

KDOT

Translines

Bureau of Transportation Information

February 2005

The whooping crane is the tallest bird in North America and is one of the unique features of the Wetlands and Wildlife Scenic Byway. For more details on the byway, see page 3.



Ferrill welcomes new role as Office Chief

By Kim Stich

Some people don't like change, but Marcia Ferrill, the new Office Chief in Management and Budget, welcomes it.

"That's one of the things about KDOT that helps us retain staff and really helps our people in general," Ferrill said. "Even though the public persona says that we don't like change, that's one of the things that has kept me here. We're constantly evolving and changing and there is so much to learn in the course of that, it makes the work really interesting – it never gets boring."



Marcia Ferrill

Ferrill began working at KDOT in March 1990 in the

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New signs warn motorists of reduced speeds

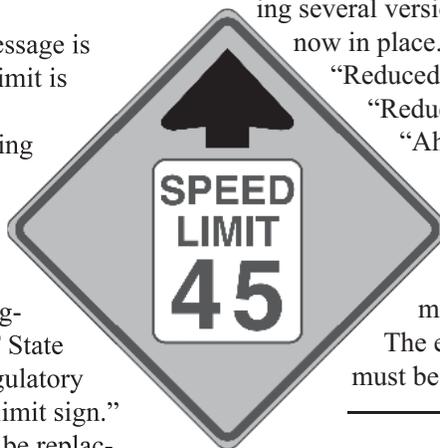
By Stan Whitley

The signs will look different, but the message is the same to the traveling public – the speed limit is reduced ahead.

New reduced speed ahead signs are starting to be installed in Kansas and throughout the nation to assist motorists and ultimately enhance their safety.

"The new signs are warning signs: diamond-shaped with a yellow background designating caution," said Steven Buckley, KDOT State Signing Engineer. "The existing signs are regulatory black and white and look much like a speed limit sign."

The new reduced speed ahead signs will be replac-



ing several versions of rectangular shaped signs that are now in place. The older signs that will be replaced read "Reduced Speed Ahead," "Speed Zone Ahead" or "Reduced Speed" with the number below and an "Ahead" panel at the bottom.

KDOT is replacing the signs based on the FHWA's 2003 Manual on Uniform Traffic Control Devices, which contains national design, application, and placement standards for traffic control devices. The existing signs are no longer standard and must be replaced by the new signs within 15 years.

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Miller's Time

*By Secretary
Deb Miller*

Encouraging start

What a difference a year makes.

It's a tired old cliché, for sure, but it does describe the beginning weeks of the 2005 legislative session as it pertains to KDOT.

At this time last year, I wrote in my column about the Governor's plan to preserve the Comprehensive Transportation Program (CTP). Several years of tough economic times had forced the Legislature to withhold \$394 million, from FY 2000 through FY 2004, which had been earmarked for the State Highway Fund. The future of the CTP was in jeopardy.

It was a struggle, but by the end of the session last year, the highway program was preserved, thanks to the cooperative efforts of the Governor and the Legislature.

At the beginning of this year's session, I am pleased that KDOT and our successful CTP are not among the issues in the spotlight. That the Governor did not make mention of KDOT or our highway program in her State of the State address indicates to me that this agency is flying beneath the radar at this time.

I am also pleased that one of the five parameters put forth by Democrats on January 20 regarding a school finance fix specifically stated that the state highway fund should not be raided for the purpose of funding education. While we can deliver the CTP as promised, it is on the slimmest of margins. If any additional revenues are withheld for other state programs (education or otherwise), projects will have to be cut.

I certainly agree with the priorities the Governor established in her January 10 address. Achieving a "healthy

Kansas" through education system reform, containment of health care costs, safety and security, and growing the economy, raises all ships, including that of our agency and employees.

I also applaud the Governor for her budget proposal, which addresses some of the concerns you have expressed to me over the past year. First, the budget includes funding for a 2.5 percent salary increase in FY 2006 for all state employees. Last year's 3 percent increase was a step in the right direction after several years of little or no pay increases. A second consecutive year of wage increases would not only reward you for the hard work you give to the State of Kansas, it would continue to bolster our steadily improving state economy.

Also encouraging is an effort by the Governor to make the children of lower-income state employees eligible for reduced-premium health insurance. In virtually every meeting I have had with KDOT employee groups around the state this past year, health care costs have come up. Much frustration has been expressed over your lack of eligibility for the federal HealthWave program, which provides lower-cost health insurance for qualifying Kansas children. The federal guidelines for HealthWave specifically exclude the children of state employees. Many of you meet the income guidelines for HealthWave eligibility but are prevented from participating simply because you work for the state.

