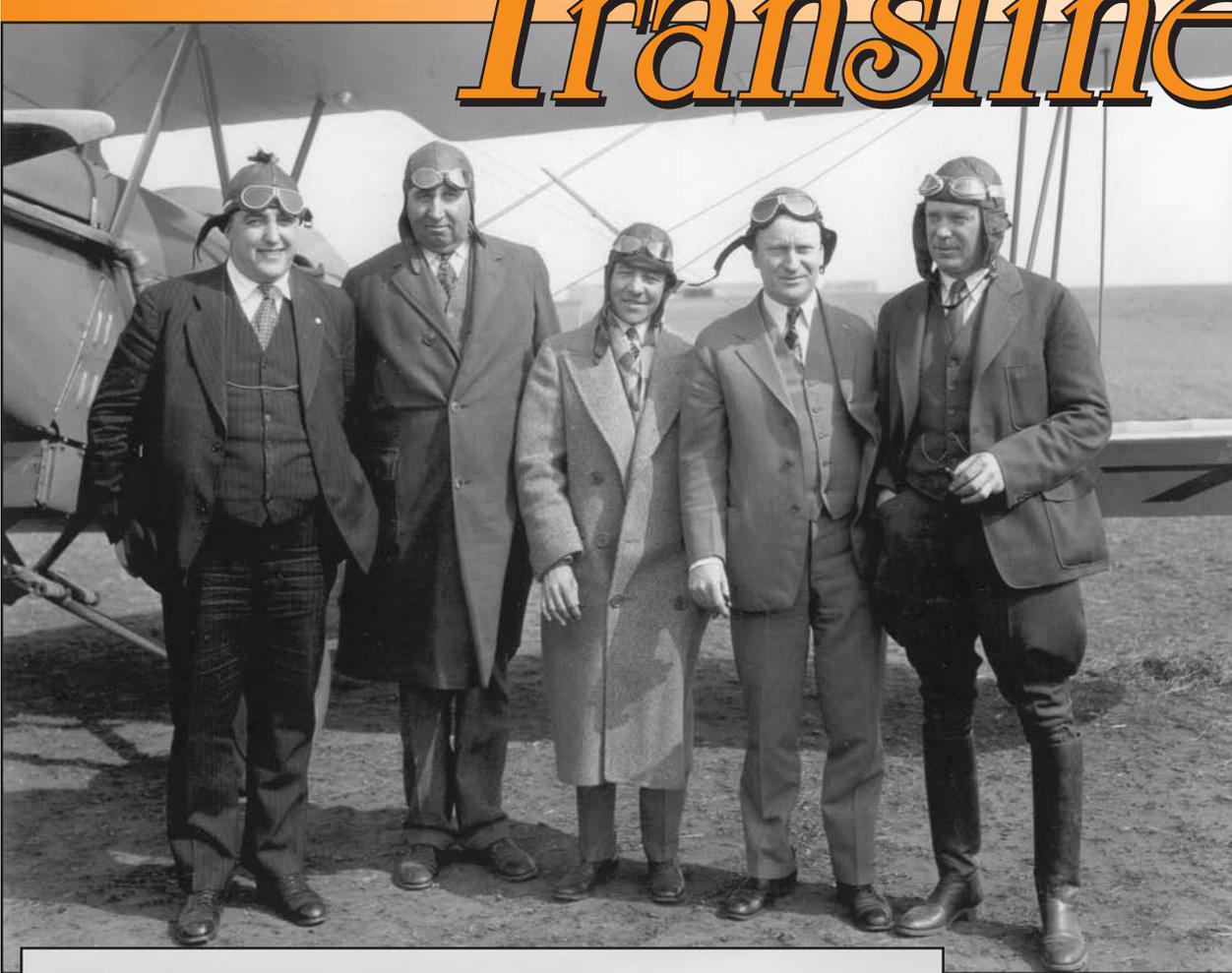


Translines



Celebrating Aviation in Kansas

See page 4

Inside ...

- ◆ Motorists urged to pay attention in work zones
- ◆ Additional passenger rail service studied
- ◆ A 'Beary' happy ending
- ◆ KDOT's new face in Civil Rights
- ◆ Program expands signs for Kansas tourism



By Secretary
Deb Miller

Cash not necessary to grow this account

How big is KDOT's bank account? Who makes regular deposits? When we make withdrawals, are we doing so wisely?

I'm not talking about the kind of bank account in which we keep our money. The currency in the bank account I'm talking about is credibility.

