentation to show how roundabouts enhance safety. A before and after crash history was provided for the Kansas roundabouts.



Transportation officials from throughout the Midwest examine the Sixth and Wamamaker Road roundabout in Topeka during a two-day tour of 23 roundabouts in Kansas.

ing, street lighting, and car and truck traffic. One-lane, two-lane, residential, and neighborhood roundabouts were examined in addition to a high speed rural roundabout on K-68 near Paola. Participants also had the opportunity to discuss roundabouts with local and city representatives.

KDOT employee's son in need of kidney transplant

Whenever a child goes to the hospital, it worries parents. For Tony Marstall, Senior Equipment Operator in District One, and his wife, Amy, those worries were, unfortunately, well-founded.

Their son, Michael DeVader, 14, was found to be in kidney failure and now needs a kidney transplant.

Marstall, who works out of the Eskridge Subarea, said that in April, Michael became sick. Marstall and his wife assumed it was a thyroid problem. But after four days of extensive testing, doctors diagnosed Michael as being in kidney failure.

"Both his kidneys were failing. This caused his blood pressure to be really high and created swelling in a heart valve," Marstall said.

It took another seven days more before Michael was stable enough to be released from the hospital.

Currently, Michael is taking 15 prescriptions daily and must leave at 5 a.m. for Kansas City, the closest place that does dialysis for children, every Monday, Wednesday, and Friday.

Michael's dialysis takes about four hours to complete, which with travel time consumes the whole day. Michael was able to keep up with his 8th grade class work by having his assignments faxed to the hospital.

"The hospital he goes to has a teacher on hand in case he

needs help," Marstall said. "And his own teacher has stopped by our house to see if he needed help. It's been nice."

Both the dialysis and the trips to Kansas City are very tiresome for Michael, Marstall said. Aside from being tired, Michael also has to deal with having tubes in his neck which are needed for the dialysis process.

"Having those tubes has made him a little self-conscious, especially around his friends," Marstall said.

Eventually the doctors want to switch Michael to a home-based dialysis machine that will allow Michael to have his treatment while he sleeps. This also means having a tube only in his stomach, which can be hidden, Marstall said.

After the home-treatment is set up, family members will begin testing to see if there are any potential matches for Michael. Marstall said that while Michael has two younger brothers, they will not be allowed to donate because only those 18 to 55 years old are eligible. If no match is found within the family, Michael will be added to the transplant list.

"Once he's put on the list it may take up to five years before they find a match," Marstall said. "We met a girl in Kansas City who had been on the list for two years without finding a match."

After Michael receives a kidney transplant he may not be cured permanently.

"Unless technology changes, Michael may have to have another transplant about 25 years later, because usually after that long the body begins to reject the kidney," Marstall said.

But for now, Marstall said, the family is focusing on getting Michael well enough to start high school next fall, which doctors believe will happen. And that will only be accomplished by staying positive and taking it one day at time, which is what the Marstall family has been doing since April.

"It's just one of those things you have to get through," Marstall said. **-A.L**

M I L E S T O N E S

KDOT salutes its employees celebrating anniversaries in May

10 YEARS

Chris Beightel Topeka
Doug Brunner Topeka
Marvin Coates Pratt
Michael Feiden Topeka
Jason Frazier Junction City
Raymond McNeal Iola
Eric Moore Marion
Chuck Protasio Topeka

Michael Robinson Wellington
Douglas Schmitz Salina
Robert Wittman Garnett

20 YEARS

Liz Harper Topeka
Michael Vincent Salina

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

Dear Editor

LETTERS TO THE EDITOR

Dear KDOT:

Many thanks for the repairs to the Neosho River bridge on highway 99. Several of my friends have commented on how much better it is as well.

With appreciation,
Marilyn Davidson
Allen, Kansas

Transportation Enhancement projects selected

KDOT has selected 42 projects for inclusion in its Transportation Enhancement program for Federal Fiscal Years 2006-2007.

Total cost for the selected projects was \$44.7 million with a minimum of 20 percent of the project cost coming from the project applicants. KDOT had received 67 applications from local units of government for funding consideration totaling more than \$59.4 million.

