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U.S. needs to develop transportation vision

In 2006, as we celebrated the 50th anniversary of the interstate system, I had an epiphany of sorts. After listening to and participating in many discussions about transportation past, present and future, I realized in a way I hadn’t before that we really don’t have a national transportation policy. I’ve been thinking a lot about that lack of national focus in the past two months following the release of the national study on surface transportation policy and revenue.

The study was authorized by Congress as part of the current federal transportation spending bill – SAFETEA-LU. The report was presented to Congress in January, and in early February, on behalf of AASHTO, I testified before a Senate committee in Washington on state DOTs’ perspectives on the report.

The National Surface Transportation and Revenue Study Commission, which was appointed to do the study, calls for reform of the federal program to ensure that it is performance-based, accountable and focused on issues of true national significance.

Among the commission’s recommendation is one I think could profoundly change how we approach transportation as a nation and create a fertile environment for development of a national transportation vision. The commission recommended revamping the federal program by consolidating the 108 existing programs into 10 functional programs representing areas of national interest. Those programs would address preservation, freight, metropolitan congestion, safety, connecting with rural America, intercity passenger rail, environment, energy, federal lands and research.

The fact that there are as many as 108 programs underscores that it’s time to reform. That structure doesn’t help us focus on where the national interest is in transportation. I think if we focus on the program structure first, it will help us understand what our priorities ought to be. And, if we know what our priorities are, then we can talk about how much funding transportation needs and how it should be funded.

When I testified in Washington, one of the senators asked me to identify what I thought were the two most important recommendations in the study. First, I said, was the recommendation that the federal government continue to contribute 40 percent of the nation’s total funding requirements; second, was the recommendation about program structure.

Who knows how many of these recommendations, if any, Congress will build into the next federal reauthorization bill? Maybe the report’s real impact will be how elements of the study become part of the dialog.

In some ways, the report isn’t just about the next reauthorization. It’s about charting a different course for how we deal with transportation in the United States. And that’s not going to happen in a year or two, or based on one reauthorization act. I think it will take longer to play out.

The last time there was a commission similar to this was in the late 1970s, and its impact was huge. Out of that came trucking, rail and aviation deregulation, as well as a major funding increase for transportation.

The nation is once again at a transitional point. Transportation is changing rapidly because of global shipping and competitiveness issues. If this country is to remain competitive and a world leader, we need to start taking transportation more seriously and talking about what a national transportation policy should look like.

In Kansas, we are already having this kind of discussion as we near the end of the Comprehensive Transportation Program and consider what the next state program should look like. I hope the commission’s study spurs that kind of discussion on a national level.
**Task force to look at local bridge issues**

KDOT, in conjunction with the Kansas Association of Counties (KAC) and League of Kansas Municipalities (LKM), have formed the Kansas Local Bridge Task Force. The task force will identify and evaluate options that local governments and KDOT can take to improve the inspection and condition of bridges under local jurisdiction.

Because Kansas has many local bridges that are behind on inspections, KDOT, KAC and LKM decided to work together to develop ways to improve the timeliness and quality of inspections and improve the condition of local bridges.

“The safety and confidence of the traveling public is critical and I’m pleased that KDOT could work together with the Kansas Association of Counties and the League of Kansas Municipalities to improve the inspection and condition of bridges.”

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**Wellington, Pottawatomie County projects selected for funding**

Two projects that will have safety benefits and support expected economic growth have been selected for funding in 2011 through KDOT’s Local Partnership Program.

The city of Wellington will receive approximately $700,000 to widen to four-lanes a section of the U.S. 160 corridor on the city’s east side that is experiencing commercial development. The project, which is located between Wellington High School and Wal-Mart, is expected to provide an immediate safety enhancement and support the anticipated growth in Sumner County associated with the future construction of a casino. The location of the casino has yet to be decided.

The state funding will pay for 90 percent of construction, inspection and design. The city will pay for the other 10 percent, plus right of way purchase and utility relocation. The total project is expected to cost $780,000.

Also selected for KDOT’s Local Partnership Program is a turning lane...

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**On the...**

**Cover**

Wind turbines generate electricity at the Elk River Wind Farm near Beaumont. Large structure permits are required to have turbine components on state highways. Photos by Larry Katsbulas

**Henthorne paper receives honor at TRB meeting**

KDOT Chief Geologist Robert Henthorne has co-authored a paper that won the Soil Mechanics Section of the Transportation Research Board best paper award at the annual TRB meeting Jan. 13-17 in Washington, D.C.

