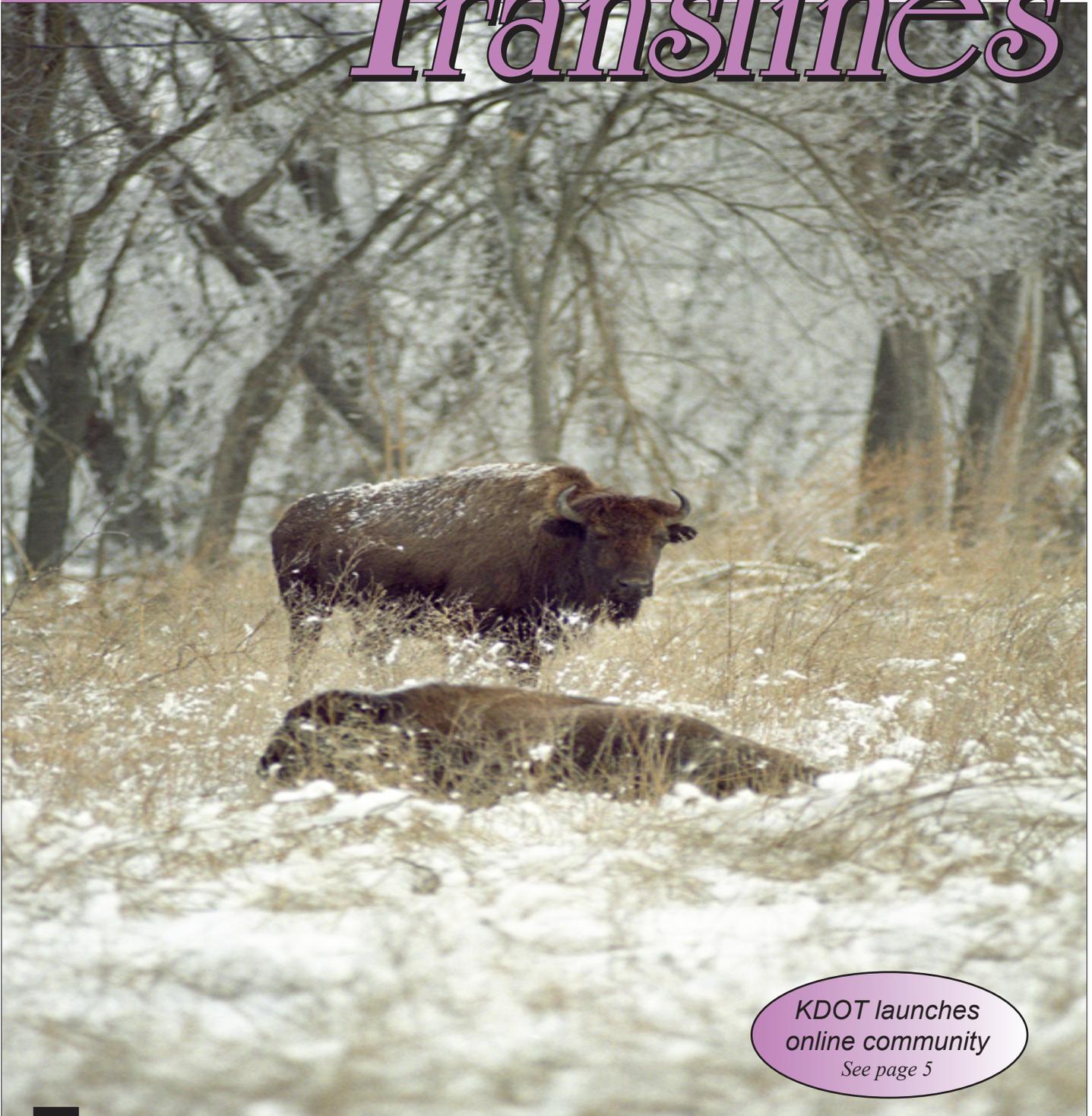


Translines



*KDOT launches
online community
See page 5*

Inside ...

- ◆ **Supersize load crosses Kansas**
- ◆ **Cost savings blowin' in the wind**
- ◆ **Roadside practices being reviewed**
- ◆ **KDOT uses two-lift pavement process**
- ◆ **Now is the time for creativity**



By Secretary Deb Miller

Now is the time for creativity

These are truly remarkable times.

So tell me something I don't know, you might be thinking. How about this: remarkable times call for remarkable actions. OK, that's not much more insightful, but it does set the stage to write about some of the fresh approaches we're taking as an agency to be responsible and responsive. In this issue of Translines you can read about three of these new approaches.