The idea that our agency has such a thing as a credibility bank account (this not only applies to us; it exists for all of government, the private sector and even individuals) comes from John Njord, executive director of the Utah Department of Transportation. John talked about the idea to some of us at a March meeting in Topeka.

Agency credibility, he said, can be thought of as a bank account. We each have the opportunity to make a small deposit every day. And, we each have the ability to draw down that account. Like real bank accounts, it seems as if it can shrink much faster than it can be built up.

John offered this example: when motorists drive past work zones, they want to see work being done. If a work zone is set up but no one is there working during the usual hours, that's a withdrawal from the credibility bank account. ("We punish our customers," he said of inconveniences caused by work zones). There may be a very good reason why no one is working, but motorists don't know that. If a sign is placed in the work zone that says "Concrete Curing," the lack of activity is understood by driver. And, in the

process of informing frustrated motorists, a deposit is made in the credibility bank account.

I have seen many deposits made in KDOT's credibility bank account. Some are big, most are small. And those small ones made by so many KDOT employees every day are what keep our account healthy.

For example, ET Senior John Lillig made deposits every day (and some nights and weekends) as lead inspector for the recent K-7 improvement project at Lansing. He was in constant communication with the city so that motorists and business owners knew well in advance of when they would be affected by the next day's lane closures. He also worked weekends when girders or other materials were delivered to the site to make sure the drop-off went smoothly.

John's constant communication with the city and contractor helped mitigate the inevitable challenges that go along with major projects, resulting in the least disruption possible to travelers and the contractors.

Not only did John pad our credibility bank account, contractor Greg Kaaz awarded him the first (and probably last) Golden Telephone award for the amount of time he spent communicating on his cell phone. The award (an old cell phone painted gold) isn't useful in a practical sense, but it represents a big credibility deposit.

Another example of a credibility deposit is detailed on Page 10 of this issue. Please take the time to read about the KDOT employees who responded to the frantic Colorado mother whose four-year-old daughter had left her beloved teddy bear at the Colby rest area en route home. The teddy bear might have been old, worn and embraceable only to a specific little girl 200 miles away, but that didn't stop our people from taking the situation seriously and getting the teddy bear back to her. And, as a result, the agency is just a little bit richer and that little girl is a lot happier.

We have choices every day as to whether we make deposits or withdrawals from our credibility bank account. Because that account can drop so fast – sometimes for very good reasons – it's up to all of us to make sure we've built up enough credibility in our agency that we can accomplish the important work expected of us.

And, who knows, you just might be the next recipient of a Golden Telephone award.



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On the...

COVER

Top photo: In 1928, the National Aeronautic Association sponsored the All-Kansas Air Tour to create more interest in aviation in Kansas. Several members of the group pictured here participated in the event. Bottom photo: KDOT Director of Aviation Ed Young does an aerobatic display in Johnson City while participating in the 80th anniversary of the All-Kansas Air Tour. Please see page 4 for more details.

Motorists urged to pay attention in work zones

By Stan Whitley

Highway work zones are a common sight with the arrival of spring as roadways are being improved for motorists. Traveling safely through those work zones can save lives.

KDOT helped kick off National Work Zone Safety Awareness Week on April 7 with a media event on the steps of the State Capitol. Secretary Deb Miller, KHP Superintendent Terry Maple and Shirley McDonald, whose son was killed in a 2005 work zone crash, were the featured speakers.

There were 279 work zone cones lining the south steps

of the Capitol at the event, which represented people killed in work zone crashes since 1990 and all KDOT workers killed since 1950.

“Work zones crashes can happen quickly when motorists don’t slow down and pay attention,” said Secretary Miller. “Motorists have complete control over these two factors. The added time that it takes to travel through a work zone is a small price to pay for enhanced safety.”

Continued on page 6



Secretary Deb Miller speaks to a crowd in honor of National Work Zone Awareness Week at the Capitol on April 7. Behind her are 279 cones honoring the 30 KDOT employees killed in work zones since 1950 and the 249 people killed in work zones since 1990. Photo by Larry Katsbulas

KDOT's new face in Civil Rights

By Caroline Gencur

“We knew she would be perfect for the job and would meet and exceed our needs,” said Mike Smith, EEO Officer, of Doria Watson, the new Civil Rights Administrator in the Office of Civil Rights.



Doria Watson

Watson assumed her position as Administrator on Dec. 10. Before

Continued on page 6

KDOT asks Amtrak to study additional passenger rail service

Amtrak has been asked by KDOT to identify what would be needed to provide state-sponsored rail service between Kansas City and Oklahoma City, via Newton.