The paper was titled “Resistance factors for drilled shafts in weak rocks based on O-cell test data.” Co-authors of the paper were Kansas University professors Jie Han and Robert...
New design guidelines developed through a study by the Materials and Research Center with the assistance of KDOT employees from the Area Three and Area Six offices in District One will result in significant economic savings for the agency.

Members of the Mechanically Stabilized Earth (MSE) Wall – Deep Foundation Interaction Team who were in charge of this project were recognized as an Example of Excellence for the fourth quarter of 2007. Secretary Deb Miller attended the event in Bonner Springs on Feb. 15.

KDOT initiated a KTRAN project involving the University of Kansas as well as nationally recognized advisors from the Federal Highway Administration and private industry. It was determined the best approach to answer the design questions was to construct a heavily instrumented, full-scale wall with deep foundation elements and test the wall in lateral loading.

District One Engineer Clay Adams said KDOT employees built the test wall at an interchange on I-435 in Wyandotte County. Each block in the facing had to be perfectly level and sensitive strain gages were incorporated in the reinforcement to help with testing. Adams said several pilings were placed behind the wall so that they can also test it by pushing with hydraulic cylinders to simulate the movement of a bridge abutment.

Mechanically Stabilized Earth walls are constructed with precast concrete panels, stacked on top of each other. The panels have reinforcing straps, or grids, attached to them which extend into the aggregate backfill material.

“The maintenance crews constructed the MSE wall successfully and with such skill as to have what the national experts have called ‘a perfect wall,’” Adams said. “It is anticipated the study will receive national recognition yielding critical design information for both retaining systems and laterally loaded deep foundation elements through these systems.”

Information from this study will help with the design of foundations for bridges and noise walls that are constructed on top of the MSE walls for future projects throughout the United States.

Members of the MSE Wall – Deep Foundation Interaction Team include:
Letters to the Editor

To Whom it may concern:

I have a heartfelt thank you to go to the Kansas State Highway Department in Chase County. My Dad is 76 years old and has had a couple of strokes. He also, because of the strokes, cannot communicate very well.

One day 12/18/07 he had a blowout on his way home from feeding cattle right outside of Cottonwood Falls. There is no way he would have been able to change the tire, because he just doesn’t have the strength in his hands anymore. But, to make a long story short, Bill Wilson (Subarea Supervisor at Strong City) saw him pull in the golf club with a flat tire and instead of going on by like a lot of people would these days, he stopped to help.

Bill didn’t just change the tire and go down the road. He let my Dad know that he was more than happy to help him and took time to really listen to make sure he didn’t need anything else before he left. After Bill left he called me to let me know what had happened. He also wanted to make sure I checked on him later (because of his health).

I wrote this because I feel a lot of times people who make a difference never get the thanks they could. A thank you goes to all the hard work that your crews perform.

Sincerely,
Lisa Miller, Strong City

Dear State Highway Crew:

You will never know how we appreciated the conditions of 400 Highway on Friday morning (February 1), when we needed to go to Wichita. Your stretch to Beaumont was dry and great! Want you to know how your hard and long hours showed up. Keep up the good work. Know it saved lots of wrecks and people hurting.

Thank you,
Clarence and Donna Pettyjohn, Severy

Dear Department Supervisor:

I am writing to express my appreciation and gratitude for the kindness shown by David H. Boyle, Public Service Administrator for the Department of Transportation, on October 25, 2007. I was driving west on I-70 when I had a tire blow out between Salina and Ellsworth.

Mr. Boyle and his wife stopped to assist me on their way home from work. He must have been anxious to get home after working all day but he put that aside in favor of stopping to help a stranded traveler. I cannot thank him enough for changing my tire and getting me back on the road.

The experience of having a tire blow out shortly after 5 p.m. on a major highway wasn’t something I would wish for but the experience that followed – David and his wife stopping to assist me – was very good indeed.

Your department should be honored and saluted for choosing such a kind and generous man to work for the good of all of us.

Sincerely,
P. Jo Ann Jennings, Hays

Traffic Safety sponsors second annual sobriety rocks scholarship competition

KDOT’s Bureau of Traffic Safety is sponsoring its second annual contest to find the next song that encourages Kansas youth to resist pressure and abstain from drinking alcohol until reaching the legal age limit of 21.