First, at our Osborne Subarea shop, we have just installed a wind turbine (size-appropriate for residences and small buildings – not the giants you see along I-70 and in southwest Kansas). The turbine is expected to provide 30 percent of the facility's electricity needs and even generate enough power to sometimes sell back to the local provider. A second turbine is being installed at the Grainfield Subarea shop and a study by K-State will help us determine how applicable turbines can be at other offices and rest areas. This saves the state money and is in keeping with the Governor's green initiative.

The second innovative approach we are trying in-

volves communication. In mid-January, KDOT launched one of the nation's first (if not the first) government-sponsored online communities. K-TOC, or the Kansas Transportation Online Community, is a professional networking site, a virtual meeting place and a conversation center for anyone who has an interest in transportation. It is a place for transportation-minded people to ask questions, offer opinions, promote ideas, views photos and videos, track upcoming events and more. I'm proud that we have found an application in government for an online community and I encourage all of you to join.

The final innovation you can read about in this issue is also a government application of a growing online phenomenon. At least three of our districts are making use of Twitter to push quick, timely snippets (140 characters maximum) of information about road and traffic conditions to "followers." While the number of followers is small at this point, they are increasing and our effort has been written about in the *Wichita Eagle*.

This will be a very challenging year for KDOT and the state. Even though it feels like we should have hit the bottom of the economic crisis by now, who knows if we have?

While we don't claim to have originated any of these innovations, we have seen, or been receptive to, an application of each as a way to do what we do more efficiently and effectively. Some of the new ideas we come up with in the future may not work as well as others, but that's no reason to limit ourselves only to what has worked in the past. Miles Davis, who was as innovative as any musician ever was, said, "Don't play what's there; play what's not there."

In each case I've described, an individual or group of individuals at KDOT envisioned something that hadn't previously been there for us and implemented a new way for us to approach our work.

And that's exactly the kind of creativity we will need to see us through these remarkable times.



Eisenhower Building-
2nd Floor West,
700 SW Harrison,
Topeka, Ks 66603-3754

Governor: Kathleen Sebelius
Secretary of Transportation: Deb Miller
Chief of Transportation Information: Steve Swartz
Editors: Stan Whitley and Kim Stich

Phone/TTY: (785) 296-3585 ♦ FAX: (785) 296-0287

On the... COVER

Buffalo can be seen near K-62 north of Soldier. Photo by Sonya Scheuneman

Make that a supersize load across Kansas

By Stan Whitley

As superloads go, this was one for the record books.

“The majority of superloads are in the 200,000-pound range, some around 500,000 pounds and even up to 700,000 pounds,” said John Culbertson, KDOT Bridge Evaluation Engineer in Design, “but we’ve never had one this big before.”

Try this on for size – 947,000 pounds, being carried on 25 axles with a bumper to bumper length of 290.5 feet. The load passed through the state Jan. 2-6 on its way from Houston to Fort Saskatchewan, Alberta.

The cargo was a steam condenser being transported by Southwest Industrial Rigging. Final destination on the 2,309-mile trip was a Shell energy plant in Fort Saskatchewan, about 11 miles northeast of Edmonton.

The massive load traveled 276 miles through Kansas in Districts Three and Six. At Headquarters, KDOT was responsible for analyzing and mapping the routes and had to work closely with the two districts to accomplish the task. With the extreme weight and the fact the load was almost 20 feet, 7

inches high, strict guidelines had to be followed in the transit.

The Kansas Trucking Connection was responsible for issuing the \$5 special permit to travel through Kansas.

“They were delayed going through Kansas because they didn’t have their permit from Nebraska yet,” said Culbertson. “They had to wait three days at Oakley before they could continue traveling.”

The load was parked three days at an open lot near the U.S. 83 and U.S. 40 junction before moving again on Jan. 6.

Besides the superload, which was almost the length of a football field, the traveling party through Kansas also included escort and utility vehicles. Three escort vehicles were needed, one in front, one behind and a third to use as a rolling roadblock at side roads and intersections to intercept oncoming traffic well in advance of the load.

Bucket trucks were needed to assist with any utility lines or traffic signals that needed to be temporarily moved and the load traveled over 29 bridges at only five miles per hour.



A 947,000 pound superload travels on U.S. 83 near Sublette on its journey from Houston to Fort Saskatchewan, Alberta.

KDOT bestowed Superior Employer Award by ASCE

KDOT has been bestowed a national honor with the 2008 Superior Employer Recognition Award by the American Society of Civil Engineers (ASCE) Committee on Younger Members.

“This is a very prestigious honor that recognizes KDOT for exemplary training and appreciation of young engineers while promoting their leadership in Civil Engineering,” said Howard Lubliner, KDOT Road Design Leader and Secretary/Treasurer of the ASCE Kansas Section.