Under a proposal we will be learning more about later in the session, state workers who meet the eligibility standards that apply to HealthWave will qualify for a reduced family premium. My sincere hope is that this plan will be adopted and bring some economic relief and peace of mind to many of you.

The Governor's proposals for KDOT and state employees indicates her appreciation for what our agency does for the state economy and transportation system, and your contributions to the well-being of Kansas.

I, too, am grateful for the commitment shown by KDOT employees at all levels and for your efforts to deliver a transportation system of the highest quality. Next year in my column at this time, I'm hoping that we can all reflect on another successful session for KDOT, our employees and all Kansans.

Wetlands and Wildlife Scenic Byway designated

By Amy Link

The “road less traveled” may soon carry more traffic as visitors to central Kansas look for opportunities to view wildlife.

KDOT Secretary Deb Miller has designated the Wetlands and Wildlife Scenic Byway, which winds through back roads in three counties in central Kansas. It is the seventh scenic byway to be designated in Kansas, and will have very distinct visual aspects.

“By featuring the nationally-recog-



This beautiful view of Cheyenne Bottoms is just one example of the numerous flowers and wildlife that byway travelers may see on their journeys.

nized Cheyenne Bottoms Wetlands, this byway showcases a scenic value unique to the state,” Scott Shields, chairman of the Kansas Scenic Byways Committee said. “In addition, the Wetlands and Wildlife Scenic Byway will be the first byway to consist of mainly county roads.”

The byway will begin about five miles west of Hoisington at the intersection of K-4 and US-281. It heads east around Cheyenne Bottoms, where it then turns south onto Rural Service Road 980 through Barton and Stafford counties.

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Garden City project honored for safety benefits

A project let and inspected by KDOT has been honored by the American Council of Engineering Companies (ACEC) of Kansas for its safety benefits to the city of Garden City.

Garden City won for the US-50/US-83 interchange and Mary Street, Balanced Cantilever Bridge Project. The project was bestowed the 2004 Kansas Public Improvement Award (PIA) for cities in the 20,000 to 50,000 population category.

The PIA competition, sponsored by the ACEC of Kansas for 43 years, is unique in that it recognizes engineering projects for their benefit to the citizens of a community. This year’s award was presented to Bob Halloran, City Manager in Garden City, at the Kansas Association of City/County Management awards banquet in Dodge City.

“This project was planned as a safety enhancement for the Mary Street and the US-50/US-83 interchange,” said Scott Heidner, Executive Director of the ACEC. “Due to cattle feeding yards and meat processing plants in the area, the intersection is frequented by a large number of tractor-trailer vehicles with all of the associated hazards and impacts. Through study by the engineering consultant, a single-point diamond interchange was selected, spanned by a 190-foot balanced cantilever bridge.”

A unique aspect of the single point layout prevents vehicles from crossing paths thus adding an increased element of safety and capacity.

The bridge is also unique. It has the appearance of being a simple span bridge but is actually a three-span continuous design with short, closed end spans that include counterweights to balance the center span. An additional feature is its expandability. The approaches, bridge abutments and piers were all built to ultimately accommodate four lanes.

Financing was provided by the Federal Highway Administration, KDOT, and Garden City. The engineering firm in charge was MKEC Engineering Consultants, Inc. of Wichita.

The American Council of Engineering Companies of Kansas is a professional association of private-practice consulting and engineering firms in the state of Kansas.

The major modification project was let in May of 2002 and completed in late summer of 2004. Dobson Brothers Construction Co., Lincoln, Neb., was in charge of the \$1.3 million project. Dobson Brothers was also in charge of a related \$6.5 million project in the area that involved rebuilding Mary Street and widening it to four lanes.

Employee donates a special gift

By Gina Mastin

Organ donation was something that Tim Micek, Colby Subarea Equipment Operator, had thought about since he was a child. He had heard about it and seen it on television and “thought it would be something awesome to do.” Tim’s chance came this past year when co-worker Mike Sheley, Colby Subarea Equipment Operator, mentioned his father, Don Sheley, was in need of a kidney transplant. Don had been on dialysis since April 2004. He did his dialysis every day for nine hours through a tube in his stomach. Due to this, he could not travel anywhere and his evening activities were very limited. Don and his wife, Irma, had figured this would be a way of life.

