

KDOT Translines

Bureau of Transportation Information

April 2004

Alexander retires after 37-year career at KDOT

By Stan Whitley

A career that spans 37 years through three KDOT districts is coming to an end with the retirement of Roger Alexander. The District Four Engineer will officially retire from the agency on April 1.

Alexander began at KDOT working on the District One Landscape Crew and in the Geology Section of Design during the summers. He started full time in the District One Turkey Creek Construction Office in 1968 as a Civil Engineer I. Alexander has also worked as a Bridge Designer in the Bridge Section of Design; as a Maintenance Engineer in the Maintenance Department (now Construction and Maintenance); and as a Bridge Inspection Engineer in Design.

In 1986, Alexander was promoted

Continued on page 4



A 1,200-foot steel girder bridge over the railroad switching yard is the main feature of the US-77 southeast bypass at Ark City. The \$8 million project is expected to be completed in October. For more on this and other KDOT projects see page 3.

Project Topeka helping to restock pantries in community

KDOT's Project Topeka Committee is using a different approach in raising funds to help restock the pantries of local emergency food providers. Results show the first year of the new format was a success.

In past years, all events for the KDOT Project Topeka drive were held in February. Last year, the format changed with the campaign beginning in March and ending in February.

"There were several reasons for modifying the format," said Mandy Anderson, Engineering Associate III in Traffic Engineering, who served as the Project Topeka coordinator.

Continued on page 16



The is the final edition to feature District and Headquarters highlights celebrating KDOT's 75th anniversary of responsibility for the State Highway System and continued federal funding of road projects. See pages 8 and 9 for the articles.

Inside ...

- ◆ CONSTRUCTION PROJECTS GEAR UP FOR SPRING
- ◆ FORMS MAKE WORK FLOW PROCESS A SNAP

- ◆ HEARING AND LISTENING CAN BE TWO DIFFERENT THINGS
- ◆ CELEBRATING OUR SUCCESSES ACROSS THE STATE
- ◆ WHAT THEY ARE SAYING ABOUT KDOT



Miller's Time

By Secretary
Deb Miller

Celebrating 75

In April 1929 the Legislature gave the Kansas Highway Commission – the forerunner to KDOT – control of the state's highway system. Until then, cities and counties had primary responsibility for the road system.

We've got big things planned to celebrate our 75th anniversary, from a proclamation signing by the Governor to open houses across the state.

It's appropriate that we pause and reflect on how much progress has been made in the last 75 years. KDOT has served Kansans well. Our state is recognized nationally for the overall quality of its road system and the professional way we select projects and manage the massive public works programs the Legislature has entrusted to us.

But an anniversary is not only a time to celebrate our past, it's also an opportunity to look to the future. And we intend to use this celebration of our 75th anniversary to educate Kansans about the work that we do and to show them that we're committed to developing new and

innovative ways of serving them.

But I don't want to stop there. I want everyone to look for opportunities throughout the year to educate the public about the important role we play in protecting their safety and making their travel more convenient.

Think. Is there a school class, scout troop, or civic group you know of that might be interested in a tour of a KDOT facility or a presentation on work being done in your area? If so, make arrangements to speak to them or invite them out for a tour.

Because District Engineers are among our most visible ambassadors around the state, we have made a series of PowerPoint and video presentations available to them. These presentations – which were developed to tell KDOT's story to the House and Senate Transportation Committees – include taped interviews with city and county officials, airport managers, and clients of the transit services that we help fund in rural communities. They also feature interviews with business people who benefit from the projects we are doing across the state.

When we showed them to legislators in January, they said the presentations demonstrated more clearly than anything else we had presented just how important KDOT is in the daily lives of their constituents.

Another outreach effort will get underway this spring. One of our Partnership Project sub-teams will focus on ways to emphasize the public service aspect of KDOT employment. I'd like to see more coverage of the good work that KDOT employees are doing every day across

Continued on page 15

KANSAS DEPARTMENT OF TRANSPORTATION

Bureau of Transportation
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NOTE: This information is available in alternative accessible formats. To obtain an alternative format, contact the KDOT Bureau of Transportation Information, Docking State Office Building, Room 754, Topeka, Kan., 66612-1568, or phone (785) 296-3585 (Voice)/(TTY).

Calendar of Events

April 9 – 9:30 a.m. Highway Advisory Commission meeting, Seventh Floor Docking State Office Building.

April 13 - 11 a.m. KDOT Employees' Council Meeting, Seventh Floor Conference Room, Docking State Office Building.

April 13-14 – Kansas Transportation Engineering Conference, Kansas State University Union in Manhattan.

April 21 - 2 p.m. - Construction Bid Letting, Capitol Plaza Hotel in Topeka.

Construction projects gear up for spring

Projects in Districts One, Three, and Five are highlighted this month. Next month will be Districts Two, Four, and Six.

DISTRICT ONE

By John Swihart

As the 2004 construction season cranks up, District One has multiple projects. Area Two has a project on I-35 just to the west of the Burlington, Emporia, Topeka, Ottawa (BETO) junction, and proceeding east to just past the K-31 south junction to Waverly; a distance of 8.25 miles. This is a major modification project in cooperation with District Four.

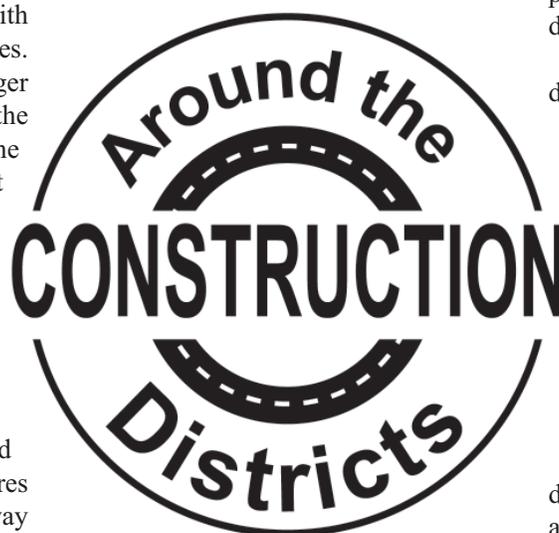
The project includes the interchanges at US-75, K-31 north and south with rehabilitations on four of the bridges. James Tyner is the Construction Manager in charge of this project. Also, the Area Two Office will be replacing the Stranger Creek Bridge on K-32 just east of Linwood. This is a phased project so traffic can continue during the entire project. Ralph Gripka is the Construction Engineer in charge of this project.

In Area Five, Wamego, work is continuing on the US-36/Marysville bridge/levee construction/railroad relocation project. This requires coordination with the Federal Highway Administration (FHWA), city of Marysville, Union Pacific Railroad, the U.S. Army Corp of Engineers, Marshall County, and multiple utility companies. Also, there is an overlay project on US-36 from the Washington County line to K-87, another overlay on US-77 from the Riley/Geary county line north to Riley and then east and south on US-24 to the K-13 junction in Manhattan. Area Five is constructing three new bridges; there is a chip seal project on K-18, a crack seal on K-13, and a joint repair on US-24, I-70, K-18, and K-177.