KDOT was one of only two organizations selected by the ASCE na-

tional chapter to receive the award. The other winner was Chen and Associates, a private engineering firm in Florida.

The award honors both public and private sector employers of engineers for encouraging young engineers (35 years of age and under) to become involved in activities that advance their professional development.

This is the second straight year that KDOT has been recognized by the Employer Recognition Program. Last year KDOT was a recipient of the 2007 Employer Recognition Award that recognizes numerous employees throughout the country for their support

of ASCE activities.

Opportunities and support for advanced training/technical development and advanced professional development of young engineers were critical factors evaluated in the selection process. Also, the participation by many young engineers in ASCE activities and local community outreach projects were other important factors considered.

The ASCE Kansas Section is tentatively planning to recognize KDOT at the 2009 Kansas Transportation Engineering Conference in commemoration of the achievement. – S.W.

Cost savings blowin' in the wind

By Steve Swartz

KDOT hopes to save some operating costs by tapping a plentiful Kansas resource – wind.

A wind turbine installed the first week of January at the Osborne Subarea shop is expected to provide 30 percent of the facility's electricity needs. And, there should be some excess electricity that can be sold back to the local power provider. A second turbine was to be installed in late January at the Grainfield Subarea facility.

"Finding ways to stretch our budget is always important. So we decided to research the use of alternative energy to accomplish that goal at two of our facilities," said Deputy Secretary for Engineering/State Transportation Engineer Jerry Younger.

Osborne and Grainfield were selected for the installations because there is plenty of wind and electricity costs are relatively high, said Peter Carttar, Assistant Bureau Chief of the Bureau of Construction and Maintenance, who was tasked with researching and implementing the project. The turbines were purchased for \$12,000 each from PIFM Power of Lincoln, Kan., and the Area crew from Phillipsburg did the foundation and footing work.

The turbines, designed for residential use and mounted about 30 feet off the ground, are far smaller than the more familiar giants in southwest Kansas and along I-70 in central Kansas. Phillipsburg Area Superintendent Doug Driggs said it takes a wind of at least 12 mph to get the turbine started and at least an eight-mph wind to sustain it.

Including maintenance costs, said Carttar, it is estimated that the payback time will be 10 to 15 years. It is also expected that during periods of lower demand, the state will be able to sell back some of its excess electricity to the local power provider.

Driggs said it is rewarding to be part of KDOT's first wind energy project.

"People around the country are talking about wind



This wind turbine at the Osborne Subarea shop is expected to supply 30 percent of the facility's electricity needs.

energy. This is just one way to conserve power," Driggs said. "The Osborne shop is out in the open and it catches a lot of wind. It ought to be a good trial place for this."

A study of the project by Kansas State University will help determine the applicability of wind energy for other area offices and rest areas, Carttar said.

"KDOT is a large organization with 112 Subarea offices scattered throughout the state," he said.

"We have lots of remote facilities in places where the wind is good and the electrical costs are relatively high. It's reasonable that we explore whether this is a good fit for us."

Deaths

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

Jack I. Armershek, 65, an engineer at the Pittsburg area office, died Dec. 25 in McCune. He is survived by three brothers and seven nieces and nephews.

Memorial contributions may be made to the Kansas State University School of Engineering Scholarship Fund and sent to Brenner Mortuary, 114 E. 4th St., Pittsburg, 66762.

Raymond E. Olson, 82, died Dec. 12 in Topeka. He had a 37-year career

with KDOT and retired as the Bureau Chief of Rural and Urban Development. He is survived by his wife, Janet, one son and one granddaughter.

Memorial contributions may be made to Our Savior's Lutheran Church 2021 S. W. 29th, Topeka, 66611.

KDOT launches online community

KDOT launched the Kansas Transportation Online Community (K-TOC) on Jan. 14, one of the first government-sponsored online communities in the country.

"It's like a transportation-themed version of Facebook or Linked-In," said K-TOC project manager Patrick Quinn. "It's a place for transportation professionals across the state to connect and interact."

Quinn said that more than 80 new users registered in the 24 hours after the community opened its doors at www.ktoc.net.

Online communities are software platforms that permit like-minded people to find one another and communicate one-on-one or within defined discussion groups. K-TOC also features blogs, daily transportation news stories and a Transportation Calendar that highlights upcoming notable events.

At launch, K-TOC contained discussion groups devoted to funding and economic development, highways

and local roads, aviation, bicycle and pedestrian topics, rail and freight issues and public transit. There is also a group centered on T-LINK, the governor's statewide transportation task force.

"We're actively canvassing the

"K-TOC is a virtual meeting place and conversation center for any and all transportation-minded professionals and citizens."