December’s production of Numb the Pain, by Mitchell Irving (Irv de Phenom), this year’s overall winner, officially kicked off the 2008 Sobriety Rocks Scholarship Contest.

The contest is an opportunity for Kansas’ youth to create their own song about dealing with the pressure associated with drinking or other drugs in hopes of winning as much as $3,000 in college scholarships. Kansas residents, ages 12 through 20, are encouraged to enter the competition by logging onto www.sobrietyrocksks.net.

Three separate $1,000 scholarships will be awarded on May 1 for best original lyrics, best performance and best original song. One contestant can win in more than one category.

“Surveys show the majority of Kansas students in grades eight through 12 have consumed alcohol in the previous 30 days,” said Pete Bodyk, Chief of Traffic Safety. “In fact, over 17 percent

Continued on page 9
By Jim Brewer

TRANSPORTATION TALK

Predicting future part of the job

KDOT enjoys a good reputation within our state due to the quality of our highway system and because we have delivered what we promised. We are also recognized by other state departments of transportation for our productivity, innovation, ingenuity, practical solutions and more.

That said, I have observed that the position of respect is most attributable to our employees. Whether I visit with friends, neighbors, public, officials or other DOTs, invariably I am fondly asked if I know a certain KDOT person. Then they proceed to speak highly of that person.

How many times have we expressed that our jobs are made easier because of a valuable process or action taken by our predecessors of 20, 50 or more years ago? Only occasionally will we wish they had done something different.

This legacy did not just happen by accident. Earlier in my career, I received advice to “always leave your work in such a condition that whoever follows you has a chance to improve it or change it to meet future needs.” (We all know that change is inevitable, except from vending machines).

KDOT employees have a desire to make a significant, positive contribution to society and establish a good legacy. This is a daunting challenge because it involves predicting the future.

It has been said, “I’m having trouble telling the future. There are too many fingerprints on my crystal ball.” Yet that is the environment in which we live and work through KDOT.

We are an inquisitive bunch. This list is incomplete, but daily we predict answers to questions such as:

- What is the traffic forecast for this road? How many trucks?
- Should we release right-of-way now that may be needed for future highway expansion?
- Will the design geometrics provide the desired operational and safety effects?
- Will our letter/news release achieve its intended purpose and be fully understood?
- How much salt and sand will we need for winter maintenance and will it be available when needed?
- Will we have an adequate number of trained employees?
- When will we have a new state-funded program and what will federal funding be?
- Will we create undue expectations by planning and designing projects for which we currently don’t have construction funding?
- What level of funding is appropriate for modes of transportation other than cars and trucks?
- What will be the future construction and maintenance costs? How will inflation affect our program?
- Will the improvement represent the community’s perspective and meet the transportation needs regarding safety, mobility, and economic development?
- How many years of service life remain in the pavement and bridges? What is the most cost-effective rehabilitation action?
- If we approve a new access point on a highway, what will be the future long-term traffic impacts?
- What will be the future land use along the highway corridor?
- Will our work avoid legal liabilities and withstand legal challenges?

You get the idea and can add your own questions and predictions since they are asked and answered daily. Our legacy will be measured in large part by purposeful, well-thought-out, and knowledgeable actions, not only for today, but with the future in mind. The legacy handed down to us includes a “can do” spirit of providing the most feasible, long-term solutions. Because we have well-equipped, quality employees throughout KDOT, we will continue the excellent legacy handed down to us.

Jim Brewer is Engineering Manager of the State Road Office –Bureau of Design.
Major project highlights in Districts Three, Four and Six are featured with information from Public Affairs Managers Kristen Brands, Kirk Hutchinson and Priscilla Petersen.

**DISTRICT THREE**

District Three will focus on two bridge projects this season. First, a box/bridge will be replaced on U.S. 24 just east of the U.S. 24/K-18 junction in Graham County (near the community of Bogue). Klaver Construction, of Kingman, is the contractor on the $531,000 project that will begin in April and wrap up by the end of May.