Area three, Bonner Springs, is in the middle of the I-70/I-635 project. At approximately \$80 million, this is the most costly project ever let by KDOT. It includes completely redoing the I-70/I-635 Interchange, construction of new bridges, and repairing or rehabilitating several bridges.

Area One, Horton, will be realigning K-7 from south of US-36 north to Fanning. There is an overlay on US-36, another overlay on K-63 from the Pottawatomie County line north to the US-36 junction, and overlay on US-75 from just north of Sabetha, north to the Nebraska line. Additionally, work is underway on the US-75/US-36 interchange realignment.

Finally, Area Six, Olathe, has multiple projects including a major reconstruction of I-35 from Southwest Boulevard to the Missouri line.



DISTRICT THREE

By Tom Hein

Headlining the road construction in District Three for 2004 is the takedown KDOT will score in the wrestling match with Russell County sinkholes under I-70. The sinkholes have once again subsided to the point that the sight of a vehicle traveling through the Crawford Sink vanishes for viewers on the main grade of the Interstate (albeit for only a few seconds).

The give-and-take that has occurred since the original construction has once again forced the agency to raise the grade (approximately ten feet) and resurface. Plus, because the adjacent county bridge has twisted by dropping faster on one corner, it will be removed (and not replaced). To quickly remove that bridge,

explosives will bring it down in a matter of seconds.

For the eight hours of bridge removal and clean-up, a detour will be established, taking a large percentage of the 12,000 average daily vehicles to old US-40 (now a county road), then returning them to the interstate a few miles past the demolition.

When the two-year project is complete, 13 miles of I-70 will be replaced and the sinkholes will start the slow process of reversing KDOT's temporary dominance.

Two other projects in District Three deserve mention as well:

◆US-283 north of Hill City will be rebuilt on the same alignment, requiring that 18 miles of the highway remain closed until November. A detour is moving northbound traffic from Hill City east on US-24 to Stockton, north on US-183 to Phillipsburg, then west on US-36 to Norton.

◆US-281 has been closed from the north edge of Russell to the junction with K-18, a 16-mile section. Two bridge decks will be replaced, at the Saline River and Paradise Creek. The highway should reopen in August. From Russell, the official detour will direct travelers east on I-70 to K-232, then north to K-18, and west on K-18 to US-281.

DISTRICT FIVE

By Martin Miller

In the Wichita Metro Area, I-135 will be reconstructed from ½ mile north of 85th Street North to the Harvey county line. Total project length is 4-1/2 miles. The scope of work involves removal and replacement of the existing pavement with new concrete pavement, bridge repairs, and the associated grading work. The project began last fall with the reconstruction of the asphalt pavement on 101st Street North, and repairs to the overpass bridge on that road.

All reconstruction work that restricts

Continued on page 14

Forms make work flow process a snap

KDOT's Intranet Forms Warehouse features numerous forms that help employees complete necessary work tasks in a much faster and more efficient manner, according to Cindy Wade, RWM Project Manager in Computer Services. The warehouse is a repository of all the electronic forms that KDOT employees use.

"The form moves so quickly because as soon as you hit the submit button, the form is sent to the next person," said Wade. "You don't have to wait on interoffice mail. We have seen a lot of benefits by improving the time it takes to move documents around the agency."

There are more than 300 forms in the warehouse. These include

'workflow-enabled' forms which automatically route the form, electronic 'fill and print' forms (which can be used to store data and give

'The form moves so quickly because as soon as you hit the submit button, the form is sent to the next person.'

Cindy Wade

users ad hoc routing capabilities), Microsoft Word and Excel forms, and Adobe PDF forms. Computer Services is in the process of converting all Word, Excel, and PDF forms to electronic 'fill and print'

forms.

Thirty-two electronic forms are workflow-enabled. The workflow identifies the criteria for electronic routing, approval and signatures, integration with other systems and storage in the agency's Document Management System (DMS). Once they complete, review, or approve the work item, they submit the form and it is routed automatically to the next person in the workflow. During the final step of most workflow-enabled forms, the form is rendered into an Adobe PDF document and then stored (along with any attachments) in the KDOTDOCS library. KDOTDOCS is the main library for KDOT business

Continued on page 14

Alexander

Continued from page 1

to the District Two Maintenance Engineer at Salina. He held that position for 14 years before accepting the District Four Engineer job at Chanute in 2000.

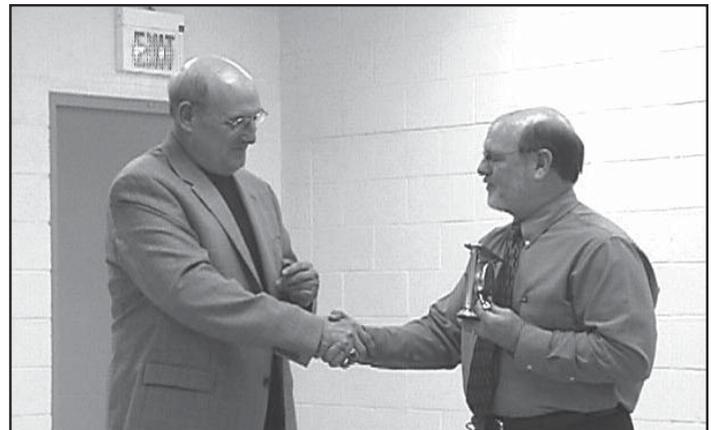
"I will value the many friendships I've made throughout KDOT and with contractors, elected officials, association members and business leaders," said Alexander. "KDOT is very progressive and I've witnessed many changes over the years that have been beneficial to the agency."

Alexander said a highlight early in his career was working at the Turkey Creek Office. He was responsible for bridge inspection work on 21 Interstate 435 bridges from Metcalf Avenue to the state line and five Interstate 35 bridges from 7th Street to the state line.

"I've load rated hundreds of bridges during my career, including a 1887 Whipple Truss over the Republican River and a three-way concrete slab," said Alexander. "Another highlight was establishing a one, two and four year interval bridge structure inspection program including culverts greater than 10 feet in length."

Alexander said his highlights in District Two were developing a fleet management program establishing sub-area boundaries based on compact mileage, developing the Winter Expo Training program and helping implement the salt brine snow and ice control program.

"As the District Four Engineer, I worked to promote a positive working relationship between KDOT, contractors,



Director of Operations Mike Crow (right) congratulates District Four Engineer Roger Alexander at his retirement party.

legislators, city and county commissioners, association members and business leaders in southeast Kansas," said Alexander.

A graduate of Kansas State University, Alexander is an avid Kansas State fan and has season football tickets for both the Kansas State Wildcats and Kansas City Chiefs. Besides following his favorite football teams, Alexander plans to enjoy spending time with his two grandchildren, landscaping and traveling.