Tim told Mike that he would consider donating a kidney if they were a match. Making sure the donor’s blood type matches the recipient’s is the first step in the testing procedure. Unfortunately, physicians first thought Don’s blood type was O+ which did not match Tim’s A+ type. Three weeks later however; physicians discovered that Don’s type was A+. After Mike told Tim the good news, Tim said that he was still willing to donate. “I was completely dumbfounded when Tim came over and said he was willing to donate. We couldn’t believe what we were hearing,” said Don.

Tim was put in touch with a social worker who paired him with a “Donor Buddy,” someone who has already undergone a transplant and who would be able to provide support during the process. “It was nice to have somebody there to help me through the process,” said Tim.

Testing began in August and Tim did what he could in Colby and then continued the process in Denver. The recipient’s insurance covers all expenses for the donor. Tim said he “kept worrying that I might not be able to move on to the next test. There are about 10 steps to this process and if you do not pass each test then you do not proceed.” The surgeons have to be absolutely sure that the donor is healthy. If the donor has



Don Sheley, left, is grateful for the kidney donation from Tim Micek, Colby Subarea Equipment Operator.

any health problems surgeons will not take the kidney because they do not want to run the risk of two people being sick.

After two months of testing, the transplant took place

‘Living donation is a simple procedure and if more people knew how technology has advanced in this area more people might be willing to participate. Donating an organ is the ‘ultimate gift.’

Tim Micek

on October 27, 2004. It took surgeons a little less than two hours to remove Tim’s kidney and it was immediately transplanted into Don who was prepped and waiting in another surgical room. Four days after surgery Tim returned home. Thanks to the donor leave program for state employees, Tim was able to take 30 days of paid leave to recuperate from the surgery. “Within two weeks I was moving around pretty good and I don’t feel like anything has changed with my body,” said Tim.

“The feeling of accomplishment is amazing. It’s the best feeling in the whole wide world,” said Tim. He is now more emotional in certain situations and worries about Don if something happens because “part of me is inside him.” Don is concerned about one thing, he hopes something doesn’t happen to Tim because he now has one kidney. Neither Tim nor Don has restrictions on anything, including diet. Although Tim doesn’t have to have additional testing, Don must have his blood tested every two weeks and take anti-rejection medication for the rest of his life. “This has given me a new lease on life. I can now get out and do things,” said Don.

“Living donation is a simple procedure and if more people knew

Road Warriors

Mirror, mirror

Ron Kaufman

The face in the mirror stared back with a gaunt, fractured gaze hauntingly like the poor, anguished soul entrapped by Edvard Munch in his primal painting, "The Scream." Framed by snarled tangles of greasy hair and a grizzly coat of whiskers, the sullen face sighed over and over and over. As each foul breath clouded its image, the mirror itself seemed to squirm in discomfort. The horror in the mirror and the horror facing it have greeted each other thus in a monotonous, daily rite that has endured for decades... or at least since the haggard face was old enough to shave.

It is morning "face time," that chilling moment when the cold, dark clouds of night give way to the cold, dark clouds of dawn and bring two faces together before the harsh judgment of the bathroom mirror.

Those of you who follow my column might expect me to now remark, "And so starts a new day for The Mizzuz." But nay, I shall not be so callous, so predictable, or so stupid. After all, The Mizzuz sometimes reads this column. As much as the morning face in the mirror is difficult to face, it looks better than the face that it might face if The Mizzuz were to rearrange my face. For now, let me put a different face on this discussion of face time.

"Face time" is the interlude that people spend together, face-to-face, talking, and getting to know and understand each other. It can help enhance relationships and mutual

respect. Imagine, for instance, the quality nose-to-nose, er, face-to-face discussions I will have with The Mizzuz once she reads the paragraphs above. In this era of instant messaging, e-mail, blogging, and faxes, it can be too easy to rely on these kinds of less personal communication. Don't get me wrong; they each have their place. For really building relationships, though, you can't beat good ol' face time.

Enhancing relationships is what the Partnership Project is all about, so it follows that more face time is in the mix of tools finding their way into the tool chest. Already, we are seeing more time spent meeting with people and local officials, attending local meetings, and setting up displays at community events. All that face time is good. It shows people that KDOT isn't just an agency; it's people who are willing to listen and talk about issues important to Kansans. This

builds relationships and trust and shows that we care. Ultimately, face time helps make our work easier, because people who realize we care are more likely to support our efforts to bring them a quality transportation system.

Each morning when I slog through my own face time with the mirror, I remind myself how important this moment is. It's the first day of the rest of my life. The breakfast to follow will be the first meal of the rest of my life. I pray that my morning shave is the closest shave I'll have that day. Finally, I'm always thankful that The Mizzuz, who is really the first face I'll face in the morning, appreciates this face that faces her when she awakes. Of course, she really appreciates my toothbrush and toothpaste and I, her's. It's the small things that make face time the most successful.