The route between Kansas City and Newton is served by the Amtrak Southwest Chief, which stops in the early morning hours in Lawrence and Topeka and operates daily between Chicago and Los Angeles. The popular Heartland Flyer operates daily between Fort Worth and Oklahoma City and is supported by the Oklahoma and Texas state transportation departments.

The study will include a connection between the Southwest Chief and an extended Heartland Flyer at Newton; a further extension of the Heartland Flyer to Kansas City; or another new service.

“Linking the Southwest Chief route to the Heartland Flyer route at Newton and Kansas City seems to be a logical connection within Amtrak’s national system and is worthy of further study and analysis,” said Secretary Deb Miller. “Before we can make any decisions about expanding passenger

Continued on page 5

Tour highlights aviation industry

In 1928, a 25-aircraft caravan took off from Wichita on a statewide tour to promote Kansas' fledgling aviation industry.

Eighty years later, with Kansas' role firmly established as a world leader in aircraft production, another air caravan toured the state in early April to raise awareness of general aviation and its economic importance to Kansas.

The 2008 All Kansas Air Tour stopped in 23 towns from April 1-8 in commemoration of the 1928 tour. The honorary flight commander of the 2008 tour is the grandson of the A.E. Merriam, the flight commander of the 1928 All Kansas Air Tour. Merriam's grandson, Hugh Barton, Canadian, Texas, piloted a Wichita-built Beech Bonanza for the entire tour. A total of 60 aircraft participated in at least one of the 23 legs of the tour.

The many people who turned out to see the vintage and modern aircraft not only got to see the planes up close and meet the pilots, they also learned that general aviation is a \$7 billion industry in Kansas. The Kansas per capita economic benefit of general aviation, which includes all non-commercial, non-military aviation, is \$2,561 per Kansas resident. That is the greatest per capita benefit of general aviation among all states.

"We had challenges with the weather, but overall, the opportunity to spread the grassroots message of aviation was worth the effort," said KDOT Director of Aviation Ed Young, who organized the tour.



Aviation Director Ed Young (left) gets ready to take off in a 1943 PT-17 Stearman during the 2008 All Kansas Air Tour.

Young said the Kansans who came out to see the caravan got a better understanding of what is going on at their airports. Some 10,000 people turned out to participate in events along the tour, including 500 people in Johnson City. In Scott City, 600 people turned out for the planned stop and pancake feed, but unfortunately weather prevented the caravan from being able to make the appearance, said Young. Two hundred fifty children had the opportunity to sit in the aircraft while on the ground during the tour. The stop in Fort Scott included an evening event featuring a 1940s-style big band concert. — S.S.



A 1941 Super Ryan was among the aircraft on display when the tour stopped in Topeka. Photo by Sonya Scheuneman

Retirees

The following employees will officially retire from KDOT in May.

District One

Richard T. Schwartz, Chief Chemist, Topeka

District Two

Robert A. Bergman, Engineering Technician Senior, Salina

Employees who choose to have retirement reception information shared on KDOT's Internet can be found at www.ksdot.org, under News and Announcements.

Calendar of Events

May 3 – 10 a.m. shotgun start, KDOT golf four-person scramble at Spring Creek Golf Course in Seneca. Contact Kevin Adams at kevina@ksdot.org or 296-5297 to enter.

May 8 – 8:30 a.m.-2 p.m. - KDOT spring blood drive, Fourth Floor, West Wing, Eisenhower State Office Building.

May 9 – 9:30 a.m. - Highway Advisory Commission meeting.

May 13 - 11 a.m., KDOT Employees' Council meeting, Third Floor, Eisenhower State Office Building.

May 21 – 1 p.m. Construction bid letting, Fourth Floor, West Wing, Eisenhower State Office Building.

Old snow gate part of Forces of Nature exhibit

If you're from Kansas, you've probably heard the saying, "If you don't like the weather, wait five minutes."

And with that, Kansans are also very familiar with extreme weather – from tornadoes to blizzards to floods and more – which are highlighted in the Kansas Historical Society's new exhibit called the Forces of Nature. The exhibit is on display at the Kansas Museum of History in Topeka until Jan. 4, 2009.

KDOT has a small part in this exhibit. A 14-foot snow gate that was used for several years on I-70 at Exit 17 near Goodland is in the display to show how traffic is stopped during severe inclement weather situations.