Alexander has two grown daughters, Yvette, a business manager for Construction Brokers Incorporated contracting firm and Danielle, who works for the National Association of Electrical Cooperatives.

Partnering

By David Greiser

Just what is partnering and what does it have to do with me? That is a good question and one we may be hearing more and more often as partnering has grown in importance under our current administration. Dictionary.com defines the word partner as “*One that is united or associated with another or others in an activity or a sphere of common interest.*”

That’s all well and good, if a bit dry, but how do you or I fit in when discussing partnering? Well, KDOT’s take on partnering is primarily focused on the partnering relationships between KDOT and the contractors with whom we work. It is much more in line with the National Contractors Referrals & Licensing definition of Partnering: “*An educational procedure for obtaining the cooperation and understanding of all concerned in a construction contract by their participation at meetings or seminars attended by owner, architect, engineers, contractors, subcontractors, and suppliers to find out what is important to each participant.*”

It should be pointed out; however, that effective partnering is an asset both home and abroad. If everyone embraced the elements of good partnering, who knows, we might find ourselves involved in stronger marriages and fewer wars.

OK.... So how do we find out what is so important to each participant? Effectively communicate, that’s how. The key to this partnering thing is simply, or not so simply, good, clear, shared communication. Now, communicate has quite a variety of definitions. The Encarta World English

dictionary definitions one through four are:

1. transitive and intransitive verb exchange information: to give or exchange information, for example, by speech or writing.
2. transitive verb convey: to transmit or reveal a feeling or thought by speech, writing, or gesture so that it is clearly understood.
3. intransitive verb understand one another: to share a good personal understanding.
4. intransitive verb have common access: to be connected or provide access to each other.

Look at the key words in each of these definitions. Exchange information, convey, understand one another, have

effective partnering.) His objectives are:

1. Develop a cooperative trustful attitude.
2. Encourage open communication.
3. Use the principles of win-win negotiations.
4. Commitment to the common goals of all parties.

These objectives are designed to prepare you to meet the characteristics most sought after by those entering into a partnering relationship. When asked, partners said they were looking for people who were honest, open minded, willing to consider both sides, willing to listen and having a sense of humor.

When seeking to resolve a problem one would do well to remember Steven Covey’s advice “Seek first to understand then to be understood.”

Ronald Reagan put it a bit more bluntly “Shut up and listen.” When facing a problem or misunderstanding, approaching the partnering organization at the lowest or most immediately involved level will typically produce the most satisfactory

resolution. Express what you see as a concern and seek the input of that person and be prepared to listen to his or her perspective with an open mind. If you find the issue needs to be taken to someone higher in the chain, take it there together with the peer with whom you are working to find a resolution satisfactory to all. By working to maintain open and ongoing communication with tolerance and respect for the goals and opinions of all involved we can establish an effective and healthy environment in which to work.

Communication: A Key to Success



Kansas Department
of Transportation

common access. Nowhere in that list does it say that if I speak first, loudest, and longest while digging in my heels I will be understood and be able to relax knowing I have communicated with my partner.

So, what is it going to take to be effective in communicating with my partner? According to Scott Swanson, the KDOT facilitator for the 2004 Partnering Workshop, there are a number of objectives you must keep in mind. (Everyone who has an opportunity to attend one of Scott’s workshops owes it to themselves to do so. It is a very well presented event filled with the tools, priorities, and attitude required for

WHAT THEY ARE SAYING...

Busy winter

When winter weather hits, more and more people are turning to a couple of KDOT resources. Kanroad and Kansas 511 posted big numbers during the months of January and February.

The Kanroad website at www.kanroad.org offers near real-time road condition and construction/detour information for the State Highway System and the Kansas Turnpike. Kanroad relies on KDOT crews across the state to enter the information into the system. In January, the Kanroad site logged more than 175,000 visits. In February, that number grew to nearly 210,000.

The data that KDOT crews enter into Kanroad also helps power another KDOT service. Kansas 511 is a phone-based traveler information system. By dialing 511 inside Kansas or 1-866-511-KDOT from anywhere, travelers have access to road conditions, construction detours and weather information for the State Highway System and Kansas Turnpike.

Launched in mid-January, Kansas 511 received more than 26,000 calls in its first two weeks of operation. In February, nearly 70,000 people called Kansas 511.

The importance of adequately funding KDOT's Comprehensive Transportation Program and not canceling planned projects is being stressed in editorials across the state.

KANSAS CITY STAR

To keep faith with Kansas taxpayers, lawmakers must ensure that scheduled road projects under the state's 10-year transportation program are completed as planned. Some lawmakers are bristling at the prospect of more bonding, and admittedly it's not an appealing prospect; debt reduces the availability of future revenue. But the main point is to avoid canceling or postponing projects promised to taxpayers.

That's what happened in Missouri, and the decision was seen by voters as a breach of faith. Missouri raised its fuel tax and promised more construction than the money could deliver in the specified time. As a result, Missouri voters are much more reluctant to approve tax increases needed to improve the state's road system.

Kansas, by contrast, is in much better shape. About 92 percent of the state's highway miles are expected to be rated good or acceptable by next year. And to put this in perspective, even though a portion of the road money will be gobbled up in budget-balancing maneuvers, the state still expects to spend more than \$1.2 billion on transportation this fiscal year, using all state and federal funding sources.

Kansas' 10-year highway program is facing some chuckholes, but the situation is far from dire. Of course, one way to change that would be to follow the path charted by Missouri and fail to deliver on promises. Whether through a new revenue source or through bond financing, promised projects should be completed.

JOHNSON COUNTY SUN

Highway money has been the victim of the Legislature's smoke-and-mirrors budgets in a time of financial crisis. Rather than raise taxes to cope with a severe revenue shortfall, legislators have diverted hundreds of millions of dollars

from highway construction to other purposes.

In addition to the safety factor, good highways are an important economic development tool. Interstates and other traffic facilities have proven to be a large factor in Johnson County's economic success.

Gov. Kathleen Sebelius has proposed a \$465 million bond issue to help fund projects, which are a part of the state's 1999, 10-year Comprehensive Transportation Program.

Regardless of whether the solution lies in the governor's proposal or that of the Legislature - or a combination - these projects should not be abandoned. Lives are literally at stake.

SOUTHWEST DAILY TIMES

Many lawmakers and officials in Gov. Kathleen Sebelius' administration argue that the Legislature must act now to save the state's comprehensive transportation program from collapse. Transportation Secretary Deb Miller has even promised to start canceling long-promised projects on July 1 if a transportation bill doesn't pass.

The state started its current program in 1999, promising \$13.5 billion over 10 years to transportation improvements. Legislators authorized bonds, increased motor fuels taxes and vehicle registration fees and agreed to set aside an ever-growing amount of sales tax revenues to complete a long and specific list of projects.