Communication: A Key to Success



Kansas Department of Transportation

M I L E S T O N E S

KDOT salutes its employees celebrating anniversaries in January

10 YEARS

Edward Estill Norton
 Carl Gile Topeka
 James Huffman Hutchinson
 Daniel Imler Mankato
 Michael Johannsen Syracuse
 Kathy King Topeka
 John Mah Topeka
 Robert Miller Beloit

20 YEARS

Shawn Hennes Topeka
 Kevin Ryan Garnett
 Mike Selm Topeka

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

Promotions/Transfers

Headquarters

Rick Barezinsky, Professional Civil Engineer II, Materials and Research
Dan Crossland, Engineering Technician Specialist, Bureau of Design
Shane Houser, Professional Civil Engineer I, Bureau of Design
Carla Mumma, Public Service Executive II, Division of Operations

District Six

Ray Griego, Equipment Operator Specialist, Syracuse

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



Step Back in Time



Information is gathered to help with planning purposes during an origin destination study in October of 1953.

Scenic Byway

Continued from page 3

When it reaches RS-1484 (directly east of K-19), the byway goes east around the Quivira National Wildlife Refuge into Reno County. Once it reaches the east end of the Refuge, the byway heads south for about 11 miles and then returns back west to US-281.

The 75-mile byway provides a wealth of opportunities to view wildlife and the Arkansas River Lowlands.

“The migratory birds are one of the most notable features of the Wetlands,” Shields said. “Particularly, travelers may have the chance to see endangered birds like the whooping crane.”

There are many migratory bird species that use the Wetlands as a resting point on their flights south in the fall, as well as on their return back north in the spring. Shields said these are the times that hunters and birdwatchers utilize the area the most. However, the byway will have great visual features for every season.

“One of the goals of the Wetlands and Wildlife Scenic Byway is to draw attention to the visual beauty of this part of the state,” Shields said. “This byway will also provide a great opportunity for tourism, which hopefully will mean more people staying in hotels and frequenting restaurants in these communities.”

Shields said KDOT and the local communities will begin working on a signage plan for the byway. He also expects that local communities, counties and agency partners involved with the nominating committee will now begin applying for federal grants to enhance the byway.

People interested in nominating a road for Kansas scenic byway designation may obtain an application kit from Deborah Divine, Program Manager, at the Kansas Scenic Byways Clearinghouse, by calling 1-800-684-6966 or 785-827-3603, or by writing c/o Bucher, Willis & Ratliff Corporation, 609 West North Street, Salina, KS 67401.

Signs

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This applies to all public roads in the United States.

The new signs have already been installed at Meriden in District One where the speed limit was recently reduced. Signs will also be installed in the near future at several locations in District Four.

Buckley said the diamond shape signs and yellow caution color are changes the FHWA believes will eliminate confusion for motorists and make the signs easier to identify. They will also be more consistent with the existing stop ahead and signal ahead warning signs.

“We will mainly be installing the new reduced speed ahead signs through attrition when it’s time to replace the old signs,” said Buckley. “They will also be installed when a KDOT traffic study recommends a speed limit change is needed. Similar orange work zone signs will be used in construction and maintenance work zones.”

The KDOT sign shop, which is responsible for producing thousands of signs on the state system, won’t be making the new signs. Buckley said the new signs will be made for the state by Kansas Correctional Industries.

P2 champions

Implementation of the initial 13 priorities of the Partnership Project has become a priority of 11 KDOT leaders.

The leaders, who have been designated “champions” of each priority, are tasked with making sure steady progress is being made toward reach-

ing those goals. As the priority recommendations are achieved, some of the many other recommendations to come out of P2 will become the new priorities.

Progress toward the priority goals can be viewed on KDOT’s Intranet.