To see more about the snow gate, go to <http://www.kshs.org/cool/snowgate.htm>.



Lots of weather-related items and information can be seen in the Kansas Historical Society's new exhibit, like this old snow gate from western Kansas. Photo by Larry Katsbulas



An Amtrak train stops at the station in Kansas City. Additional passenger service in Kansas will be studied. Photo by Kurt Weaverling

Rail

Continued from page 3

rail service, we need to examine a number of issues including cost, schedule, and the likelihood of travel delays due to freight traffic on the line."

The cost of the KDOT-funded study is expected to range between \$150,000 and \$200,000. Amtrak expects to begin the study in mid to late summer and complete it by the third quarter of 2009.

The study will consider potential schedules and existing Amtrak sta-

tions, as well as railcar and locomotive availability among other start-up costs. The study will also consider the capital needs for rail improvements to accommodate passenger service and increase capacity for greater freight movement on tracks owned by BNSF Railway.

"State-supported routes are the fastest growing part of our business," said Amtrak President and CEO Alex Kummant. "We have carried out several studies in the Midwest and elsewhere in the last few years, with Illinois doubling the size of its state rail program since 2006

and California continuing to rack-up growth."

KDOT staff met with key legislators and stakeholders recently for their input on the study and will now work with Amtrak to finalize the factors to be evaluated.

KDOT has received a number of letters and petitions expressing support for the expansion. The Kansas cities that have officially expressed support for expanded passenger rail service to

date include Arkansas City, Strong City, Lawrence, Winfield and Emporia. The Newton and Winfield chambers of commerce also have expressed support for the service.

A route between Oklahoma City and Newton would likely include Wichita, which has not been served by Amtrak trains since the 1979 discontinuance of the Lone Star. Emporia has not been served by Amtrak trains since that stop by the Southwest Chief was eliminated in 1997.

Work zone safety

Continued from page 3

KDOT and the KHP have joined forces in an effort to enhance work zone safety for both workers and the traveling public.

“The Kansas Highway Patrol is glad to partner with KDOT to enhance traffic safety and provide enforcement in targeted areas throughout the state,” said Patrol Superintendent Col. Terry Maple. “Kansas law allows for doubled fines in work zones to help deter reckless driving in work zones. Unfortunately, some motorists who are inattentive or speed in Kansas work zones may end up in an injury or fatal crash.”

Since 1990, there have been 32,424 work zones crashes in Kansas that resulted in 257 fatalities and 13,885 injuries. Inattentive driving and speeding were the main causes of those crashes followed by failure to yield and following too closely.

KDOT has lost three highway workers since June 2005. Following the death of the last worker – Ty Korte last September on U.S. 59 south of Lawrence – a work group was appointed by the agency to comprehensively identify changes to current work



From left, Ed DeSoignie, Heavy Constructors Association of Greater Kansas City; Matt Ross, MO/KS Chapter, American Concrete Pavement Association; Scott Uhl, representing American Council of Engineering Companies of Kansas; Wendy Harms, Kansas Ready Mixed Concrete Association; Jim Jones, Kansas Asphalt Pavement Association; and Dan Ramlow, Kansas Contractors Association, present Secretary Miller a check in support of KDOT’s Give ‘Em A Brake work zone safety campaign. Photo by Kurt Weaverling

zones that could result in a higher degree of safety to both workers and motorists. The group is looking at changes that KDOT could make and considering whether stronger state laws are needed.

Work zone safety is just as important for motorists as it is for highway

workers. Statistics annually show that motorists comprise four out of five of all deaths in highway work zones.

“Work zone safety is everyone’s job,” said Miller. “We want our highway workers and the traveling public to get home safely to their families.”

Watson

Continued from page 3

arriving at KDOT, Watson was the Assistant Director of Human Resources at the Kansas Department of Corrections. Before to her move to state government, Watson worked in the private sector as Assistant Vice President of Operations at Bank of America.

Watson has a passion for fair and equal treatment in the workplace.

“The reality is that even under Civil Rights legislation, not all people have the opportunities that should be afforded to them. There are still restraints that exist.”

Watson feels that with her seasoned staff and a fresh outlook, she can work to make sure everyone understands

what opportunities are available and, most importantly, how to tap into them.

Notable in her career is her time spent serving on the Kansas Diversity Network, a collaborative effort of state agencies to share resources and develop initiatives that address a range of human resource issues and emphasize the State of Kansas’ commitment to fairness, equal treatment, opportunity and diversity in the statewide workgroup.