"The Transportation Enhancement program provides federal highway funds for projects that strengthen the cultural, aesthetic or environmental value of our trans



Secretary Deb Miller answers questions from Wichita media after her announcement of the 2006-2007 Transportation Enhancement program project selections on May 17. The announcement was held at the historic Minisa Bridge, an ornate crossing over the Little Arkansas River in Wichita. The bridge, built in 1930, features "Prairie American" architectural style and has a brick driving surface that will be returned after substructure repairs are completed.

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Younger

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effectively serve as the District One Engineer."

Younger started working for KDOT in 1986 following graduation from the University of Kansas with a bachelor's degree in Civil Engineering. He was initially in the Engineering in Training program and was a Civil Engineer I and later a Civil Engineer II in Road Design. In 1990 he was promoted to Squad Leader in Road Design and he remained in that position for six years.

Younger left Headquarters in 1996 and accepted a position as Field Engineering Administrator in District Five at Wichita. He moved back to Topeka and was promoted to the Topeka Metro Engineer position in 1999 and remained in that capacity until he was promoted to District One Engineer.

"I've had the great opportunity within KDOT to have positions involved with putting together projects from square one to the final constructed

product," said Younger. "Those experiences have helped me maintain a big picture perspective on doing our daily activities. It certainly has helped me have a better understanding and appreciation of the contributions of those in other sections within KDOT."

Younger will have responsibility for the KDOT district that has the largest staff, population and lane miles in the state. The District also has large projects, including two of the largest ever let at KDOT – the I-70 and I-635 reconstruction in Kansas City and East Topeka interchange. Both projects are now completed, but there are many more that will keep Younger and District One busy.

Younger said major projects underway include the reconstructions of I-635 in Wyandotte County and I-35 in Johnson County and a System Enhancement project at I-35 and 87th Street/US-69. Other projects that will keep the district busy will be the I-435 and Antioch Road interchange and the US-59 four-lane expansion between Lawrence and Ottawa.

"We have a lot on our plate in District One," said Younger. "It's going to take a continued coordinated effort between KDOT, consultants, contractors and city and county officials to ensure our work is accomplished."

Younger said one change he has seen at KDOT over the years is the proactive approach that involves the public. He referred to one project and one situation while serving as the Topeka Metro Engineer as an example. Public involvement was essential before construction of an interchange with a roundabout at US-75 and Northwest 46th Street in Topeka. The public was also heavily involved as meetings were held to discuss improvements on K-4 at Meriden following several fatal accidents.

Younger, who also holds a Master's degree in Civil Engineering from KU, lives in rural Douglas County. He has two sons, Garrett, 24, and Adam, 22.

The new District Engineer replaces Roy Rissky, who was recently promoted to the Bureau Chief of Construction and Maintenance. **-S.W.**

Do the job right the first time

By Joe Blubaugh, District One Public Involvement Affairs Manager

Almost 10 years ago, I underwent a root canal. It was one of the most unpleasant experiences of my life. Although I don't remember much about the day, I do remember one statement that the dentist made to me. He would not guarantee me that the procedure would be successful.

Ten years later, that dentist's pessimism is now evident. In just a few hours (from when I wrote this of course) I have to go to the dentist to get fixed what the dentist 10 years ago didn't fix correctly. And of course it is going to cost me big time. Not just in money, but in anguish. I'll update you later in this column on my condition after I am back from the torturer...uh...dentist.

You can probably see where I am going with this. It is the age old wisdom that it is better to do something right the first time then to have to redo it. That hits especially close to home for us at KDOT. When we don't do something right the first time, it costs us big time. Not only in the extra dollars we have to spend, but also in the anguish our constituents will experience. And as I am sure you are all aware, when our constituents are in anguish, they are particularly

skillful at making sure we are in anguish as well.

I think on the technical side of KDOT, we do a great job of building roads, bridges and trails correctly the first time. We extensively study what is the right design for the forecasted traffic, what is the correct pavement type and when it should be built. Sure, we have made a mistake or two along the way, but I think we have a right to be extremely proud of our work.