But governors and legislators have never dedicated the promised amount of sales tax revenues to the program, siphoning off at least a portion of the funds to other government programs.

The biggest fear is that KDOT will have to cancel projects and will lose so much credibility that legislators will not want to pursue a new, post-2009 program. Doing nothing, raising too little money to bolster the program, or failing to deliver promised revenues in the near future all could cancel projects.

Kudos to KDOT employees

Recently, KDOT and our partners have received kudos for a job well done on several different projects.

From Black & Veatch: Kansas City Scout was selected by the American Council of Engineering Companies for the 2004 Engineering Excellence Award. ACEC awards recognize engineering firms for projects that demonstrate a high degree of achievement, value and ingenuity. The Kansas City Scout advanced traffic management project is a joint effort of KDOT and MoDOT.

From the city of Marion: The city's newly completed renovation of the Santa Fe Depot (Marion City Library) received an award at the Association of General Contractors Luncheon. The project is part of KDOT's Transportation Enhancement program.

From HNTB: The International Bridge, Tunnel and Turnpike Association honored the Kansas Turnpike Authority with a 2003 Toll Administration award for the East Topeka Interchange project. IBTTA's Toll Excellence awards program recognizes the accomplishments in five categories: administration; customer service; operations; social responsibility; and technology.

From Venture Corporation: The National Asphalt Pavement Association named Venture Corporation and a KDOT project on US-36 in Rawlins County as a finalist in the Sheldon G. Hayes Award, NAPA's highest paving award. To be considered for the award, a project must have won a Quality in Construction Award the previous year. The US-36 project involved 18 miles of full-depth paving, and received 72 percent of maximum smoothness as well as the maximum density bonus on most lots.

Hearing and listening can be two different things

"For every action there is an equal but opposite reaction" is a true statement. "The opposite of a true statement is a false statement, but the opposite of a profound truth is usually another profound truth." This duality is baffling, but it's also a fact of life. We can no longer think things have to be one way or the other, because many times they can be both. It is also true that questions we answered a year ago may have different answers today, so careful listening is imperative.

The truth is when people talk most of us don't listen. There is a big difference between hearing and listening, and we become so entrenched in our position we don't even hear, much less really listen to another's point of view. It takes self-confidence, self-awareness, empathy and courage to really consider another's perspective.

We all crave to be listened to. At its core, listening is an act of caring that promotes healing. When dealing with outrageous and difficult people, we would do well to remember that we are all just trying to survive. Listening with empathy shows genuine understanding of where the other person is coming from. When we listen closely enough to articulate another's point of view, we acknowledge the other person. We build trust, increase rapport, and we probably learn something, too!

All living organisms need to be fed or they wither and die. We nourish relationships by taking time to really listen and share who we are. As we invite and listen to other's motives, joys, and concerns, we enhance and build

ongoing relationships. When we let go of right vs. wrong, we can focus on perceptions, see ourselves as others see us, and find opportunities to really relate. Understanding and supporting one another, barriers come down and growth takes place.

People expect us to meet them on their level, speaking their language, with their vocabulary, engaging them interactively. People today don't tolerate being "communicated at" as if they were simply receivers, and workers want the opportunity to provide input into work assignments and problem solving. It is important to remember there can be right answers and creative solutions from many people. It doesn't pay to stifle ideas because they don't fit our experience.

Giving our undivided attention without forming opinions, repeating back precisely what we believe another person said, and getting agreement that we understand their perspective make communication hard work. It's tiring and awkward, but it demonstrates rare communication skill that results in clear understanding. It shows that we respect others and care about them. Remember it's when we look for the good in others that we discover the best in ourselves.

If we want to work with opportunities for achievement and personal relationships that provide growth and the freedom to express who we are, we must take responsibility for active communication. As we choose to live a truly successful life, clear, open communication plays a vital part, and the present moment is the only time we have to begin practicing.

ALL
ABOUT
ATTITUDE

By
Carla
Mumma

KDOT has evolved to become multi-modal

Multi-modal. It's a buzz word that became popular with creation of the Kansas Department of Transportation in 1975.

KDOT was named the Department of Transportation because of the view that a state's requirements for transporting people and goods were interrelated – that what was done to improve highways impinged on railroad and air transportation capabilities. However, in 1975 Kansas did not possess the dynamic mix of transportation services found in many other states.

Over-the-road movement of both people and goods were predominate. Railroads were important transporters of goods for certain routes through Kansas. The potential for air transport barely had been tapped by Kansans, but that would change when aviation was shifted from the Department of Economic Development in 1975 to KDOT.

Today, multi-modal at KDOT means not only aviation and rail activities, but public transportation and non-traditional transportation projects such as bicycle and pedestrian trails projects.

Aviation

Currently, KDOT's spending is guided by

the Comprehensive Transportation Program (CTP) passed in 1999. In addition to road work, the framers of the program recognized that transportation has evolved beyond just a state highway system. For the first time, state funding was added for aviation.

Eligible aviation projects include improvements to runways, taxiways and ramps, and upgrades to other facilities and equipment. There is \$3 million in state funding earmarked each year for the program, but that actually addresses \$4.5 million in needs when local matches are factored.

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

The projects have been very beneficial

Continued on page 10

Time brings big changes to Design

By Kim Stich

Jim Brewer, Engineering Manager - State Road Office in Design, and Ken Hurst, Engineering Manager - State Bridge Office in Design, agree on many things, but one in particular – dramatic changes have taken place in Design over the years.

Looking back, KDOT headquarters employees worked in the Masonic Temple before moving to the Docking Building. Brewer said there were big open rooms with rows of tables, and the windows were opened during the day for ventilation which allowed birds to fly in. They had to keep their work covered up at night to keep the drawing free of "deposits." Brewer joked. But he wasn't kidding about protecting the drawings because the many hours of work to draw designs manually onto cut sheets of linen made those sheets very valuable.

"During the hot summer months, they'd be working with no air conditioning and they would literally take pieces of paper and make cuffs for their arms so they could rest their



arms on the linens to do their lettering because they would be so sweaty," Brewer said.

Linens were used for plans until about 20 years ago. They were very touchy, Hurst said, and could only take a few changes.

"After three or four rounds, the linen would get so thin in spots because of the erasers that sometimes you could actually burn a hole in them," Hurst said. To fix

holes, they had a little repair kit to put patches on them, sort of like patching a tire, Brewer said. Burn holes in the linens were common back then also because people could smoke at their desks.

Lettering on the plans has always followed a guide requiring a certain slant and size. The guide requirements have continued through time and have been modified for the computer. "Some things haven't changed in principal, but in practice they have certainly changed," Brewer said.

But when they were handwritten on the plans, the lettering had a little style. "Even with the size and other letter requirements, I could look at some of the old plans and know that, for example, Bob McCullough did that one," Brewer said. "We've lost the individual personalized art abilities of the individuals."