Watson received her bachelor’s degree in social work with a minor in criminal justice from Washburn University. She continued on for her Master’s at Christian Bible College in Christian Counseling. She is the mother of five, grandmother to seven and recently became a great-grandmother in March.



By

**Catherine
Patrick**
**TRANSPORTATION
TALK**

May a time to focus on worker safety

The month of May is finally here, which makes me think about a few of the things that May symbolizes, such as Mother's Day, Beef Month, Memorial Day and, of course, construction and maintenance activities on our roadways.

After spending 15 years in the field, this busy time of year brings back fond memories as I visit construction projects and maintenance work zones. I know first-hand how it is standing behind the cones doing a job and how your heart stops when you hear the squeal of tires as someone has to stop suddenly to avoid hitting the car in front of them.

Speeding and inattention are two main concerns in work zone accidents. As I drive around the districts and see the work being done, it makes me appreciate the hard work our employees do. Sometimes I feel we don't give our employees the recognition they deserve for the hard work they do

**See related
story on
page 3**

and the conditions and environment they work in. Our employees take pride in their work and care a great deal about each other. I also see how concerned they are about the safety of their fellow workers who work along the highways. Sadly, KDOT has seen its share of work zone fatalities over the years. As we continue to make safety a top priority, sometimes we fall victim to the careless and inattentive actions of others who travel our roadways.

As Memorial Day approaches it makes me reflect on safety even more as I think about our co-workers who have lost their lives doing their jobs for the citizens of Kansas. When tragedy does happen in our work zones, I know I get the same feeling that others do – the feeling of sadness and disbelief in knowing we have lost one of our own.

We all need to partner to enhance safety. As we do our daily jobs, we need to watch out for each other and be aware of our surroundings. We need to be the eyes and ears for ourselves and each other.

I am so proud of the strides we have taken in looking at work zone safety. The Work Zone Safety Committee has identified changes and additions to our current work zone approach to provide a higher degree of safety for those in the work zone. The Committee continues to look at changes in personal protective equipment, traffic control devices, additional work zone enforcement, specification and policy changes, and legislative efforts to increase work zone awareness and safety.

As we strive to make changes we will never be able to completely guarantee the safety of workers, but we want to do whatever we can to protect our employees as they perform their work because we all want our workers and motorists to return home safely to their families.

Have a safe Memorial Day weekend with your friends and family as we kick off the start of summer and a safe maintenance and construction season.

Catherine Patrick is Director of the Division of Operations.

Dear Randy West (District Two Engineer),

We wanted to drop you a note to let you know how much we appreciated Bob Loveless, a Specialty Crew Supervisor of the District Crew of Salina, for finding and returning our son's 20" BF Goodrich tire he found on the median by Salina.

He lost it during a snow storm last Sunday and the highway patrolman would not allow him to find it because it was too dangerous. Bob Loveless picked it up and called us. It was a new tire with the stickers still on it with a tracking number. We appreciated more than words can say his honesty to return it to our son.

Sincerely,
Steve & Pam Wetzal, Offerle

Dear Editor



LETTERS TO THE EDITOR

My husband and I are constantly amazed at the cleanliness of the rest area facilities at the junction of highways U.S. 169 and U.S. 400 (north of Coffeyville.) We frequently travel between Tulsa and Kansas City and it has always been a spotless facility with well kept grounds.

Thank you and all who are responsible for this!

Barbara & John Braddock
Tulsa, Oklahoma

Program expands signs for Kansas tourism

By Kim Stich

More tourist information will now be provided on two-lane roadways in Kansas through the Tourist Oriented Directional Signs (TODS) program.

A pilot program with the Beaumont Hotel in Beaumont, Arnold's Greenhouse in Leroy and Walter's Pumpkin Patch near El Dorado started last year after KDOT and the Department of Commerce found a need for additional signing.

"It's going to be a great program for the businesses," said Lee Holmes, KDOT State Traffic Signing Engineer. "It's an opportunity for businesses to participate and promote tourism in the state."

The current logo program only provides signs on the Interstates and other four-lane roadways with interchanges and bypass routes with interchanges. Signs under the TODS program are only for two-lane intersections outside the city limits. The business can be in the city, but not the signs.

In addition to tourist oriented attractions, TODS allows gas, food, lodging, camping and seasonal businesses to be included on the signs with the priority being tourist oriented attractions, Holmes said.

"We really want to promote agribusinesses since we are more of an agricultural state," he said.