OVERALL PRIORITY:

Get KDOT field staff and local officials involved at the earliest stages of a project - **Jim Kowach, Mike Crow, and Area Engineers**



Jim Kowach

MAKING KDOT A MORE DESIRABLE PLACE TO WORK

◆ Establish an inspection mentor/reviewer position in each district office

- **Lon Ingram** *Lon Ingram*



Mike Crow

◆ Design and implement high level management training for key classifications such as Area Engineers and Design Leaders - **Mike Crow and David Comstock**



David Comstock

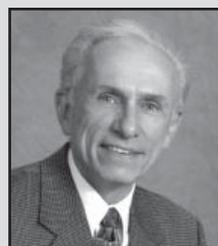
◆ Use on-going meetings to mentor young employees to develop a better understanding of KDOT business and decision making processes - **David Comstock and Bureau Chiefs**

CONTINUED SUCCESS

◆ Draft a new framework to meet emerging trends and system needs - **Rosie Ingram and Terry Heidner**



Rosie Ingram



Terry Heidner

◆ Draft an expanded local consultant process - **Julie Lorenz**
◆ Establish a division of Multi-Modal Transportation - **Julie Lorenz**



Julie Lorenz



Ron Seitz

◆ Revise policy to reflect consideration of investing in local roads that serve as detours - **Ron Seitz**
◆ Revise policy to reflect considering monetary settlements or other settlements as an option to KDOT making the improvement for turn-back miles - **Sally Howard**



Sally Howard

NURTURE BETTER RELATIONSHIPS WITH LOCALS

◆ Train Area Engineers and PA Managers on KDOT programs - **Mike Longshaw**



Mike Longshaw

◆ Philosophically shift KDOT’s approach to allow more flexibility and input from city/county/district on speed, signals, access, etc., for city connecting links - **David Church**



David Church

◆ Locate urban planning position in KC area - **Terry Heidner**
◆ Examine and update position description of Area Engineers - **Mike Crow and District Engineers**

Deaths

Condolences to the family and friends of two former KDOT employees who recently passed away.

Raymond E. Boxberger, 83, died Dec. 27 in Andover. Boxberger worked for KDOT 27 years before retiring from Right of Way in 1987. He is survived by two daughters, one son, a brother and seven grandchildren.

Memorial contributions may be made to St. John Lutheran Cemetery in Russell and sent in care of Pohlman-Heise Mortuary, 610 Maple Street, Russell, 67665.

Homer B. Atwell, 83, died Dec. 19 in Topeka. Atwell retired from the Bureau of Fiscal Services in 1986. He is survived by his wife, Betty, three stepsons, one brother, eight step-grandchildren and six stepstep-grandchildren.

Memorial contributions may be made to the Kansas Avenue United Methodist Church and sent in care of Davidson Funeral Home, 1035 N. Kansas, Topeka, 66608.

Building receives high marks for ADA compliance

Being inclusive is important to KDOT, but so is continued improvement. That's why employees have chosen to be humble despite the high marks the Dwight D. Eisenhower State Office Building received for its Americans with Disabilities Act compliance.

Anthony Fadale, State ADA Coordinator, attended a Human Resources meeting in the building in December and was pleased with what he saw.

"I was very impressed with the layout of the building," Fadale said. "The wide hallways allow for much room to maneuver, which makes everyone feel welcome."

Fadale, who oversees state agencies to make sure they're ADA compliant, said he would be using the Eisenhower building as an example for other agencies to follow.

Original changes made to the building included widening hallways and cubicle entrances, rebuilding access ramps, installing door openers, and making bathrooms and water fountains ADA

compliant.

Richard Bauman, who serves as project manager of the move from the Docking to Eisenhower, said though Fadale's praise was nice, KDOT employees could still have on-going issues in the building that will need to be addressed.

The willingness of KDOT to allow employees to make suggestions and voice concerns was another reason Fadale was pleased.

"I understand many employees were involved in the planning and were allowed to give their suggestions," Fadale said. "This shows that KDOT was interested in making the building a good work environment for all."

Fadale said he understands that there maybe future concerns that must be addressed. And while he was not conducting a compliance review, Fadale still felt the strides made by KDOT should be commended.

"I think the efforts that were made are important to recognize," Fadale said. *-A.L.*

It's Wild, It's Wacky, It's Crazy!

- When: **Sunday, February 20**
- Time: **1 p.m.**
- Cost: **\$6.50 per person, free shoe rental**
- **Deadline to sign up: NOON, February 16**

To sign up: **Bring team money (\$26) to Kim Stich in Transportation Information**

■ Who: **Teams consisting of 4 people**
(KDOT employees, friends and family members are welcome to participate - it is just for fun)

■ Where: **Gage Bowl**
(Just west of Gage Blvd. on Huntoon Street in Topeka)

What is "Crazy Bowl?"

People participating in the Employees' Council Crazy Bowl event bowl three games. The first two games are bowled normal. The third game is the "crazy" part. Each frame is different - one time you bowl backwards, the next time you bowl on one leg, etc. And the only rule is that you relax and have fun!

Crazy Bowl



For more details or to sign up, contact Kim Stich at 296-3585 or your Employees' Council representative.