I also think we do a good job of communicating with our constituents and give them correct information the first time. But I also think we have a little room for improvement in this area. When it comes

to communicating with our constituents, the burden is on us.

Even if we tell them something once, we cannot assume our job is done. Many times, the public doesn't hear a word

we say until we are actu-

ally out on the job. By then,

it is too late and we are the ones who are the "bad guys." Even though we informed those impacted of our plans, their perception of KDOT isn't that great. Unfortunately for us, in the eyes of our constituents, perception is reality.

Well...as I am writing this, it is actually the day after my appointment. I thought about finishing up yesterday afternoon after I got back from the dentist, but I was still a little woozy from the "relaxation" pills the dentist prescribed. Needless to say, I was in pain last night and I was not in a good mood after I saw how much I had to pay. The unfortunate part is that it all could have been avoided if my dentist had done it right the first time.

Communication: A Key to Success



Kansas Department
of Transportation

Update

In the August 2004 edition of *Translines*, it was reported that it was the Governor's belief that KAPE did not understand the Governor's in-grade pay initiative and misinformed its members concerning that initiative. Actually, KAPE's concern over the initiative was two-fold. First, KAPE believed that the initiative could lead to favoritism. Second, because the initiative involved

salary and wages, KAPE believed that it should have been presented to any employees who were part of a Public Employer-Employee Relations Act bargaining unit such as KAPE, through good faith negotiations with the bargaining unit.

After gaining a clearer understanding of the issues raised by KAPE, the Governor's office agreed to such negotiations. There are currently ongoing global negotiations between KAPE and the State regarding implementation of

the in-grade pay increase initiative. It is KDOT's intent to continue participation, along with other state agencies, in the ongoing meet and confer process with KAPE regarding implementation of the initiative for employees who are part of KAPE's recognized bargaining unit.

KDOT management did not intend, by its statements in the August 2004 edition of *Translines*, to disparage KAPE or to interfere with KAPE administration in its responsibilities as bargaining unit representative.

Eisenhower had tremendous impact on transportation

"Together, the united forces of our communication and transportation systems are dynamic elements in the very name we bear -- United States. Without them, we would be a mere alliance of many separate parts."

**President Dwight D. Eisenhower,
February 22, 1955**

President Dwight D. Eisenhower had a tremendous impact on our transportation system as we know it today. He saw firsthand the importance of good roadways numerous times, from his 1919 cross-country trip to D-day on June 6, 1944, during World War II.

These experiences led him to sign several highway acts – the most famous being the Federal Highway Act that was signed on June 29, 1956. It provided a 90 percent federal share of costs for constructing a 41,000-mile Interstate system.

Following are excerpts from the Dwight D. Eisenhower Library and Museum web site that

illustrates some of his experiences that led Eisenhower to authorize the National System of Interstate and Defense Highways, which was changed to the Dwight D. Eisenhower System of Interstate and Defense Highways in 1990.

"In the summer of 1919, Lieutenant Colonel Dwight D. Eisenhower participated in an Army expedition that was to make a lasting impression on the young officer, and was to have an even greater significance for the United States when he later became the 34th President. The first Transcontinental Motor Convoy of 1919 consisted of 81 motorized Army vehicles and about 300 people which crossed the U.S. from east to west.

Half the distance traveled by the convoy, some 1,800 miles, was over dirt roads, wheel paths, desert sands and mountain trails. Many sections of the route were practically impassable to the

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Eisenhower

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the invocation. The Capital City Chorus will perform several songs throughout the ceremony.

In addition to Governor Sebelius, speakers at the event include Dan Holt, Director of the Dwight D. Eisenhower Library and Museum; Jack Fowler, Chairman of the Kansas Commission on Veterans' Affairs, and Merrill Atwater, great-grandson of Dwight D. Eisenhower. Five veterans from World War II who served in the European Theater under General Eisenhower will also be honored during the ceremony.