Stephen Craig, owner of the Beaumont Hotel, is pleased with the new signing program. "This additional signage has



More signs like this one directing tourists to Arnold's Greenhouse will be seen at two-lane intersections in Kansas. Photo by Sonya Scheuneman

made the Beaumont exit much safer as travelers are informed sooner of the turn off and now have time to slow down," he said. "Before the signs were installed, we received phone calls from many travelers who were unable to locate us. This is no longer an issue."

There is a cost for the signs and all businesses must apply and meet the criteria to have information placed on the signs. The TODS program will officially start on July 1. Businesses that are interested in participating in the program or for more information, call Holmes at 785-296-3618.

**SPONSORED
BY KDOT
EMPLOYEES'
COUNCIL**

Summer Softball Tournament



Don't miss out! Deadline to sign up is May 23.

WHEN: SATURDAY, JUNE 14

WHERE: Felker Park in Topeka.

WHO CAN PLAY: KDOT friends and family members are welcome, but 1/2 the team must be KDOT employees. It is a co-ed (1/2 the team must be women), one-day tourney, following city league rules.

ENTRY FEE/OTHER DETAILS: \$65 per team, all teams guaranteed three games.

TO SIGN UP: Contact Lori Mello at 785-296-3787 for roster or more information.

DEADLINE: Rosters/entry fee must be turned in to Lori by NOON on May 23.

EMPLOYEES FROM ACROSS THE STATE ARE ENCOURAGED TO PARTICIPATE!



KDOT is not responsible for any accidents in conjunction with this event.

Ballplayers, family, and friends and KDOT employees are invited to attend the picnic from 11 a.m. to 12:30 p.m. Bring lawn chairs - SEATING IS VERY LIMITED - and BE PREPARED FOR A VERY WARM KANSAS DAY!!

Games for the kids will also take place from 11 a.m. to 12:30 p.m.

KDOT Computer Training

– from the KCTC

Increase your efficiency!

Office 2007-

Focus: Outlook

Have you ever had trouble seeing all of your appointments and events while in your monthly calendar view? Look at the top of your calendar and click the Low, Medium and High detail buttons to see the detail change. If you aren't in High detail, you can only see your events, not your appointments.

DID YOU KNOW?

♦ You can change the font size of appointments in your calendar. Many people want to make the font smaller so they can see more appointments per day in Month view. You can do this by 1) Right-click on a day in the calendar 2) Click Customize Current View... 3) Click Other Settings... 4) In the Month section, click Font and 5) Type a new number in the Font Size box, and click OK in all the dialog boxes.

♦ You can create and send an entire email without using the mouse. Simply start from the Inbox (Ctrl I will switch you to Mail if you are in another folder) and do this: 1) Ctrl N to create the email 2) Type the first letter or two of the name of someone you have emailed before 3) Tab twice to get to the Subject line and type a subject 4) Tab again and type the body of the email 5) Alt S to send and 6) If you want to cancel the email instead of sending, press Esc on the keyboard.

Check out the shared calendar: KCTC for on-going classes. Contact the KCTC at kcctc@ksdot.org or call Ingrid Vandervort 785-296-8993.

KDOT to conduct follow-up workplace climate survey

For the second consecutive year, KDOT will be conducting an employee survey. Currently planned for May, all employees are asked to take the survey and are urged to answer the questions honestly and completely. Just as last year, answers will be absolutely confidential and anonymous.

For those employees who have ready access to a computer, a web link to take an online survey will be provided in a future email. Employees who have limited access to a computer (such as maintenance staff, survey crews, traffic counters) a paper survey will be provided. Once surveys are completed, they will be gathered and mailed directly to the ETC Institute, where they will be tabulated and analyzed.

This survey is very similar to last year's with a continuing focus on workplace climate. The survey approach continues to recognize the

important link between the quality of the workplace climate and the relationship between a supervisor or manager and his or her staff.

The survey questions are very similar to the questions posed last year. And, again, the results will be utilized as part of the performance measures effort that has been underway for three years. Last year's survey will provide the background data or benchmark against which this and future years results can be measured.

There are many great supervisors at KDOT. We want to continue to learn what our best supervisors are doing in terms of building relationships and creating a productive workplace climate and then share what we've learned with all supervisors. Be watching in mid-May for the climate survey - your input is necessary and valuable.