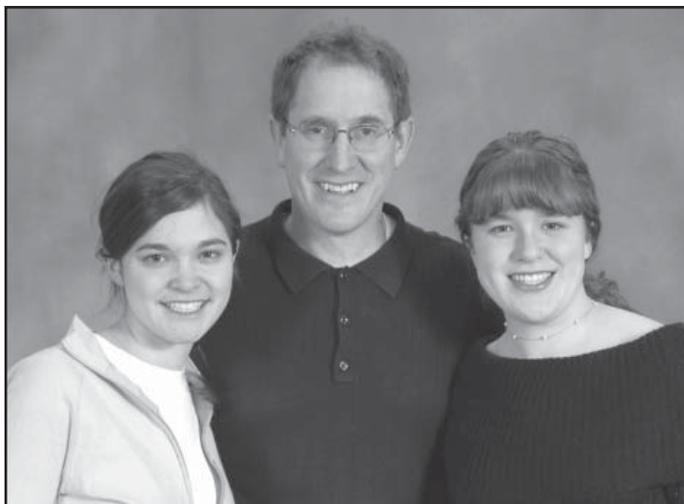
Daughters succeed on ACT

Loren Risch, Bridge Design Engineer, has always encouraged his twin daughters to study.

"I have fond memories of him when we were little quizzing us on squares up to 20," Erin joked.

"And I remember one Christmas vacation that we spent the whole ride up to Minnesota doing multiplication tables over and over again," Anne teased.

But that encouragement was evident as Erin was one of 21 students in the United States to achieve a 36, the highest possible composite score, on the ACT Assessment test taken last fall. More than 400,000 students took the test on October



Loren Risch poses with daughters Erin (left) and Anne. Erin got a perfect score on the ACT and Anne achieved a 28.

23. Anne also achieved a high score of 28.

Erin's accomplishment was noted as part of the Journal of the House of Representatives on January 12 and was recognized by Rep. Ann Mah of Topeka.

Loren said Erin has a passion for knowledge and a tenacity that just doesn't quit. Both daughters challenge each other to excel.

"They have an advantage because they can help each other on things," Loren said. "They make each other better."

Four of the 21 students to receive a perfect score were from Kansas. The ACT consists of tests in English, math, reading, and science. Each test is scored on a scale of 1-36, and a student's composite score is the average of the four test scores.

Erin and Anne are juniors at Shawnee Heights High School near Topeka. Loren and his wife, Cindy, also have a son, Andrew. **-K.S.**

Ferrill

Continued from page 1

Division of Planning and Development where she handled the Division's budget and was a contact for the American Association of State Highway and Transportation Officials (AASHTO).

In June 1995, she became the Assistant to the Director of Operations working on the budget and serving as a liaison with administrative staff in the field and headquarters.

"The role I really served was looking for areas where communication could be better," Ferrill said. "A lot of times what ended up evolving was not a communication fix but a training fix."

Ferrill officially began her new duties in Management and Budget on December 20. However, she had the opportunity to work with Bill Watts before he retired – time she greatly appreciated and found invaluable.

"Even though I was overlapping for a couple weeks, there was a lot we didn't have time to talk about, so I'll

be calling Bill," she said. "Thirty-eight years – that's a lot of agency knowledge and an innate understanding of all the processes that take place in this office that he took with him."

Ferrill has jumped right in creating presentations, finalizing policies, preparing for the Legislature, and getting familiar with staff. It's important to get the work done and be productive, she said, and she sees the office becoming a more service oriented group.

"My first goal is to understand the work processes in the office – get a sense of how the groups work together, the flow of the work, and where we can apply technology to help us," Ferrill said.

Revamping the Strategic Management Plan is another goal for Ferrill. "If we want it to be effective, it has to be more of an interactive process between our executive/management folks and our front line employees because it has to be meaningful at all levels or we're not going to have an effective plan," she said. "Looking for the measures that

we need to do our jobs well and that we impact through the work that we do – that's what I'm looking for. The intent has always been to have an effective plan, but we're going to help that."

Ferrill will attend some committee and budget meetings as well as full House and Senate sessions, but she will not have as big a role in the legislative process as in the past. Former KDOT employee Ken Gudenkauf will serve as a legislative liaison during the session.

Ferrill has enjoyed her years at KDOT and is focusing on continued and improved service to the agency.

"I've had the pleasure of working with so many people across the state," she said. "I'm very thankful of the organization and what it stands for as far as supporting and training its employees and how professional an organization it is. You can go to anybody anytime, ask for help, and know they are there for you. I'm excited to be here and I'm looking forward to the next few years."