Gov. Kathleen Sebelius

community to find additional discussion topics," said Julie Lorenz, Director of Public Affairs. "Given the current public attention devoted to transportation and economic development issues, the possibilities are endless."

Online communities are an example of interactive "Web 2.0" technology, which aims to offer users the latest advances in Web networking and personal

communication. K-TOC is one of the first such initiatives by a large government agency. KDOT is also experimenting with traffic updates on Twitter, the popular social messaging utility.

KDOT sponsors K-TOC, but Lorenz emphasizes that the community is for everyone interested in Kansas transportation policy, including the public. Membership on K-TOC is free and open to everyone.

"We want to hear opinions from all perspectives," she said. Lorenz said that the community will reach out to transportation stakeholders across the state, including KDOT retirees.

"K-TOC is a virtual meeting place and conversation center for any and all transportation-minded professionals and citizens," says Gov. Kathleen Sebelius in a welcome message posted on the community. "This is a place for building partnerships. If you have a question about transportation, someone in this community probably has the answer."

**Welcome
new KDOT
employees!**

Headquarters

Aimee O'Brian Rosenow,
Administrative Specialist, Office of
Budget
Shaun Parkman, Research Analyst III,
Transportation Safety and Technology

District One

James Miller, Equipment Operator
Trainee, Topeka
Travis Mooney, Equipment Operator
Trainee, Topeka
Jacob Sawatzky, Equipment
Mechanic, Topeka

Steven Simpson, Equipment
Mechanic, Topeka

District Two

David Anderson, Equipment Operator
Trainee, Strong City
Mathew Schriener, Equipment
Mechanic, Salina

District Three

Bryan Bolen, Equipment Operator
Trainee, Sharon Springs
Sydney Cliff, Equipment Operator
Trainee, Norton
Curtis Glen, Equipment Operator
Trainee, Norton
Casey Madden, Equipment Operator
Trainee, Norton
Charles Sanders, Equipment Operator
Trainee, Stockton

District Four

Tommie L. Barrett, Equipment
Operator, Independence

District Six

Kody Euliss, Equipment Operator
Trainee, Ulysses
Jay Hauer, Equipment Operator
Trainee, Liberal
Randal Hippen, Equipment Operator
Trainee, Lakin
Richard Moore, Equipment Operator
Trainee, Ness City
Dennis Oberheim, Welder, Garden
City
Robert L. Perkins, Equipment
Operator Trainee, Jetmore
David Rich, Equipment Operator
Trainee, Hugoton
Juan Romo, Equipment Operator
Trainee, Hugoton
Leonia Tallant, Equipment Operator
Trainee, Rolla
Dannie White, Equipment Operator
Trainee, Garden City

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

What is Twitter and what does it have to do with KDOT?

By Tom Hein

Is it possible to tell a story with only 140 characters? Can one write, in one short paragraph, about the complexities of a traffic change at a highway construction site? Or give the status of snow-packed or icy roads in an area – in just 140 characters?

Maybe – anyway, it’s being tried.

Telling a story or giving a quick update is the goal of Twitter, a recent addition to communication in a connected world. Twitter.com is a free social networking and micro-blogging service using text-based posts of up to 140 characters in length. It is part of the loosely defined “Web 2.0” that promotes interconnectivity and interactivity of

Web-delivered content. It is using the Internet as a platform for business operation with an emphasis on information sharing and exchange.

Twitter messages (tweets) provide instant updates and are used by friends, businesses, non-profit organizations, political campaigns, schools, elected officials, government agencies – even KDOT. Public affairs managers in Garden City, Topeka and Wichita are providing tweets to “followers” on traffic situations, construction or maintenance lane closures, KDOT news, and other information on transportation-related issues. Followers are those interested enough in this information to receive the updates on their computer, cell phone or other Web-based device.

Can KDOT tell its story in 140 characters? Well, yes and no. We can certainly share information on myriad topics with our customers but, no, this platform can’t give the whole story. But it does connect us with an expanding group of the public who want our Twitter news. And who knows what the next communication tool coming in Web 2.0 will be? Whatever it is, KDOT will be looking for applications that will help us serve Kansas.

Tweets – keeping it real (and short)

Reading KDOT Twitters is easy and can be done any number of ways. Two easy ways are to bookmark (add to Favorites) the Webpage or open a Twitter account and follow the Twitter accounts you like. So far, KDOT accounts are pretty straightforward: www.twitter.com/GardenCityKDOT, www.twitter.com/KansasCityKDOT, www.twitter.com/TopekaKDOT and www.twitter.com/WichitaKDOT.