Following the dedication ceremony, guests are invited to attend a reception in the Eisenhower building's 4th floor auditorium. Display boards with pictures and information about President Eisenhower and his transportation background will be on display with refreshments being served. Employees are welcome to view the displays from 1:30 p.m. to 3:30 p.m. Retirees are invited to attend.

Lobby changes improve safety, provide historical information

The new Dwight D. Eisenhower State Office Building lobby will have its official grand opening on June 6, the same day the dedication ceremony will take place.

Part of the work in the lobby involves improving safety. A wall was constructed on the east side of the lobby and the security desk was updated and moved to allow two people to be on duty. Now all employees and visitors will have to walk past the security desk.

The other portion of the work will honor Eisenhower for years to come. A glass panel with Eisenhower's picture can be seen when entering the building. It was placed on the west side to move the traffic flow east and past the security desk. Also on the west side will be infor-

mational boards about Eisenhower as well as a bronze plaque naming President Dwight D. Eisenhower the "Transportation Person of the 20th Century." The plaque is being loaned to KDOT by the Dwight D. Eisenhower Library and Museum.

Title sheets from Shawnee and Wabaunsee counties showing the first segment of Interstate highway in the United States completed under the Federal Aid Highway Act of 1956 signed by President Dwight D. Eisenhower will also be displayed.

The lobby improvement project was selected as a Transportation Enhancement (TE) project. TE projects use federal funds for non-highway construction projects that are related to transportation.

Deaths

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

Ghazala Hassan died April 29 in Topeka. Hassan was a Management Systems Analyst in Personnel Services. She is survived by her husband, Masud, two daughters, one son and a grandchild.

Condolences are also extended to the family and friends of **Gordon Wing**, who died May 4 in Topeka. Wing, 76, retired from Materials and Research in 1989 after 36 years of state service. He is survived by one daughter, two sons, a brother, and seven grandchildren. Memorial contributions may be made to the First United Methodist Church, 600 S.W. Topeka Blvd., Topeka, 66603.

Welcome new KDOT employees!

Headquarters

Mary Jo Bruner, Engineering Technician, Traffic Engineering

Curtis Eichman, Engineering Associate I, Materials and Research

Brian Engelke, Engineering Technician Specialist, Design

Matt Frisbie, Engineering Associate I, Traffic Engineering

Shawn Robinson, Engineering Technician, Traffic Engineering

District Four

Lisa Shipley, Custodial Worker, Chanute

District Five

Nathan Barringer, Equipment Mechanic, Hutchinson

Keeping the public informed



Ron Kaufman, Public Involvement Administrator, facilitates a discussion on May 3 with city and county officials from District Five regarding how KDOT will engage local governments regarding future highway program development and project selection. Meetings were held in all districts as a first step to examine and improve the process.



Bureau of Right of Way Operations Assistant Rob Stork (facing camera at left) and Ron Prochazka (far right), Relocation Assistance Officer, share with landowners how the bureau works with them if their property is affected by a highway project. At a public open house in Goddard on May 2, impacts of the new US-54 highway alignment in western Sedgwick County were shared with citizens who will be affected and an overview of the project was presented.

Fun Facts and Trivia

Did you know?

A Look Back at I-70

◆ November 14, 1956 – the first contract in the nation under the Federal-Aid Highway Act of 1956 is completed in Kansas. The eight-mile stretch is in Shawnee and Wabaunsee counties.

◆ I-70 across Kansas is officially opened in June 1970.

◆ In 1970, Kansas joins Missouri and Pennsylvania in having I-70 open to multi-lane traffic from border to border.

◆ The 19-mile section of I-70 from Goodland west to the Kansas-Colorado state line is the last of the 424 miles to be constructed across Kansas.

◆ Construction contracts for the 370 miles of I-70 (does not include KTA) is \$155.6 million, an average of \$420,000 per mile. Across Gove County the cost is \$300,000 per mile – in Kansas City the cost is about \$2 million per mile.