The second bridge project that could get underway later in the 2008 construction season is the replacement of the Saline River Bridge on US-183 – located approximately 14 miles north of Hays. In 2006, the Kansas Preservation Alliance presented KDOT a 2006 Award For Excellence, as they recognized KDOT’s efforts to retain and preserve the existing Saline River Bridge for its historic design. But as part of a larger moderate pavement rehabilitation, a new bridge will be built just west of the original structure (the historic bridge will not be demolished, rather left standing as part of the project).

About 15 miles of pavement will be replaced from 55th Street in Hays and extending to the Ellis/Rooks county line in conjunction with the bridge construction. Several box drainage structures will be replaced, along with guardrail and signing as part of the project. When complete, the new roadway will have 12-foot driving lanes and 10-foot shoulders. The contract will be let in March.

**DISTRICT FOUR**

The expansion of U.S. 69 to a four-lane freeway between the communities of Louisburg and Fort Scott is expected to be complete by the end of the year.

Of the eight projects included in the 54-mile-long expansion effort, construction continues on the remaining three adjoining projects in Linn County.

Project K-7891 reconstructs U.S. 69 from two to four lanes, starting 2½ miles north of Pleasanton and continuing north for 6.4 miles. The project includes a new safety rest area near the north U.S. 69/K-52 junction. Other details include:
- Major modification;
- Koss Construction Company, Inc., and Subsidiaries, Topeka, is the primary contractor;
- $46.2 million current construction cost;
- Construction started in August 2006;
- Estimated completion date is Nov. 14, 2008.

K-7892 is a six-mile project beginning one mile south of the south U.S. 69/K-52 interchange and ending 2½ miles north of Pleasanton. Other details:
- Major modification;
- Koss Construction is the contractor;
- $40.2 million current construction cost;
- Construction started in February 2007;
- Estimated completion date is Nov. 21, 2008, and clean-up by April 30, 2009.

K-7893 starts north of the U.S. 69/K-239 interchange and continues north for three miles. Other details:
- Major modification;
- Koss Construction is the contractor;
- $12.1 million current construction cost;
- Construction started in May 2007;
- Estimated completion date is Nov. 21, 2008.

**DISTRICT SIX**

Southwest Dodge City Bypass - Construction will begin this year on a new alignment of U.S. 400, connecting U.S. 50 to U.S. 56 west of Dodge City. This project began as a system enhancement requested by Ford County and Dodge City with the hope of redirecting truck traffic around Dodge City. In particular, the local stakeholders have grown concerned about the number of cattle trucks coming from west of Dodge City and headed to meat packing plants on the south-east side of town. Known locally as the Southwest Bypass, this new section of US-400 will be about 3.5 miles long when completed in November 2009. One other aspect to this project is an alternate bid approach related to pavement selection. With 40-year life cycle costs for concrete or asphalt coming out close to even, the agency has decided to allow the market to decide the pavement option based on the contractors’ bids. The project was let to construction in February and has a calendar completion date of Nov. 13, 2009.

A second project is resurfacing work extending from Garden City to Scott City on U.S. 83, a distance of 32.47 miles. It

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Office of Financial and Investment Management formed within KDOT

KDOT has announced formation of the Office of Financial and Investment Management (OFIM) within the agency.

The new office will report directly to Joe Erskine, Deputy Secretary for Finance and Administration. Incorporated in the OFIM will be the important financial activities of the agency’s cash management, investments and debt management.

“The reorganization combines functions previously handled within multiple offices in the agency,” said Erskine. “Staff from the Office of Management and Budget and the Bureau of Fiscal Services will become part of this new organizational unit.”

Leading the OFIM will be Bruce Burditt, who previously served as Financial and Investments Manager in Fiscal Services. Staff members will also include Reed Davis, Kyle Malcom and Daniel Wadsworth.

The new organizational structure became effective Feb. 18, but will require practical phasing over the next 4-6 weeks. The OFIM will be physically located with Management and Budget staff in the Eisenhower State Office Building on the 2nd Floor West.

KDOT, Venture recognized as finalist for national award

KDOT and a Great Bend contracting firm have received national recognition for a resurfacing project performed on K-383 in Decatur County.

KDOT’s Area Two Office in Atwood and Venture Corporation of Great Bend were both cited as a top four finalist for the National 2007 Sheldon G. Hayes Award for excellence in construction of an asphalt pavement project. Both parties were recognized by the National Asphalt Pavement Association (NAPA) on Jan. 29 for their partnering efforts on rebuilding a portion of K-383 through Jennings at the association’s 53rd annual meeting in Phoenix, Ariz.