Here are some samples from recent Wichita tweets:

- ♦ Snowing again in Wichita. Crews cleaning up shoulders, ramps. New moisture not helpful -- need sun (and some warming would be nice). Temp +8°
- ♦ NB I-135 NO LANES OPEN north of EB K-96. KFDI reporting wrong-way driver hit 2 semis on NB I-135 btwn K-96 & K-254. Avoid north of Central.
- ♦ Today 9am-3pm: NB I-235 btwn Kellogg & Central,

right lane closed for shoulder work + light repairs. 1/2 mile work zone.

- ♦ Previously suspended K-61 expansion project in Reno Co. bids to be opened Feb. 4. Hutch to McPher Co., 9 miles, 4 lanes, \$58M est.
- ♦ Highway striping on K-96 west of Maize today. Moving operation with short, single lane closure. On to K-254 NE of Wichita if they finish.
- ♦ Freezing rain in Wichita area starting at about midnight? Crews being called in now. Some ice in Hutch; snow in NW & NC KS.
- ♦ EB Kellogg at Hillside (to Oliver) CLOSED due to fatality crash. Overhead sign structure hit -- being removed. To be closed >1 hour.

Retirees

The following employees officially retired from KDOT in January.

Headquarters

Dennis Brecheisen, Systems

Software Analyst, Computer Services

District Three

Sammy Goodale, Equipment Operator Specialist, St. Francis

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

Miller returns after assignment in Iraq

Martin Miller, Public Affairs Manager in Hutchinson, returned to work at KDOT in early December after taking a one-year leave of absence to become a Public Diplomacy Officer for the U.S. State Department Provincial Reconstruction Team (PRT) in Kirkuk, Iraq.

PRTs are the civilian component of the U.S. surge strategy designed to support development of local governments and reconstruction of Iraqi provinces. Kirkuk is Iraq's fourth-largest city with a population of about 700,000 and is located 155 miles north of Baghdad. Kirkuk Province is home to one of the world's largest oil fields.

Some of his work included:

- ◆ Providing "American Corner" and "Scholastic Books" to the Kirkuk University and Kirkuk Public Schools.
- ◆ Organizing meetings for the Kirkuk Provincial Directorates of Health and Education with Kurdistan Save the Children to test the eyesight of children.
- ◆ Speaking at the Governor's Media Conference to promote government and media relations. A local Arabic language newspaper wrote a full-page article with his comments.
- ◆ Planning a NGO (nongovernmental organization) Conference that brought together all the NGOs in Kirkuk, representing different ethnic groups (Kurds, Arabs, Turkmen, and Chaldo-Assyrians). This led to the creation of multiethnic working groups that focused on the environment, public health, women's rights, children, youth activities, education, protection of journalists, and people's legal rights.
- ◆ Assisting with a videoconference for doctors from Kirkuk and from a Bangladesh research university to discuss controlling cholera outbreaks.
- ◆ Planning for a future "Kirkuk Unity Festival" which would bring together singers, dancers, poets, and artists



Martin Miller, center, meets two Kurdish men during a trip to a Kurdish village.

representing all of the different ethnic groups in one big celebration designed to promote reconciliation among the people of Kirkuk.

- ◆ Assisting with the establishment of a Media Resource Office to provide English language translations of local TV, radio and newspaper news stories.



Miller dressed in traditional Arab clothing with prayer beads that were gifts from Iraqi coworkers in the Media Resource Office.

This translated news product is provided to the PRT staff and also to other State Department officials in the Baghdad Embassy to monitor local public issues.

- ◆ Setting up interviews with Iraqi media and embedded western journalists with our PRT Team Leader and other PRT staff.

◆ Assisting with planning of five Ramadan Iftar dinners held by the Kirkuk PRT. During the month of Ramadan, Muslims fast from sunrise to sunset which means not eating or drinking all day. At sundown the Imams from each Mosque broadcast the call to prayer and that signals the time everyone can drink and eat. This evening breaking of the fast meal is called an Iftar.

Miller said he was seeing progress in the reduction of violence and reconciliation between the different ethnic groups at the end of his time in Iraq.

But there can be setbacks. An example is after Miller returned to Kansas, a suicide bomber blew up a restaurant and killed 55 people during a Kurdish political party. This was the same restaurant where the PRT had held four of the Iftar dinners.

KDOT Computer Training

— from the KCTC

Increase your efficiency!

DID YOU KNOW?

Microsoft Project is the KCTC's new customized class. Did you know it is more than a "To Do List?"

When you are working on a project, no doubt you keep a list of tasks that need to get done. You might list those tasks in a program like Excel, Outlook or Word.

Maybe you have tasks scheduled on your calendar, and you keep track on who is working on them, how long each task takes and how much it costs. Wouldn't it be helpful if you could have one program that would track the dates, costs and people working on your project?