◆ The world's largest asphalt paving project takes place in 1964 on a 44-mile stretch from Salina to Wilson. The work attracts nationwide attention as engineers made trips here to observe the construction. The asphalt pavers were using an automatic grade line guide first developed by Kansas Highway Commission engineer Frank Drake.

◆ In 1956, the average daily traffic count on US-40 (later named I-70) at the Shawnee-Wabaunsee county line is 2,310. By 1968, the count is 7,000 vehicles per day. According to the 2005 traffic count map, the count is now 23,600.



Step Back in Time

Concrete is poured for I-70 in Topeka during Interstate construction work in 1961.

Transportation

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heavy trucks in the convoy and it was frequently necessary to push and pull the vehicles by manpower. Breakdowns were common. More than 230 road accidents, such as vehicles sinking in quicksand or mud, running off the road or over embankments, or overturning, were recorded. Bridges which could not stand the strain often had to be rebuilt or repaired.

The major objectives of the expedition were to test various military vehicles, many developed too late for use in World War I, and to determine by actual experience the feasibility of moving an army across the continent.

The convoy set a world record pace for the time, traveling a total continuous distance of 3,251 miles, from Washington, D.C. to San Francisco, in 62 days, only five days behind schedule. Average speed was 6 mph and average progress per day was a little over 58 miles.

An interstate highway system had been thought of for more than 20 years, but when President Eisenhower assumed

office in 1953, only 6,000 miles had been completed at a cost of \$955 million.

Remembering his 1919 Army trip plus his reaction to how quickly German (and later, Allied) troops could move around in World War II on the autobahns, Eisenhower pressed for a national highway system. While Eisenhower's idea for a national system had been tried before, what made the idea catch on was his ability to convince people that this was a national, not state, issue. President Eisenhower first thought a national network of two-lane, paved roads would be sufficient. That changed after he saw the speed and efficiency offered by the four-lane German autobahns.

The Federal Aid Highway Act of 1956 created today's Interstate system and was signed by President Eisenhower on June 29, 1956, in a hospital room without any fanfare. (He was recovering from ileitis.) The federal government would pay 90 percent of the cost, because it was realized now that this project was national in scope."

His dream has become a reality as there are currently 46,508 miles of Interstate roadways across the United States.

Pay increase to come in two parts

The passing of the omnibus budget bill on April 30 for the 2005 Legislative session provides both good and bad news for KDOT employees.

The good news: state employees will get a raise. The bad news: it wasn't as much as was requested.

Marci Ferrill, Chief of Management and Budget, said that while KDOT did not receive the employee compensation requested, there was legislative support for transportation funding.

"Though we were disappointed that the full 2.5 percent salary increase wasn't approved, the legislative session went smoothly," Ferrill said. "We received great support in both the Senate and the House in protecting transportation funding which will allow us to complete projects committed to in the CTP."

Instead of the full 2.5 percent pay increase, state employees will receive an increase of 1.25 percent the first six months of FY 2006, and another 1.25 percent increase for the last six months.

In addition, the budget calls for reductions to the State Highway Fund: \$1.6 million for six months that will pay for the 2.5 percent pay increase, \$630,000 will go from the Highway Fund to the Kansas Highway Patrol to pay for the increases in fuel costs in FY 2006, and \$231,000 will go to the General Fund for KPER's Death and Disability.

Ferrill said KDOT staff deserves praise for helping the 2005 session go smoothly.

"We received many legislative requests which involved KDOT employees from both headquarters and the districts who did a great job of responding quickly and effectively," Ferrill said. "I would really like to thank them for that."

But there's not much time to reflect and give praise.

"We are already looking ahead to next year's session," Ferrill said. "With big issues such as school finance, health-care, and other critical social service issues on the list for legislators to tackle, we will have a much more challenging session."