The Sheldon G. Hayes Award winner is determined through a two-year process. Highway pavement projects using more than 50,000 tons of hot-mix asphalt are eligible for consideration. The K-383 project in Decatur County won the first round of a Quality in Construction (QIC) Award last year during NAPA’s award ceremony in San Francisco. Since winning the QIC Award, it was considered for the Sheldon G. Hayes Award after being tested for smoothness and inspected by an independent pavement consultant.

While reconstructing 7.31 miles of K-383 in Decatur County during the summer of 2006, prime contractor, Venture Corp., along with KDOT engineers and inspectors paved a portion of the road, but completely reconstructed a one-mile section of K-383 through the small community of Jennings.

“Before doing the in-town section of work on K-383, we had some concerns from the citizens in Jennings about their access to the highway,” said Michael Terry, KDOT Construction Engineer in Atwood. “Since the project was phased during a tight schedule, we had to close several of their city streets; but the residents always had access to the highway from an alternate city street.”

Such closings were outlined by Venture Corp. officials and KDOT staff before the project began during an open-house meeting held in Jennings that spring.

KDOT Computer Training – from the KCTC

Increase your efficiency!

KCTC in the Districts:
Trainers Misty Rodriguez and Karen Ellis have traded time delivering Office 2007 New Features classes in the Districts while keeping a full schedule at headquarters. They will continue their travels into April.

Office 2007 Shared Folder:
A shared folder, Office 2007 Tips, has been added to find help related to the Office 2007 applications. To find this, have Outlook open and click on the Folder List icon (in the lower left hand corner of your screen next to a icon that looks like a sticky note and an arrow), then click Public Folders (at the bottom of your own folder tree), click ALL Public Folders, then Shared Folders, Office 2007 Tips. We hope you will find this helpful.

DID YOU KNOW?

♦ In Outlook you can automatically check spelling in emails. Here’s how: In the Inbox, 1. Click Tools, Options; 2. Click the Spelling Tab; 3. Click the checkbox that says, “Always check spelling before sending” and 4. Click OK.

♦ In Excel you can change the default chart type: 1. Right click on an existing chart; 2. Choose “Chart Type” from the context menu; 3. Choose the chart type and chart sub-type from the samples available and 4. Click on the “Set as default chart” button at the bottom of the Chart Type dialog box.

Check out the shared calendar: KCTC for on-going classes. Contact the KCTC at kctc@ksdot.org or call Ingrid Vandervort 785-296-8993.
of students, grades 6 through 12, reported at least one session of binge drinking. No wonder the acting U.S. Surgeon General, Kenneth Moritsugu, issued a call for government, school officials, parents, and youth themselves, to do more to prevent underage drinking.”

Songs can be any format or style of music including, but not limited to, rap, heavy metal, rock, country, alternative or pop. Potential song topics may include drinking alcohol as a result of peer pressure; the use of alcohol as an avoidance method; depression, family trouble and other social problems that are often created or made worse by alcohol; and the fact that it is illegal with unpleasant consequences for those young persons who are apprehended.

All entries will be judged by a panel of experts consisting of music instructors, music industry professionals, KDOT representatives, students and media members. Judging will be based on originality, the passion and persuasiveness of the message, and the likelihood that the song, or a part of it, would be useful in creating next year’s song to reduce underage drinking.

Audio/video versions of Numb The Pain, which deals with alcohol issues young people face, are available for free download at www.sobrietyrocksks.net. CD/DVD’s are also available at no charge from KDOT’s Bureau of Traffic Safety by calling 296-3756.

Log onto www.sobrietyrocksks.net for additional information, a complete set of rules or to enter the KDOT 2008 Sobriety Rocks Scholarship Contest. – S.W.

Local Partnership
Continued from page 3

frontage road project on U.S. 24 just east of Manhattan in Pottawatomie County. The county will receive up to $360,000 to pay for as much as 75 percent of the construction, inspection and design costs of the project. The county’s share of the $500,000 project will be a minimum of 25 percent.

The project will enhance safety in the area of the Manhattan Livestock Commission sale barn, where trucks and trailers hauling livestock sometime back up while waiting to turn across traffic into and out of the facility. In addition, the improvement will support the expected economic growth of the area associated with the expansion of Fort Riley.