Perhaps the program could include charts for an easy view of how the project is laid out. It would also be great if the program could do calculations on how much it costs you to pay people and purchase materials. It should calculate dates, too. Then, if you got a task done early, it would be nice to see how that affects the rest of the project. It would really be cool if this information could be in a nice-looking report with a couple of clicks, so you can share it with all the other team members.

You guessed it by now - Microsoft Project does all that and more. Plus, if you already keep a "to do" list in Excel or Outlook, you can import that list into Project so that it can become more than just a list.

The MS Project class will be Feb. 11-12 at the Eisenhower building.

Contact the KCTC at kctc@ksdot.org or call Ingrid Vandervort at 785-296-8993.



Updates to the current mowing policy should be finalized this spring. Photo by Kurt Weaverling

Roadside practices being reviewed

Improving wildlife habitats and erosion control as well as reducing costs and broadening the public's appreciation of native grasses and wildflowers are just a few possible benefits of new or alternative roadside management practices being reviewed.

A task force with members from KDOT, other state agencies and people with expertise in native grasses and wildflowers has been examining KDOT's approach to aesthetic treatments of roadsides since early 2008. The focus was initially on roadways within the Flint Hills, but other corridors are also being reviewed, according to David Greiser, District Two Public Affairs Manager in Salina.

"An emphasis was placed on identifying and using native grasses and wildflowers that are well matched to the Kansas prairie while reducing required maintenance," Greiser said. "As a result of the task force recommendations, our seed mixes have been revised. Brome and fescue have been removed from all seed mixes except those used in urban areas and the percentage of wildflowers has been increased."

As part of this, KDOT is developing a plan for reducing maintenance costs along roadsides. A more ecological approach to roadside management that also improves the overall driving experience

is possible, Greiser said.

A new statewide mowing policy should be finalized this spring. "The new policy will recommend limited mowing thereby allowing KDOT maintenance forces to address higher priority needs, reduce our consumption of fossil fuels and facilitate the creation of filter strips and buffer areas which will help remove pollutants from roadside runoff," Greiser said. "Allowing deep-rooting native plants to flourish will also help prevent ditch erosion and bank slides."

A new haying policy is also in the works and is expected to be rolled out by April 2009.

Developing enhancement areas was a priority recommendation of the task force. These areas display native grasses and wildflowers during much of the growing season. Twelve potential sites have been identified within the Flint Hills region and on U.S. 177 between Cottonwood Falls and Manhattan. Four of the enhancement areas have already been planted.

In the coming calendar year, KDOT plans on talking with communities that express an interest in working with the agency to develop gateways to their communities' incorporating native grasses and wildflowers.

For more information, contact Greiser at 785-823-3754.



By

**Jim
Pickett**
**TRANSPORTATION
TALK**

Good roads: we pay for them whether we have them or not

It has been about a year and a half since my wife and I returned to the Kansas City area. Growth and change have occurred during the six years that we were away, not the least of which has been the increase in traffic.

I believe that transportation needs in the metropolitan area are going to continue to grow despite the economic downturn. There are major commercial developments that have been determined to be viable here and are continuing, at least at this time.

Recently completed corridor studies of K-7 and U.S. 24/40 have been completed with partnership agreements reached with the local units of governments. A five-county corridor study is now under way in order to evaluate future highway needs and ways to address them for east central Kansas. There is also an upcoming study of the I-435 corridor in Kansas City, Kan., which will help to anticipate future system requirements in this area whose growth has been fueled by the Kansas Speedway developments.

Substantial commercial development and growth along I-435 north of the Kansas Turnpike has changed system requirements in the area. The recently opened I-435 inter-

change at Donahoo Road, the new interchange at K-7 and U.S. 24/40 and improvements to State Avenue have made it easier to travel to and from Kansas City, particularly in western Wyandotte County. These improvements should continue to draw investment into the area.

This excitement is diminished by the funding limitations that are now upon us. As an agency, we work earnestly to provide a level of service appropriate to demand. Having had the good fortune to work in many areas of the state, I have seen that we must provide for needs that are complex and different in each of our highway districts. We have experienced a tremendous increase in the cost of commodities needed to construct and maintain our transportation system. A decrease in tax revenues has occurred at a time when the current transportation program is coming to an end and future federal funding is unknown.

This situation reminds me of the 1980s when highway funding was inadequate and the topic of much discussion. Bob Morrissey, FHWA Division Administrator at the time, recognized the need for an increased highway program. I recall him making the observation that some people will always feel that now is not the right time to do anything (regarding increasing taxes for needed improvements).

One of the good road supporters from my county engineer days told me that we pay for good roads whether we have them or not. His opinion was that the cost of vehicle repairs, increased accidents and the loss of time and efficiency caused by deteriorated roads quickly offset the savings from not investing in and maintaining the road system. We must all continue to be saddened by the 40,000-plus people that die in our country each and every year in tragic traffic fatalities.