Computers have seen vast changes over the years.

Continued on page 11

Celebrating our successes across the state

This month, highlights from District One and District Three during the past 75 years are listed below.

DISTRICT ONE

District One has a long transportation history. While the exact date is unknown, there are records that verify the area that would become District One was paving with bituminous overlay as early as 1910; was utilizing center line striping before 1931; and was placing glass beads over the center striping by hand in 1932. A worker, William Gibson, crawled on his hands and knees shaking tiny glass beads from a salt shaker onto wet marking.

The Defense Highway Act of 1941 recognized that a sound highway system was indispensable to national security and a 1,400-mile network of strategic routes was selected in Kansas. This got the ball rolling to what eventually led to the Federal Aid Highway Act signed by President Dwight Eisenhower in June 1956. The highway commission moved so quickly that Kansas opened the first section of new highway to be completed under this act on November 14, 1956, in District One. It was an eight-mile section of I-70 in Shawnee and Wabaunsee counties.

District One completed the first Kansas “cloverleaf” in 1941. It is at the junction of US-24 and old US-75 (Topeka Boulevard). On opening day, hundreds of drivers who turned out to give the new-fangled cloverleaf a try failed miserably to negotiate it.

District One went from “fixed-form” paving to “slip-form” paving before 1965. Construction of I-70 continued across Districts One, Two, and Three, and the final section of I-70 was officially opened in Goodland on June 17, 1970. District One completely reconstructed I-70 from Topeka west to the District boundary between 1997 and 2003.

This District has had the two highest dollar amount contracts in KDOT to date. The East Topeka Interchange, a project that was jointly funded by KDOT, the Kansas Turnpike Authority, Shawnee County, and the City of Topeka, was the largest transportation project in the state’s history when opened in 1999. The construction letting cost was \$64.9 million. Not long after that project was complete, the District began work on a more expensive contract - the reconstruction of the I-70/I-635 interchange. At approximately \$64 million for the I-635 reconstruction, \$10 million to reconstruct I-70, and \$16 million for the “Hump Yard” bridge, this total will exceed \$90 million.

In the early 1960s, Walt Johnson, P.E, and State Engineer; hired a group of young engineers to assist with the design and construction of the Interstate system.

DISTRICT THREE

The formation of the Kansas Highway Commission brought order and organization to road construction activity in District Three. Before the April 1, 1929, statute that recognized the Commission as a controlling agency, their activities had been met with ill feelings. The most volatile early activities included funding and design oversight but these were eventually recognized as beneficial to the state and its highway system.

In 1918, the Commission published an official state road map that listed District Three routes with colorful designations like the Great Plains Highway (now K-25), the Golden Belt Highway (US-40 and I-70), the Rock Island Highway (US-24, US-83, K-383 and US-36), the Blue Line Highway (K-18), and the Midland Trail (US-24).

When the Commission gained control of those routes in 1929, District Three had been using rented office and maintenance space. The donation of land by the City of Norton prompted the Commission to award construction contracts in 1936 for a new office and shop. At a total cost of \$41,000,

these two buildings have proven to be good investments; they continue to serve as headquarters for the District. A renovation project on the “old shop” is being completed this year that will extend the usefulness of that structure.

Hard surfacing of roads in the 30s, 40s and 50s made travel in District Three much easier, but it did not eliminate all travel problems. James Thomas, a retired district employee, recalls a time in the 1950s when crews had to put sand on the highway just north of Sharon Springs to prevent slick spots...from grasshoppers.

Other memories of earlier times are just as colorful. John Flanagan stated that during construction of I-70 in the 1960s, “some of us new recruits were fresh off the farm and we worked hard and learned fast. Some of us even had to run fast when angry farmers ran us out of their fields, not understanding why we were there.”

When the last leg of the interstate was finished in 1970, Governor Robert Docking traveled to Goodland to preside over the ribbon cutting. According to an article in *Central States Construction*, the unwitting stars of the ceremony were a vacationing family from Wisconsin. Apparently unaware that the last leg of their trip through Kansas was a few hours short of its actual opening, a puzzled father carefully maneuvered the car through the crowd standing in the middle of his route. With curious youngsters’ faces pasted to the rear windows, the family disappeared toward Colorado unaware that they were



Continued on page 13

Continued on page 13

Step Back in Time



Construction workers prepare the base for US-166 roadway in Montgomery County in September of 1955.

Modes

Continued from page 8

to local communities by improving runways to provide critical air ambulance service and increasing airport safety. The improvements have also enhanced community economic development appeal.

Rail

A 4-R plan for railroad revitalization and regulatory reform was a milestone in state railway facilities planning during the 1970s. One obvious conclusion from this study was that Kansas was losing rail trackage through abandonment at an increasing rate. The Governor's Advisory Committee on Rail Planning charged KDOT with undertaking a comprehensive investigation of the role Kansas state government should play in rail transportation and its relationship with other modes of transportation.

The Local Rail Service Assistance Act of 1978 made available federal funds to rail lines that were subject to abandonment. Today, KDOT is focused on keeping short lines on track to reduce roadway deterioration and handling costs for products moved by rail. The CTP provides \$3 million annually for 8 years for low interest loans and grants to short

line railroads. During the CTP, the rail program has been able to accomplish the following:

- ◆ 6 short line railroads have used the program
- ◆ 29 rehabilitation projects either completed, in progress or contracted involving 735 miles of track
- ◆ 1 acquisition project involving 725 miles of track
- ◆ 43 counties have benefited from the work

There are approximately 4,400 miles of rail line operating in the state for Class I and Class III operators.

Public Transportation

Public transit is a mode of transportation that has helped many people across Kansas and it's an example of an investment that's paying off in real "human" dividends. The transit programs provide both capital to buy new buses and operating assistance.

Currently, about 190 providers are contracted with KDOT to provide comprehensive public transit service across 15 coordinated transit districts. Funding for the public transit component comes from three federal programs and one state program.

There are \$6 million in state funds earmarked each year for public transit.

Last year, thanks to this funding, more than 2-million rides were given in rural areas. These transit programs serve the elderly, the disabled, the economically disadvantaged, and the general public.

Bicycle/Pedestrian

Bicycle and pedestrian travel is getting a boost in the Sunflower state thanks to KDOT's Transportation Enhancement program. It works with communities across the state to support non-traditional transportation projects including bike and pedestrian trails. Since 1991, the federally-funded program has helped fund 95 bicycle/pedestrian trail projects. KDOT receives approximately \$8 million per year in federal funding for the program which also supports scenic and environmental projects and historic preservation projects.

The impact of these non-highway programs in Kansas demonstrates why it's important that the state be in more than just the business of roads. To meet today's transportation needs, it is essential for KDOT to be truly multi-modal. And as we move forward in the 21st century, it's a need that's sure to continue to grow. — S.W.