Typically, more than 20 projects are selected annually for some $12 million through the Local Partnership Program. However, because of funding uncertainties related to the conclusion of the current state Comprehensive Transportation Program and the expiration of the federal funding bill – both in 2009, only two projects were selected.

“Because of these uncertainties, I could not responsibly commit to the usual level of funding for projects scheduled for 2011,” said Secretary Deb Miller.

“These two projects were selected because they not only will provide immediate and long-term safety benefits, they will support economic growth. Although we don’t know what the next transportation program will look like, it’s likely that most projects in the future will have to be driven by an economic imperative,” she said.

In the past 24 years, about $240 million has been awarded to 220 communities for 400 projects through the Local Partnership Program.
Fun Facts and Trivia

Do you know?

◆ There are only about 25 percent of the households in the U.S. with a vehicle deficiency, that is, more adults in the household than vehicles.

◆ Historic trends show that while work travel has kept pace with the growth in employment, shopping and social/recreational travel has doubled in the last four decades.

◆ Commuting contributes heavily to peak-period congestion. Eighty-five million workers – two-thirds of all commuters in the U.S. – usually leave for work between 6 and 9 a.m., and more than 88 percent of these workers commute in private vehicles.

Task force

Continued from page 3

ties to start addressing local bridge issues,” said KDOT Deputy Secretary for Engineering and State Transportation Engineer, Jerry Younger. “Working together, I am confident the Kansas Local Bridge Task Force can create a local bridge inspection process that not only meets the Federal requirements but also assures Kansans of the safety of the bridges they travel every day.”

The task force is made up of city and county elected officials and staff from across Kansas. Staff from KDOT, KAC, LKM and the Federal Highway Administration (FHWA) will also participate. Any questions or comments about bridge inspection issues can be directed to Ron Seitz, KDOT Bureau of Local Projects, at 785-296-3861 or e-mail at seitz@ksdot.org.

Construction

Continued from page 7

features a pair of firsts for District Six. It’s the first project in southwest Kansas to fall under the new center line rumble strip policy and it’s also the first project in this region to use Stone Matrix Asphalt (SMA).

Stretches of this roadway have suffered from severe rutting, due in large part to the heavy truck traffic, which averages more than 35 percent of vehicular traffic along the route. SMA was developed to fight rutting and provide a more durable surface.

Project details:
• Contract maintenance: 1.5 inch Overlay project (mainline; 2 in. recycle on shoulder);

Construction on U.S. 69 in southeast Kansas continues. Photo by Priscilla Petersen

• APAC Kansas, Inc., Shears Division, Hutchinson;
• $4,849,500.29;
• Early start is April 21, 2008; Late start is May 19, 2008;
• 105 working days

Henthorne

Continued from page 3

Parson and Kansas University graduate student Xiaoming Yang. The prestigious honor allows the paper to be published for dissemination of the research results to the transportation community.

“Getting a paper accepted for publication is an honor as only 25 percent of the several thousand papers submitted each year are selected for publication,” said Henthorne. “There is a very rigorous selection review process to ensure high quality papers.”

The paper was a compilation and comparison of calculation methods for load and resistance factored design foundations based on actual test data from Osterburg cell tests that KDOT and other states have performed.

“We found, based on the type of foundation material, which calculation method should be used,” he said. “The paper can be utilized by geologists and engineers to obtain the most accurate foundation design possible.”

Henthorne said the research team began working on the project as part of a KTRAN endeavor in October 2006 and spent approximately three months on the paper late last summer.

The TRB is a division of the National Academies, which include the National Academy of Sciences, National Academy of Engineering, Institute of Medicine, and National Research Council. – S.W.
**Transportation Briefs**

**Rule gives states construction flexibility**

States now have more flexibility for building roads and bridges faster under a new USDOT rule that allows design work and environmental reviews to occur concurrently. The final rule, issued in August 2007, amends FHWA regulations to allow states to use innovative contracting methods, ranging from basic design-build contracts to longer-term concession agreements, while also pursuing Federal environmental approvals.

This rule will expedite the contract award process and start preliminary design work. USDOT officials add that a faster process will save taxpayers time and money. Overall, design-build projects prove to be successful contracting tools, reducing average project delivery time by 14 percent.