Ferrill and her husband, Brian, have two daughters, Taylor and Rylie.

*Fun Facts
and Trivia*

Do you know?

1. True or False – Your chance of death or serious injury in a crash doubles for every 10 mph over 50 mph your vehicle travels.
2. Do you know these official state items?
A. Tree B. Flower
C. Bird D. Animal
E. Insect F. Reptile
G. Amphibian
H. March

*Do you know some
fun KDOT facts
or trivia?*

Send them to
Shanna Anderson at
shanna.ksdot.org

Answers
1. True. That's why it's so important to buckle up.
2. A. Cottonwood, adopted 1937. B. Native Sunflower, adopted 1903. C. Western Meadow-lark, adopted 1937. D. The American Buffalo or Bison, adopted 1955. E. The Honeybee, adopted 1976. F. The Ornate Box Turtle, adopted 1986. G. Banded Tiger Salamander. H. "The Kansas March," by Duff E. Middleton, adopted 1935.

ACPA selects Sedgwick County project for Excellence Award

By Tom Hein

The American Concrete Pavement Association (ACPA) presented awards to the winners of its 15th Annual "Excellence in Concrete Pavement" awards at its December conference in Marco Island, Florida, and a KDOT project was among the winners. Selected as the national finalist for rural divided highways was the 7 1/2-mile reconstruction of US-400/US-54 from the Kingman/Sedgwick county line to Garden Plain.

This project's timetable required Koss Construction Company to pave over 400,000 square yards of 9 1/2-inch concrete pavement in eight months. Maintaining traffic on the existing eastbound lanes proved difficult since the old concrete pavement required patching, overlays, and shoulder replacement before traffic could even be shifted. Once that was accomplished, Koss paved both lanes and the inside shoulder in one 30-foot pass, which required a two-drum, 12 cubic yard concrete plant, and a fleet of trucks to shuttle concrete to the paving train.

The project was an in-house KDOT design produced by Rod Lacy's and Gary Chan's squads with administration of the project by the West Wichita Construction office under the direction of David Wiggins. The inspection crew was headed by Jim Jaske and included



This project on US-54 was selected as a national finalist by ACPA.

Kenny Schmelzle, Teresa Rios, Dean Hess, Ronny Rohr, Paul Anderson, Alan Perry, Kenny Leonard, Chris Ward, Ray McIntosh, John Gatz, John Stiles, Zachary Regnier, Matt Schmidt, Al Hayden, William Hutchins, Kirk Lively and Joe Wilson.

The ACPA awards honor contractors, engineers, and owners for quality concrete pavement construction projects completed in 2003. The program, sponsored jointly by ACPA and Concrete Construction magazine, cites projects for quality, efficiency, smoothness, reduced costs, and for minimizing road-user delays. *-Tom Hein is the Wichita Public Affairs Manager*

**Welcome
new KDOT
employees!**

Headquarters

Sarah Boyle, Engineering Technician Associate, Transportation Planning
Alan Chapas, Software Systems Programmer Analyst IV, Computer Services

Shane Fiero, Engineering Technician Associate, Right of Way
Chad Kuntz, Engineering Technician, Bureau of Design
Christy Smith, Applications Programmer Analyst III, Computer Services

District Three

Paul O'Neal, Equipment Mechanic, Hays
Andrew Woods, Administrative Assistant, Oakley

District Five

Thomas Ehler, Engineering Associate I, Hutchinson
Dana Hermanson, Senior Administrative Assistant, Hutchinson

Kansas awarded three grants for Scenic Byway Projects

Kansas travelers will soon be given an extra excuse to stop and smell the roses – the chance to learn what type of roses they are. The National Scenic Byways Program recently announced that Kansas has been awarded three grants.

“If you receive one it’s good, to receive three is really impressive,” Scott Shields, Kansas Scenic Byway Coordinator, said.

Shields said the projects will bring educational enhancements for travelers on the byways, as well as benefit the state in terms of economic development.

“Tourism is one of the primary purposes of a scenic byway, but these projects will enhance the byways through educational opportunities as well,” Shields said. “They also bring an awareness of the historical significance of many places in Kansas.”

For instance, one of the grants awarded goes to the Frontier Military Scenic Byway, which runs from Fort Leavenworth to Baxter Springs. The \$242,000 grant will provide interpretive panels, directional information, and a nature walk for the new KDOT rest area being planned in Linn County.

Shields pointed out that the Mine Creek Battlefield State Historic Site is located near this site.

“Mine Creek was the only major Civil War battle fought in Kansas,”

Shields said.