Design

Continued from page 8

Punch cards were used for about 10 years as a way to enter data and get information from a computer. Information would be keypunched in, then someone else would punch it all in again, and if it was entered exactly the same, it would put a punch on the card. Hurst said you would turn in a set of cards one night and would not get the information until the next day. This one mainframe computer also took up an entire wing of the Docking Building.

Even the first electronic calculators were big and bulky and the agency could only afford a few that had a square root key, Brewer said, so people would come around to borrow it.

New computers and technology greatly sped up processes for designing different structures. With box culvert standards, once the basics (size, length, vertical elevations, etc.) are entered, "you hit print, and you've got three completed sheets on it with project numbers and quantities – it's ready for construction," Hurst said. "It was a big advantage for people working on smaller culverts, but it is a tremendous advantage for our Bureau of Local Projects. It has saved everyone a lot of time."

However, the design processes have changed and include more people, Brewer said. Years ago, only a few people would make a decision on where a new route would be built. "The process has changed and been expanded over the years to where now we're more inclusive to input from different people and stakeholders," Brewer said. "With the better technology, we can develop and consider alternatives easier than if you had to do everything by hand. While we've gained a lot on the technical side, we also spend a lot of time now with public officials and the public in general as well as the environmental

considerations that come our way."

Partnering begins in the design process and has also increased over the years. One recent example is the Marysville project where KDOT worked with the city, the U.S. Army Corp of Engineers, and the Union Pacific Railroad throughout the design process. Construction is currently underway on a levee and two bridge overpasses, and a section of the railroad tracks is being relocated. It is scheduled to be complete in 2005. "Working with local units of government has been a mainstay of design for many years," Brewer said.

Selecting projects through the priority formula has been a big benefit to

'The process has changed and been expanded over the years to where now we're more inclusive to input from different people and stakeholders.'

Jim Brewer

Design, Brewer said. Projects take about two to five years on average from the time they are authorized to the time they are sent to construction. However, when projects were selected by commissioners, there were times

when a new commissioner came on board and design plans were shelved for projects they believed were important. "The priority formula has really helped to stabilize the work and make it more efficient," Brewer said.

Hurst and Brewer both believe the agency has generated more than just a statewide view of transportation. "We have more of a world view of transportation and have made some excellent in-roads in national policies, whereas before we were very isolated," Brewer said. "Over the years we have developed recognition in all areas of KDOT – we had a good story to tell about the good things we've done and a lot of people outside of KDOT have learned from it."

The driving force for breakthroughs and improvements in design is funding, Brewer said. "I think sometime there will be another program and when that comes, this agency will rise to the occasion and get the work done," he said.

Retirements

The following employees will officially retire from KDOT on April 1.

Headquarters

Kathy Marion, Program Consultant I in Planning - 31 ½ years of state service

District One

Jackie E. Ellis, Engineering Technician Senior at Olathe – 29 years of state service

District Three

Gayle L. Dible, Engineering Technician Specialist at Oakley – 28 years of state service

District Four

Roger B. Alexander, District Four Engineer at Chanute - 37 years of state service

James I. Barnes, Professional Civil Engineer I at Iola - 16 years of state service

Darwin G. Ferguson, Equipment Mechanic Specialist at Chanute – 19 years of state service

Donald R. Winterblower, Equipment Operator at Erie – 25 years of state service.

District Five

Robert N. Helsel, Equipment Mechanic at Winfield – 12 years of state service

Ray Waldo, Engineering Technician Senior at Wichita – 48 years of state service.

Board of Directors meets

You could say KDOT's Partnership Project is under expanded management. A Board of Directors has been appointed to help keep the top to bottom agency review on track as it moves toward real results. Board members are made up of people both inside and outside the agency.

"Having a Board of Directors is key to the success of the Partnership Project," said Julie Lorenz, KDOT Public Affairs Director. "Not only will the group help keep our momentum, but members will also be able to give us an outside perspective on the process and provide an important coordination point for the different teams at KDOT as they work on the project goals."

KDOT employees serving on the Board of Directors include: Secretary Deb Miller, State Transportation Engineer Warren Sick, Area Engineer Joe Palic, and Subarea Supervisor Gerald Huehl. External board members are Steve Cottrell (City Engineer for Garden City), Ann Charles (Parson Sun Newspaper Publisher) and Highway Advisory Commissioner Chuck Elsea. The group met for its first progress report in February where members heard from leaders of the sub-teams that have started their work on the Partnership Project's three key goals as defined by the Secretary:

1. Make KDOT a more desirable place to work
2. Nurture better relationships with local governments

3. Develop KDOT's Roadmap (or plan) for continued success

Under Goal 1, Jim Kowach, Bureau Chief of Design, briefed the group on his team's examination of things under KDOT's control that could make the agency a more desirable place to work. Key areas include: shift flexibility, the pay matrix and exempt/non-exempt status and its impact.

Several sub-teams assigned to Goal 2 reported on their progress. Maggie Thompson, Public Involvement Liaison, said the sub-team working to make the local projects process easier to understand is underway. The group is developing an informal survey for local governments. It is also looking at the different funding program applications



Honest Assessments...Real Results

at KDOT and trying to determine if consolidating them into one would make things easier. In addition, the group is examining how it would work to have a single point of contact at KDOT who could walk local governments through the application process.

The sub-team working to redefine the Area Engineer (AE) role has started its work by defining what it takes to be a good AE. The focus on the AE position is because they are often the first point of contact for people and they represent the face of KDOT in their

local communities. The observation is that adequate direction is often not given when someone takes an AE position. By more carefully defining what makes a good AE, the group hopes to give support and ideas to both those new to the job and those who've been doing it awhile. The work will also make what's expected of AEs more consistent across the state.

Bob Cook, District Five Engineer, shared ideas from his sub-team assigned to outline changes in the Public Involvement Liaison position that will make them Public Affairs Managers. Included in his report: the position needs to become more proactive and educate the public on what KDOT does; it needs to include more public speaking; and it needs to monitor and convey local needs and wants.

Division of Planning Director Terry Heidner updated the Board on the sub-team looking into establishing a bureau of urban planning. Heidner said it is important to have a single point of contact in urban areas to help us stay ahead of growth and development.

Division of Public Affairs Director Julie Lorenz said her sub-team examining ways to educate the public about KDOT is identifying opportunities for outreach that KDOT had not taken advantage of in the past. Another change Lorenz reported is that the

Districts will now be the ones preparing KDOT tracking response letters in an effort to encourage the Districts as the local points of KDOT contact.

David Comstock, Director of Engineering and Design, said his sub-team has started work on Goal 3 by examining KDOT's mission. KDOT employees were asked for their suggestions and he said the number of responses was exceptional. Now work is underway to narrow the selections.

The Partnership Project Board of Directors plans to get together for its next progress report in May.