**Illinois sets a safe precedent**

Illinois streets will soon be safer for pedestrians and cyclists. The state’s House and Senate voted to adopt a “complete streets” law, requiring the Illinois DOT to include safe areas for walkers and bike riders in all new urban projects starting Aug. 1.

“In the past, the state was prompted by death or injury to correct unsafe conditions on a given project,” says Randy Neufeld, Chicagoland Bicycle Federation’s Chief Strategy Officer. “This law requires projects to be built correctly the first time, which will save taxpayers money and protect people.”

The vote, which overrides Governor Rod Blagojevich’s veto, makes Illinois the first state to adopt a complete-streets law since the movement first started in 2003. – Public Works, January 2008

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**Future Cities event sparks interest in engineering**

By Caroline Gencur

A team of eighth-graders from Westridge Middle School in Overland Park won the top honor at the 3rd Great Plains Regional Future City Competition Jan. 28 at the University of Kansas.

Nearly 200 students in seventh and eighth grade from across the state and the Kansas City metropolitan area took part in the annual engineering competition that tested their ability to design and build a city of the future.

Jerry Younger, Deputy Secretary for Engineering and State Transportation Engineer, took part in judging the student entries.

“A competition such as this is a great way to generate interest in engineering among young people,” said Younger. “It requires essential engineering skills such as communication, problem-solving and the ability to work as a team. I think it also inspires students to explore futuristic concepts and careers in engineering.”

The winning team advanced to the national competition, Feb. 20-22 in Washington, D.C. The event coincided with National Engineers Week. Results of the national competition weren’t available at the time of *Translines*’ deadline.

Students on the first-place team each won a $1,000 scholarship should they choose to study engineering at either KU or Kansas State University. Westridge Middle School also received $500 from KU and Kansas State to further engineering and technology education.

KU and Kansas State also made contributions to support engineering education programs at schools of the other teams in the top five:

- Holy Trinity Catholic School, Lenexa; second place; $500
- Trailridge Middle School, Shawnee; third place; $250
- West Junior High School, Lawrence; fourth place; $250
- Oxford Middle School, Overland Park; fifth place; $250

Nationwide, more than 30,000 students and 1,000 schools take part in the competition, which is sponsored by Engineers Week, a consortium of more than 100 engineering societies and corporations.

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

KDOT salutes employees celebrating state anniversaries in February

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<td>Salina</td>
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State service anniversaries are compiled by Personnel Services. Employees and home towns are included in this list.
Promotions/Transfers

Headquarters
-Ami Fulghum, Accountant II, Fiscal Services
-Nick Higley, Engineering Technician Senior, Planning

District Three
-Todd Anderson, Engineering Technician Senior, Oakley
-Randy Most, Engineering Technician Senior, Atwood
-Cody Ward, Engineering Technician Senior, Phillipsburg

District Five
-George Brown III, Public Service Administrator I, Winfield
-Stephen Mazouch, Engineering Associate III, Great Bend

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

Retirees

The following employees will officially retire from KDOT in April.

Headquarters
-Charles F. Bradley, Applications Developer II, Planning
-Allan D. Davidson, Staff Development Specialist, Personnel

District Two
-Junior Hines, Equipment Operator Senior, Galva

District Four
-Clark D. Davis, Mechanic, Yates Center
-Bill Stahl, Engineering Technician Senior, Garnett

District Five
-Jack L. McKay, Equipment Operator Senior, Wichita
-Chester J. Willson, Public Service Administrator, Wichita

Promotions/Transfers Continued from page 4


Do you know of a KDOT group, team, unit, or office that has gone above the call of duty? Then nominate them for the Example of Excellence award. All KDOT employees are encouraged to suggest ideas and can now fill out Form DOT 1204. Once it is filled out, the nomination is then sent to the selected Division Director, Bureau Chief, District Engineer, Area Engineer, or Subarea Supervisor who can then sign the form and submit the nomination to Transportation Information.

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

The award is given quarterly with nominations for the second quarter due by March 31.

Kansas Department of Transportation
Bureau of Transportation Information
Eisenhower State Office Building
700 SW Harrison, Second Floor, West
Topeka, KS 66603-3754

NOTE: This information is available in alternative accessible formats. To obtain an alternative format, contact Transportation Information, Eisenhower Building, 700 SW Harrison, 2nd Floor West, Topeka, Kan., 66603-3754, or (785) 296-3585 (Voice)/(TTY).