**Welcome
new KDOT
employees!**

Headquarters

Steve Garrett, Accountant I, Fiscal Services

Bill Jacobs, Surplus Property Agent, Support Services

District One

Kevin Bradley, Engineering Technician Associate, Olathe

Michael Erikson, Equipment Operator Trainee, Wamego

Alexander Galbreath, Engineering Technician Associate, Olathe

Curtis Headley, Engineering Technician Specialist, Lawrence

Michael Kabriel, Engineering Technician, Topeka

District Two

Mark Pagenkopf, Equipment Mechanic, Marion

District Four

Michael Arn, Equipment Operator Trainee, Sedan

Ross Sproul, Equipment Operator Trainee, Iola

James Stahl, Equipment Operator Trainee, Iola

District Five

Kwame Shepherd, Equipment Operator Trainee, Newton

Karen Vogts, Equipment Operator Trainee, El Dorado

The Bureau of Personnel Services supplies information to Translines.

*Fun Facts
and Trivia*

Do you know?

- ◆ On an average day, American drivers spend more than 81 minutes behind the wheel.
- ◆ The United States has 3.9 million miles of roadway, of which three million miles are rural roads. The Interstate System accounts for only 1.2 percent of total mileage but carries 24.1 percent of total travel.
- ◆ Road and street mileage in the U.S. increased by 2.4 percent between 1980 and 2000. However, the number of vehicles using those facilities increased by 39.8 percent and vehicle miles of travel increased by 81.2 percent.
- ◆ Total Vehicle Miles Traveled (VMT) for 2050 is estimated at 4,834 billion miles, an increase of 46 percent from 2000 VMT (3,305 billion). For every one person, there will be roughly 11,513 vehicle miles generated.

A 'Beary' happy ending

By Steve Swartz

How do you console a four-year-old girl who has lost the teddy bear she's slept with nearly every day of her life?

You don't. You have to find the bear.

For Wheat Ridge, Colo., mother Kathy Forney, whose daughter Sofia had left "Beary" behind at an I-70 rest area in western Kansas, that meant putting her faith in the Kansas Department of Transportation to bring about a child-bear reunion.

"It was awful," said

Kathy of the realization that the teddy bear had been left behind at either the Goodland or Colby rest area on I-70 a half-day earlier.

"She started weeping. It broke me up. We were all crying and crying," Kathy said of herself, Sophia's twin sister Noel and older sister Emma, 6.

The family had been on the return trip to their suburban Denver home in early April after a 2,800-mile journey to and from a funeral in Lansing, Mich. Sophia had placed the teddy bear on a low branch of a tree while the family played Whiffleball at the rest area and got back in the car without it.

After several failed approaches to recovering the bear, Kathy called KDOT headquarters

to see if she could get help finding the bear. She found not only a great deal of sympathy to the family's plight, she found people who could help.

Through subsequent calls to the District Three office in Norton, and then the Goodland and Colby offices, they figured out that Beary was left at the Colby rest area. An hour later, Kathy received a call from Equipment Operator Specialist Bradley Reeh in Colby, whom she'd spoken to earlier.

"I asked him if he was going to be my hero and he said he was," Kathy said of learning that the teddy bear had been found in bushes.

"I started crying, hyperventilating and screaming."

Four days after Sophia had left the teddy bear at the rest area, her beloved Beary arrived in the mail.

"I felt like it was this beautiful miracle to have people helping us," she said. "We were all so touched by their efforts."

Although she didn't initially know everyone's name that had helped her at KDOT, she wanted to thank Denise MacEwan in headquarters, Beverly Sidman in Norton, Andrew Woods at Oakley, Evelyn Larson in Atwood, Reeh, and the two who found the bear, Ken Withington and T.J. Powell, both of the Colby office.

'I felt like it was this beautiful miracle to have people helping us. We were all so touched by their efforts.'

Kathy Forney

Step Back in Time



Preparing for roadway construction was a laborious task as depicted in this 1919 Anderson County photograph.

KDOT INSULATED MUGS

BIG SALE!



White 22 oz. mugs with red lids feature the logo shown above in blue.

Now you can get two mugs for just \$6!!

To Order:

Headquarters: contact your Employees' Council rep.

Districts/Retirees: mail completed form (or photocopy of form) and checks to:

Chuck Protasio, Program/Project Management, 700 SW Harrison, 2nd floor, ESOB, Topeka, KS, 66603.

Checks payable to KDOT Employees' Council.