District One

Continued from page 9

One of the young engineers hired about this time was Mike Lackey. Lackey started as a summer intern in Hutchinson while attending Kansas State University. After graduation, he was hired as a Project Engineer for the Kansas Highway Commission in Ellsworth. He worked his way up and was named State Transportation Engineer, and eventually the first Assistant Secretary and State Transportation Engineer of KDOT in 1992. He retired in 1999.

District One has also been the training ground for many future directors of the Division of Operations. During the past 20 years, several District One Engineers have become the Director of Operations for KDOT including Lackey, Jim Jones, and Steve Woolington.

KDOT, District One, the KC Metro Area (in conjunction with MARC), the Federal Highway Administration (FHWA), and the Missouri Department of Transportation (MoDOT) pioneered the SCOUT system for the Kansas City Metro Area. KC SCOUT is the name given to the Intelligent Transportation System (ITS) being installed. It presents, in real time to the traveling public, traffic information, incidents, lane closures, and “Amber Alerts.”

The District One Materials section has been a leader in the implementation of new materials used in the construction and maintenance of highways. One of these items is Sand Anti-Fracture (SAF). SAF is a mixture of small aggregate, sand, and “Polymerized Asphalt” designed to retard the reflective cracking problem bituminous overlays have when placed over concrete. The mixture is designed to be flexible, allowing it to stretch and contract during temperature changes. This mixture is then “sandwiched” between the old concrete pavement and approximately a three-inch thick bituminous overlay. SAF has been used on US-75, K-10, and I-435 in District One.

The District Maintenance Department started “spreading” salt/sand mixture by hand from a shovel on the back of a truck. The workers took the initiative and developed the first “automatic” spreader system. They found a six-inch by six-inch angle iron and cut holes in it. By mounting it at the back edge of the bed and lifting the bed slightly, the salt/sand mixture flowed out automatically. This was a lot easier than shoveling.

Eventually, KDOT purchased trucks with front and side mounted plows with a spreader mounted in the bed. At the beginning all changes to the plow or the amount of salt/sand being distributed had to be done manually. Now the trucks have “joy sticks” mounted in the cab and everything is controlled from there.

District One is proud of its accomplishments and looks forward to a bright transportation future.

District Three

Continued from page 9

the first to use I-70 border to border in Kansas.

Gerald Casper started his career with KDOT in January 1971. “That first winter there was quite a snowstorm. The more we plowed snow, the more it snowed. After it quit snowing, the wind came up and it seemed they were fighting more snow than had originally fallen.” When the storm passed, Casper thought to himself, “Boy, did I start the wrong job!” The equipment used today has some of the best technology available and Casper says “back in 1971, I could only dream of this change.”

A few months later, US-36 was being reconstructed west of St. Francis. An overnight snow of six inches covered the base course of asphalt. The asphalt held a lot of heat from the previous day and as the snow melted, steam was rising from the pavement. Wes Moore reports that he and “Scrub” Purvis watched in amazement as hundreds of ducks and geese attempted to land on what they thought was a steaming pond. The impact stunned the waterfowl, but eventually they recovered and took off in search of more hospitable water.

A number of maintenance workers recall snowstorms in 1986 and 1987 that drifted shut many of the east-west routes in the District. Anywhere that a structure or road cut occurred, the highways drifted shut. Large loader tractors were used to clear the roads, as much as 10 days after the storm in some locations!

District Three has since used the Living Snow Fence program to its advantage in a number of places to help combat heavy snows. By cost-sharing and partnering with the landowner or tenant, Natural Resources Conservation Service, KSU Forestry Division, and if hand labor is required, the Department of Corrections, the strategically placed vegetation can direct snowdrifts, improve visibility, prevent road closures, and reduce snow clean-up costs.

One of the most unusual features in the District Three highway system is the existence of two active sinkholes under I-70 in western Russell County. The final grading for that section of the highway was finished in the spring of 1966 and regional geologist Neil Croxton reports that geologists were kept busy that summer trying to determine why the sub-grade was not in the right place when the asphalt paving began. It seems the dissolution of salt beds 1,300 feet below the surface was causing the unplanned subsistence.

By 1971, the lanes had dropped so much that they had to be regraded. The road was raised five feet and repaved at a cost of \$220,000. This year similar action is planned, plus a county bridge that goes over the highway at the largest sinkhole will be removed. The southeast corner of the bridge has dropped over six feet and the longitudinal axis of the bridge has twisted by two feet.

Many programs, projects, equipment improvements, and even sinkholes, make the work of building and maintaining the state highway system in District Three an exciting task.

District Five

Continued from page 3

traffic on I-135 is to be completed by November 19, 2004, with permanent striping work to be completed by mid-June of 2005. Bid price for the project was approximately \$10.7 million.

77-8 K-5767-01 - This El Dorado Area project is on US-77 from the Cowley County line to the south city limits of Augusta and is 13.1 miles long. The prime contractor is Venture Corp. who bid the project for \$13 million. The project began in March 2003 and should be finished in November 2004, however, Venture's schedule has them completing the project in July. The project is being built on the existing alignment. Work involves a bituminous surface, paved shoulders and widening the Little Walnut River bridge from 28 feet to 44 feet and four new box bridges.

77-18 K-8232-01 - The main feature of the \$8 million US-77 Southeast Ark City bypass project is a 1,200 foot steel girder bridge over the railroad switching yard. The roadway will have a 15-inch asphalt overlay and six-inch lime treated base. Calendar completion date for the one mile project is October 29. This project will complete the US-77 bypass started under the 1989 CHP.

54-8 K-6811-01 - Construction work is on US-54 from El Dorado to US-400 and is 8.2 miles long. The prime contractor is Venture Corp. who bid the project for \$9.73 million. This is a Major Modification Project that will reconstruct the north bound lanes between the north bound and south bound lanes. This project includes two new haunch slab bridges and two new box bridges and will have a bituminous surface with shoulders.

135-40 K 6392-01 - This project involves the complete reconstruction of I-135 including grading, concrete pavement, and bridge rehab. The project is located just north of the K-15 junction (north of Newton) north to the McPherson County line. The prime contractor is Interstate Highway Construction. This \$16 million project began last March and is expected to be completed in May.

Forms

Continued from page 14

"The Highway Access Permits application (DOT Form 0309 & DOT Form 0304A) is one of the most complex workflow enabled forms," Wade said. Permit applications are submitted by the public to the District or Area offices. The application is then scanned and attached to the form and electronically submitted for the review process. "It's been a very popular form in the field offices," Wade said. "The permit approval time went from about two months to three weeks."

"The Support Services forms (DOT Form 1151, 1154, 1155 & 1156) are some of the most widely used forms" according to Roger Moore, Applications Programmer/Analyst for Computer Services. Information involving labor and material costs that was previously recorded manually is now automated.

"Over the last 18 months, more than 6,000 records have been entered into the cost center feedback system automatically that used to be added manually from the Print Shop, Photo Lab, and Multi Media request forms," Moore said. "It's beneficial for people to use the electronic workflow because it saves labor costs, time, and it helps prevent keying errors."