Budget breakdown

1. Provides a 1.25 percent increase for the first six months of FY 2006 (biweekly payroll periods on or after June 5, 2005 and ending before December 4, 2005) and provides another 1.25 percent increase for the last six months of FY 2006 (biweekly payroll periods on or after December 4, 2005). (Though they were unsuccessful, the Senate did attempt to restore the full 2.5 percent salary increase for state employees)

2. Reduced Salary Budget in FY 2006 by \$231,000 for KPER's Death and Disability (a reduction in the multiplication factor) and sweeps this amount to the general fund (all agencies)

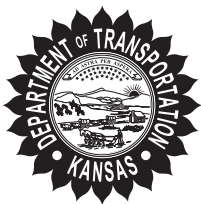
3. Provides a method to pay for the 27th pay period which will occur in FY 2006.

4. Provides \$2.7 million in our FY 2006 budget for replacing vehicles impacted by the moratorium. Although FY 2006 begins on July 1, 2005, vehicle replacements may not be purchased until November 2005 - the two-year anniversary of the moratorium.

5. Other Reductions to the State Highway Fund - the Legislature approved an additional \$630,000 in funding for the Kansas Highway Patrol for increased fuel costs in FY 2006. This will ultimately be funded by the State Highway Fund.

KANSAS DEPARTMENT OF TRANSPORTATION

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Secretary of Transportation: Deb Miller

Chief of Transportation Information: Steve Swartz

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Calendar of Events

June 6 – 10:30 a.m. Dwight D. Eisenhower State Office Building ceremony, 700 SW Harrison, Topeka.

June 10 - 9:30 a.m. Highway Advisory Commission meeting, Eisenhower State Office Building in Topeka.

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

June 15 – 2 p.m. Construction Bid Letting at the Topeka Capitol Plaza.

June 18 - KDOT Golf. Stagg Hill Golf Course, Manhattan, Interdepartmental Event (4-Person Teams - Stroke Play), 10:30 a.m.. Contact Kevin Adams at 296-5297 or kevina@ksdot.org.

June 25 - KDOT Summer Softball Tournament and Picnic in Topeka. For more details or to sign up, contact Peggy Hansen-Nagy at 785-296-3285.

Retirees

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

District Five

David C. Eshelman, Equipment Operator Specialist at Medicine Lodge – 10 years of state service.

Promotions/Transfers

Headquarters

Carol Baldry, Information Resource Specialist III, Computer Services

Dennis Brecheisen, Systems Software Analyst IV, Computer Services

Travis Hansen, Engineering Technician Specialist, Traffic Engineering,

James Hodgson, Engineering Technician Specialist, Construction and Maintenance

Howard Lubliner, Professional Civil Engineer II, Design

Rich Mesloh, Professional Civil Engineer II, Design

Ted Quast, Engineering Associate II, Design

District One – Northeast

Michael Trower, Equipment Operator Specialist, Topeka

District Four – Southeast

Laurence Robinson, Highway Maintenance Supervisor, Erie

Duane Utley, Highway Maintenance Supervisor, Yates Center

District Five– Southcentral

David Lechner, Highway Maintenance Supervisor, Wichita

Javier Martinez, Engineering Technician Senior, Wichita

The Bureau of Personnel Services supplies information for Promotions and Transfers to Translines.

TE projects

Continued from page 6

portation system,” said Secretary Deb Miller. “This program has been very popular in the state and these improvements couldn’t have happened without local partners and KDOT working together.”

Transportation Enhancement projects under this federal program fall into three major program categories. They include Historic, Pedestrian/Bicycle and Scenic/Environmental projects.

Examples of Historic category projects include: acquisition of historic sites; historic highway programs (including tourist and welcome center facilities); historic – preservation; rehabilitation and operation of historic transportation buildings, structures or facilities;

archaeological planning and research; and the establishment of transportation museums.

Pedestrian and Bicycle category examples include: facilities for pedestrians and bicycles; pedestrian or bicycle trails; and safety/educational activities for pedestrians and bicyclists.

Scenic and Environmental category examples include: acquisition of scenic easements and scenic sites; scenic highway programs; landscaping and other scenic beautification; control and removal of outdoor advertising; and environmental mitigation to address water pollution due to highway runoff.

The 42 selected projects and their sponsors can be found on KDOT’s Internet at <http://www.ksdot.org/offtransInfo/News05/TEprojects.asp>.

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