Number ordered: _____ Amount enclosed: _____

Name _____

Work Address: _____

(Retirees: home address)

For more details, call Chuck Protasio at 785-296-0284

M I L E S T O N E S

KDOT salutes employees celebrating state anniversaries in April

10 YEARS

Curtis Brown Larned
John Culbertson Lawrence
William Dawdy Wichita
Hoyt Kinsinger Great Bend
Robert Kugler Cimarron
Kyle Malcom Topeka
Jackie McKay Wichita
David Reamer Holton

30 YEARS

Karen Rogers Topeka
Kathryn Zeckser Topeka

20 YEARS

Jerry Baker Medicine Lodge
Charles Bernauer Topeka
Catherine Moseley Osawatimie
Donald Mutschler Minneapolis
Sidney Ochs Quinter
Gerald Pearson Garden City

State service anniversaries are compiled by Personnel Services. Employees and home towns are included in this list.

Transportation Briefs

Anti-ice overlays

As this year's winter season draws to a close, winter maintenance managers are taking a good look at new road surface technology with anti-ice properties.

The technology has been through trials in the United States and has a documented track record of reducing weather-related crashes on bridges and roads.

Cargill's SafeLane surface overlay is a patented combination of epoxy and aggregate that acts like a rigid sponge, storing anti-icing chemicals applied before storms, then automatically releasing it as snow and ice develop. The material also provides superior friction, giving drivers better traction year-round, while sealing pavements to help prevent their degradation. Studies at many of the installation sites found a 30-40 percent improvement in surface friction after the overlay's installation. — *American City & County, March 2008*

MoDOT winds up project

The Grandview Triangle project in the Kansas City area is coming to an end. The old triangle was awkward, causing congestion and confusion.

After seven years and \$300 million, the project is winding down. The Missouri Department of Transportation reported that all southbound lanes on U.S. 71 were opened to traffic in mid-December.

The remainder of the project includes completion of the Longview Road Bridge, crossing U.S. 71, as well as three roundabouts on Longview. All work should be finished by late May, according to MoDOT.

Once completed, the work is expected to markedly reduce congestion in the area, since there will be only two interchanges. — *Better Roads, March 2008*

Automated enforcement

New analysis from the Insurance Institute for Highway Safety has provided further evidence that automated enforcement is effective at reducing speeds. The study reviewed the use of speed cameras in two different situations in different areas of the country.

Scottsdale, Ariz., has become the first U.S. locality to demonstrate the effectiveness of fixed speed cameras on a major highway. Prior to the cameras' installation, 15 percent of drivers were

Continued on page 12

Promotions/Transfers

Headquarters

Frances McAdoo, Applications Developer II, Computer Services

Sarah Palubinski, Legal Assistant, Chief Counsel

Michael Stewart, Professional Civil Engineer I, Construction and Maintenance

Alan Vitt, Applications Developer II, Computer Services

District One

Yolanda McGill, Area Office Manager, Bonner Springs

District Two

Donald Duryea, District Shop Supervisor, Salina

Amber McCall, Senior Administrative Assistant, Salina

District Three

Stephen Otter, Equipment Mechanic Senior, Norton

District Five

Van Adams, Highway Maintenance Supervisor, Wichita

Briefs

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driving faster than 75 mph, despite the posted limit of 65 mph. According to the new IIHS study, once the cameras were in place, the number of violators plunged to 1 to 2 percent. It is also estimated that the total number of target crashes (non-peak period crashes) was reduced by 54 percent.

In Maryland, speed cameras are being used to enforce limits of 32 mph or less in residential areas and school zones. Since the installation of the cameras, the proportion of vehicles going more than 10 mph faster than the posted limits has fallen by 70 percent. *-Better Roads, March 2008*

I-64 work under way

Construction began late in 2007 on the \$535-million I-64 highway reconstruction project in St. Louis, Mo. URS Corporation provided road-way and bridge design services for a

segment of the highway known as the Parkway, which includes three miles of urban freeway reconstruction with single-point urban interchanges and 13 new bridges.

The project, which is the largest in Missouri history and the first design-build project for the Missouri Department of Transportation, includes 10 miles of I-64, which carries from 140,000 to 170,000 vehicles a day.

Locals on both sides of the Mississippi River acknowledge the need for the improvements, since I-64, including the bridges, is among the most congested roads in the area and a real nightmare during rush hours. Still, many don't like dealing with both construction and closed road sections.

Portions of the highway were closed to allow for an accelerated schedule, which will cut construction time from six to three years, according to the MoDOT, and provide safer conditions for workers and the public. Work should be completed by July 31, 2010. *-Better Roads, March 2008*

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