He said the panels will also provide information about the wildflowers, wildlife, and many other things seen on the byway. The site is also close to the Marais des Cygnes National Wildlife Refuge and the Marais des Cygnes Masacre State Historic Site.

Another grant for \$44,000 went to the Strong City community to rehabilitate the historic Auditorium/Opera House. The building will become a Visitors and Community Center along the Flint Hills Scenic Byway.

In addition, the Kansas Scenic Byway Program received a \$115,160 grant to produce four Fun Fact booklets. These booklets will provide information about geology, architecture, meteorology, and roadways for byway visitors. These new booklets will add to the popular booklets now available about farms and ranches, wildlife and birds, and grasses, trees, wildflowers and shrubs.

To be selected for a grant, local committees submit an application to KDOT describing their projects. KDOT then assists them in the grant writing. Shields said the National Scenic Byways Program grants are very competitive and it is important that the applications are

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Retirees

The following employee officially retired from KDOT on January 1.

District Three

Norman L. Kline, Engineering Technician at Norton – 15 ½ years of state service

Dear Editor



LETTERS TO THE EDITOR

Dear KDOT:

I want you to know how much I appreciate the driver named Roy (Roy Trisler, Equipment Operator Senior in Dodge City) who not only stopped to make sure I was okay, but made sure I got to a warm place while waiting for help. He showed me how to enter and exit the vehicle safely and made sure I didn't slip on the ice. I also heard other driver's transmissions who were checking on people who went into the ditch. Since no one else stopped, it makes me feel safer knowing department workers are so helpful.

Debra Stone
Kinsley

KANSAS DEPARTMENT OF TRANSPORTATION

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Calendar of Events

February 8 – 11 a.m. KDOT Employees' Council Meeting, Third Floor Eisenhower State Office Building.

February 11 – 9:30 a.m. Highway Advisory Commission Meeting, Eisenhower State Office Building in Topeka.

February 16 – 2 p.m. Construction Bid Letting at the Topeka Capitol Plaza.

February 20 – Employees' Council Crazy Bowl. For more details, please see page 8.

Scenic Byway

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well written.

“Deb Divine, our project manager, handles the grant writing and has done an excellent job with these applications,” Shields said.

The selection committee also looks at the need and benefits of the project. They also require a local match. For instance, Strong City pledged a 20 percent match of the funds provided by the NSB program for the Opera House Project, while KDOT agreed to match funding for the other two state-funded programs.

“The selection committee likes to see a local investment in the project,” Shields said.

The National Scenic Byways Program is part of the U.S. Department of Transportation, Federal Highway Administration. It was authorized under the Intermodal Surface Transportation Efficiency Act in 1991, and currently has awarded projects in 48 states.

Kansas byways are designated scenic by the Kansas Scenic Byways Committee. According to the Kansas Scenic Byways Program, local communities nominate a route to be designated

as a scenic byway. To qualify, byways must meet the following requirements: have high visual quality along the entire route, be paved and able to accommodate tour buses and large recreational vehicles, and be at least 30 miles long.

Kansas has seven designated Scenic Byways, which span approximately 475 miles. They include:

- ◆ The Flint Hills Scenic Byway (K-177 from Council Grove to Cassoday)
- ◆ The Frontier Military Scenic Byway (US-69 from Fort Leavenworth south to the Oklahoma border)
- ◆ The Glacial Hills Scenic Byway (K-7 from Leavenworth north to the Nebraska border)
- ◆ The Gypsum Hills Scenic Byway (US-160 from Medicine Lodge to Coldwater)
- ◆ The Post Rock Scenic Byway (K-232 in Ellsworth, Lincoln and Russell counties)
- ◆ The Smoky Valley Scenic Byway (US-283, K-4 and K-147 around the Cedar Bluffs Reservoir)
- ◆ And the newest byway, Wetlands and Wildlife Scenic Byway, around Cheyenne Bottoms and Quivira National Wildlife Refuge in Barton, Reno, and Stafford counties. **-A.L.**

Gift

Continued from page 4

how technology has advanced in this area more people might be willing to participate. Donating an organ is the ‘ultimate gift,’” said Tim.

According to Don, it’s the most beautiful birthday, Christmas, and New Year’s gift he could’ve been given. Both the Micek and Sheley families have a lot to be grateful for.

More information about organ and tissue donation can be found on the Department of Health and Human Services’ Web site at www.organdonor.gov. Tim is also available to speak with anyone considering organ donation. **- Gina Mastin is the District Three Public Affairs Manager**

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