We need to move through a process toward national, state, local and private interest agreement on transportation system funding, best accomplished by beginning at the national level. Our goal should include short- and longer-term funding for a safer transportation system that continues to be structurally sound and one that provides sufficient capacity for the movement of goods, services and the travel necessary for our state and nation to prosper. I believe there will be a cost whether we choose to make this investment or not, and also believe that the better road option is the wisest option before us.

Jim Pickett is Metro North Engineer in Bonner Springs.

Calendar of Events

Feb. 4 – 1 p.m., Special construction bid letting, Fourth Floor, West Wing, Eisenhower State Office Building.

Feb. 4 – 8:30 a.m.-4:30 p.m. Environ-

mental Engineering Conference, University of Kansas, Student Union.

Feb. 13 – 9:30 a.m. - Highway Advisory Commission meeting.

Feb. 18 – 1 p.m. Construction bid letting, Fourth Floor, West Wing, Eisenhower State Office Building.

*Fun Facts
and Trivia*

Do you know?

Happy Kansas Day!

Date: Jan. 29, 1861 - the 34th state

Largest Cities: Wichita, Kansas City, Overland Park, Topeka

Smallest Cities: Freeport, Oak Hill, Benedict, Frederick

Geographic Size: 82,282 square miles--ranked 15th in geographic size

Geographic Center of Continental US: Near Lebanon in Smith County

Highest Point: Mount Sunflower in western Kansas--4,039 feet

Lowest Point: The Verdigris River in southeast Kansas--680 feet

Time Zones: Mostly central time zone. Some counties in the far west portion of the State are in the mountain time zone.

Nickname: Sunflower State (unofficial nicknames: Wheat State, JayHawker State)

State motto: "Ad Astra Per Aspera" Latin for "To the stars through difficulty".

State Tree: Cottonwood, adopted 1937

State Flower: Native Sunflower, adopted 1903

State Bird: Western Meadowlark, adopted 1937

State Animal: The American Buffalo or Bison, adopted 1955

State Insect: The Honeybee, adopted 1976

State Reptile: The Ornate Box Turtle, adopted 1986

State Amphibian: Barred Tiger Salamander

State March: "The Kansas March," by Duff E. Middleton, adopted 1935

State Song: "Home on the Range," by Dr. Brewster Higley, adopted 1947



Dave Kelly, Engineering Technician Senior at Junction City, watches as pavement is placed during the two lift process on Interstate 70. Photo by Support Services

KDOT experimenting with two-lift pavement process

An experimental two-lift pavement process has been used on a stretch of I-70 that could produce future benefits for the agency.

KDOT, in a joint venture with Koss Construction Co., placed four miles of the two-lift pavement on eastbound I-70 between Solomon and Salina last October.

The two-lift construction concept involves placement of two wet-on-wet layers of concrete instead of the homogeneous single lift most commonly placed in concrete paving. There is a thick bottom layer containing aggregate of lesser quality, lower durability and strength. Then the top consists of a premium aggregate designed to provide a superior resistance to freeze-thaw damage as well as noise reduction and improved traction.

"The two-lift pavement process is a common practice in Europe," said Acting District Two, Area One Engineer Mike Larkin. "KDOT is interested in evaluating noise, smoothness and durability on Kansas pavements using this method."

Andy Gisi, KDOT Geotechnical Engineer, went on a European pavement scanning tour in 2006 where he examined the two-lift process. He then came back to the states to apply and study the process in Kansas. He is studying the I-70 project, which involves using 11.8 inches on the bottom layer and 1.6 inches of highly durable concrete in the cap.

"We hope that the top layer will have superior durability characteristics that will promote noise reduction and provide a longer life," said Gisi. "If it produces a quieter pavement there may be applications for its uses in metropolitan areas instead of sound barriers."

KDOT suggested the idea to Koss that they try a section of the two-lift method on I-70 and they agreed to the idea. KDOT requested that an initial test section of the pavement be placed prior to its use on I-70. Koss, which had an active project in District Four, suggested they do a section of the two-lift paving process on U.S. 69. After completing the test section, Koss moved onto I-70 work, which was administered by the Junction City office. — S.W.

Halling family honored by Farm Bureau

Leisa Halling and her family's involvement in Farm Bureau activities as well as the community and civic services was recognized as the 2008 Farm Family of the Year for District One by the Kansas Farm Bureau. Leisa is an Administrative Specialist in Horton.