Security is a major concern with all forms and documents in the forms warehouse and DMS library. For example, only certain KDOT employees may initiate some workflow-enabled forms and/or view the completed documents in KDOTDOCS. Security of the form data and the completed form is always a consideration when designing forms and workflows. Some forms may also contain electronic signatures. Electronic signatures have password security built in to them. Signature passwords can only be changed by the owner of the signature. To sign

a document, employees must first capture a signature and protect it with a unique password. "If anyone tries to alter information once a form is signed, the signature is invalidated," said Moore.

Security of KDOT information was the primary reason for the development of the KDOT termination workflow (DOT Form 0020B). Whenever someone leaves the agency (retires, resigns, etc.), personnel clerks initiate the termination workflow. This workflow generates a Userid Request Form (DOT 543) to determine what to do with the employee's electronic files.

"For security reasons, Computer Services needed to know in a more timely fashion when people were leaving KDOT," Wade said. "Once a manager approves the termination forms, Computer Services is immediately notified of the effective date. The workflow also sends an e-mail to Support Services so that the terminating employee's secure key card can be deactivated."

In addition to workflow enabled forms there are several fill-n-print forms. One new data form is the Equipment Evaluation Form (DOT Form 0348). This form gathers information from mechanics and equipment operators who use different equipment and machines to maintain the highways and right of way.

Another form allows KDOT Employees who have speaking engagements with the public to complete the Public Involvement Activity Reporting form (DOT Form 2307). The form is used to help gather data so information can be coordinated throughout the districts in regards to communications with the public.

This is just a sampling of the numerous forms now available in the forms warehouse. For any questions about the forms warehouse, send e-mail to KDOTRWM@ksdot.org.

Osterhaus named State Operation Lifesaver Coordinator for Kansas

Darlene Osterhaus, Research Analyst in Rail Affairs, was elected this spring to serve as State Coordinator for Kansas Operation Lifesaver.

Operation Lifesaver is a nationwide, nonprofit awareness program, dedicated to ending collisions, fatalities and injuries at highway-rail grade crossings and on railroad property. A great deal has been accomplished in reducing collisions and fatalities at highway-rail grade crossings since the state of Kansas and Operation Lifesaver teamed together in 1974, according to Osterhaus.

Osterhaus has been an Operation Lifesaver presenter since 2000. Volunteers and presenters hope to reach

even more people in 2004 through an increase in safety presentations.

“It will be important to identify new industries and organizations for Kansas Operation Lifesaver to partner with to ensure that more Kansas citizens benefit from Operation Lifesaver awareness and practice proper safety measures at highway-railway crossings and around railroad rights of way,” Osterhaus said.

Organizations can request a free Operation Lifesaver presentation for its members. To request a presentation or to become a certified volunteer to give presentations and help organize events, contact Osterhaus at 785-296-7121.

Miller

Continued from page 2

the state, in addition to the big events. This group will work on ways to make that happen.

Through the Partnership Project we have worked hard to understand how policymakers, stakeholders, and

the people we serve view KDOT. We learned that while people generally think highly of the agency, we could do a better job of educating them about the safety and economic benefits of the work we do.

So, let’s not be shy about telling the KDOT story. We’ve got more than 75 years of success to build on.

M I L E S T O N E S

KDOT salutes its employees celebrating anniversaries in March

10 YEARS

- Eric Anderson Topeka
- Leslie Boucher Hays
- Jerry Blackburn Kinsley
- Larry Bohling Salina
- Susie Lovelady Topeka
- Lloyd Pinon Topeka
- Bradley Reeh Colby
- James Roudybush Salina
- Kevin Schorzman Wamego
- Arnold Weir Alma
- Steven Williams Emporia

20 YEARS

- Leonard Schraag Junction City

30 YEARS

- Wesley Duncan Horton
- Timothy Horgan Blaine
- Thomas Wyrick Bonner Springs

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

BROWN BAG

LUNCH

Topic: Legislative Updates
Speaker: Julie Lorenz
Date: Wednesday, April 7
Time: Noon to 1 p.m.
Place: 4th floor conference room, Docking State Office Building
All employees are invited to attend.

**Welcome
 new KDOT
 employees!**

Headquarters

- Alisa Babler**, Engineering Associate III, Traffic Engineering
- Paul Freeland**, Installation Service Technician III, Construction and Maintenance
- Thomas Repp**, Engineering Associate II, Design

District One

- Jeff Henderson**, Engineering Technician, Topeka
- Luke Metheny**, Engineering Associate, Topeka

District Two

- John Enoch**, Engineering Associate I, Marion

District Three

- Ellen Driggs**, Administrative Assistant, Norton

District Five

- Donald Hellar**, Engineering Associate II, Pratt

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

Project Topeka

Continued from page 1

Promotions/Transfers

Headquarters

Kurt Daniels, Right of Way Agent III,
Right of Way

Brian Hoke, Highway Maintenance
Supervisor, Overland Park

Kathy King, Administrative Specialist,
Planning

District One

Kent Rosdahl, Engineering Technician
Senior, Topeka

District Five

Jerry Beasley, Equipment Mechanic
Senior, Hutchinson

Melody Forney, Administrative
Assistant, Hutchinson

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

“We wanted to get more people involved with events at different times of the year and not go head-to-head competing with other state agencies in February. We also didn’t want to devote the entire month to continuous Project Topeka events.”

The 2004 campaign was completed in February with two events. Miller’s Time Off raised \$1,100 with lucky winners Ben Neaderhiser and Marion Johnston having their names drawn for a day off work. The other event was Valentine Day flower sales raising \$804.26. Anderson said that brought the total raised for the 2004 campaign to \$5,214.81.

“The change in format involved going from 12 events in one month to five events throughout the year,” said Anderson. “We have other events in the planning stages for June, August and November.”

The initial event for the 2005 campaign will be a summer social scheduled on the south apron of the Capitol. The event will include music,

grilled food and frozen custard. Other events will include a silent auction online in August and a chili contest and chili dog feed in November.

John Cassidy, Staff Attorney in the Office of Chief Counsel, assisted with the drive and will serve as the 2005 KDOT Project Topeka Coordinator. Veteran Project Topeka committee member Debbie Greeve was also instrumental in providing assistance.

“The Project Topeka Committee wishes to thank the people of KDOT for yet another display of generosity,” said Greeve. “By participating in Project Topeka, KDOT continues to help individuals who are less fortunate. Your continued support truly can make a difference.”

More volunteers are needed to assist with the Project Topeka campaign as representatives are sought from each bureau/office. Interested persons can contact Anderson at mandya@ksdot.org.

All money raised for Project Topeka goes to support the local food pantries. There are no administrative fees and volunteers are the backbone that makes the campaign possible. – *S.W.*

Kansas Department of Transportation
Bureau of Transportation Information
915 SW Harrison - Room 754
Topeka, KS 66612-1568

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