Leisa's husband, Tom, serves on the Farm Bureau board for Doniphan County as well as on the school board for Doniphan Midway Elementary and Midwest Junior High while she serves on the Doniphan County Library Board. They grow corn and soybeans and have a cow/calf herd on their 1,000-acre farm.

"Farm Bureau has good programs and the members help one another," Leisa said. "We've been fortunate to raise our children on a farm in a small community."

An example of this was when they



Tom and Leisa Halling farm about 1,000 acres in northeast Kansas. Photo by Kurt Weaverling

recently went to western Kansas to pick up equipment and their trailer hitch broke. They called Farm Bureau members in the area and they immediately came out and helped.

The couple has three children: Stacy, a senior at Kansas State Univer-

sity; Amanda, a freshman at Highland Community College; and Aaron, a freshman in high school who is active in Future Farmers of America (FFA).

One family in each of Kansas Farm Bureau's 10 districts is selected for the award. **-K.S.**

Upcoming KDOT Training Courses

Classes at District Offices

- ♦SMART Day 1, 2, 3, Hutchinson, February 17, 18, 19
- ♦SMART Day 1, 2, 3, Chanute, March 3, 4, 5

Classes at Headquarters

- ♦SMART Day 1, 2, 3, Topeka, Feb. 3, 4, 5
- ♦BEST – Week Two, Topeka, Feb. 23, 24, 25, 26 & 27
- ♦Business Writing Basics I, Topeka, March 6
- ♦Business Writing Basics II, Topeka, March 6
- ♦SMART Day 1, 2, 3, Topeka, March 10, 11, 12
- ♦New Employee Orientation, Topeka, March 19

M I L E S T O N E S

KDOT salutes employees celebrating state anniversaries in January

10 YEARS

David Hutfles Herndon
 Bret Mathias Topeka
 Robert Miller. Lawrence
 Kyle Schneweis. Lawrence
 Arthur Wade Jr. Peru

30 YEARS

Gary Brownell. Holton
 Rosemary Ingram Topeka
 Wanda Maichel Alma
 James Richardson Auburn
 Roy Rissky Tecumseh
 Mark Taylor. Topeka
 Donald Urbanek Ellsworth

40 YEARS

Danial Casper Tonganoxie

20 YEARS

Donald Andersen Jr. Topeka
 Peter Bodyk. Topeka
 Stacey Cowan Meriden
 Russell Drake Iola
 Theresa Havenstein. Topeka
 Eugina Henn Leon
 Jeffery Henry. Topeka
 Jeffrey Jones Norton
 Dennis Maybon. Norton
 Charles Rutherford Topeka
 Jeffery Woodward Belleville

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



LETTERS TO THE EDITOR

Dear Secretary Miller,
 Saline County has long enjoyed great personal and professional relations with the KDOT staff here in Salina. We consider them friends as well as colleagues. We were most fortunate to even have had the opportunity to hire one of your recent retirees. He has already proven to be an excellent addition to our staff.

I am writing this note to you to specifically commend several of the Salina office KDOT folks for their act of kindness to us yesterday. Our contractor for the Brookville Road bridge replacement over Mulberry Creek took advantage of the great weather yesterday and undertook the deck concrete placement which, as you know, is an all-day affair. Saline County Road and Bridge Department (R&B) staff had to be on site before 6:00 a.m. performing inspection and testing duties as we are the LPA on the project. The wife of a long-time (30+ year) R&B staff member, David Nowak, passed away at only 54 years old on Christmas Eve. As much as we all wanted to be with him, it appeared that there would be no way to leave the construction site.

Being that this is a federally-funded project, Jean Istas from the local KDOT office and several of her staff members visited the site to check on the progress. I mentioned to her that it appeared we would be missing Pam Nowak's funeral and without hesitation she offered to fill in for the couple of hours necessary so some of us could attend the funeral. Jean's act of kindness will be long remembered by me and I commend her and her staff to you.

Sincerely,
 Neil D. Cable, P.E.
 Saline County Engineer

Promotions/Transfers

Headquarters

- Shawn Brown**, Applications Support Manager, Computer Services
- Diana Hewitt**, Human Resources Professional I, Computer Services
- Jessica Mills**, Senior Administrative Assistant, Personnel Services

District One

- Josh Koebernick**, Engineering Associate II, Olathe
- Rodney Lacy**, Professional Civil Engineer III, Topeka

Dennis Lane, Highway Maintenance Supervisor, Topeka

District Two

Tony Glessner, Equipment Operator Specialist, Council Grove

District Three

Gary Shearer, Engineering Technician Specialist, Norton

District Five

Carlen Hanson, Highway Maintenance Supervisor, Wichita

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

PRE-SORTED STANDARD
 U.S. POSTAGE
 PAID
 TOPEKA, KS
 PERMIT No. 157

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