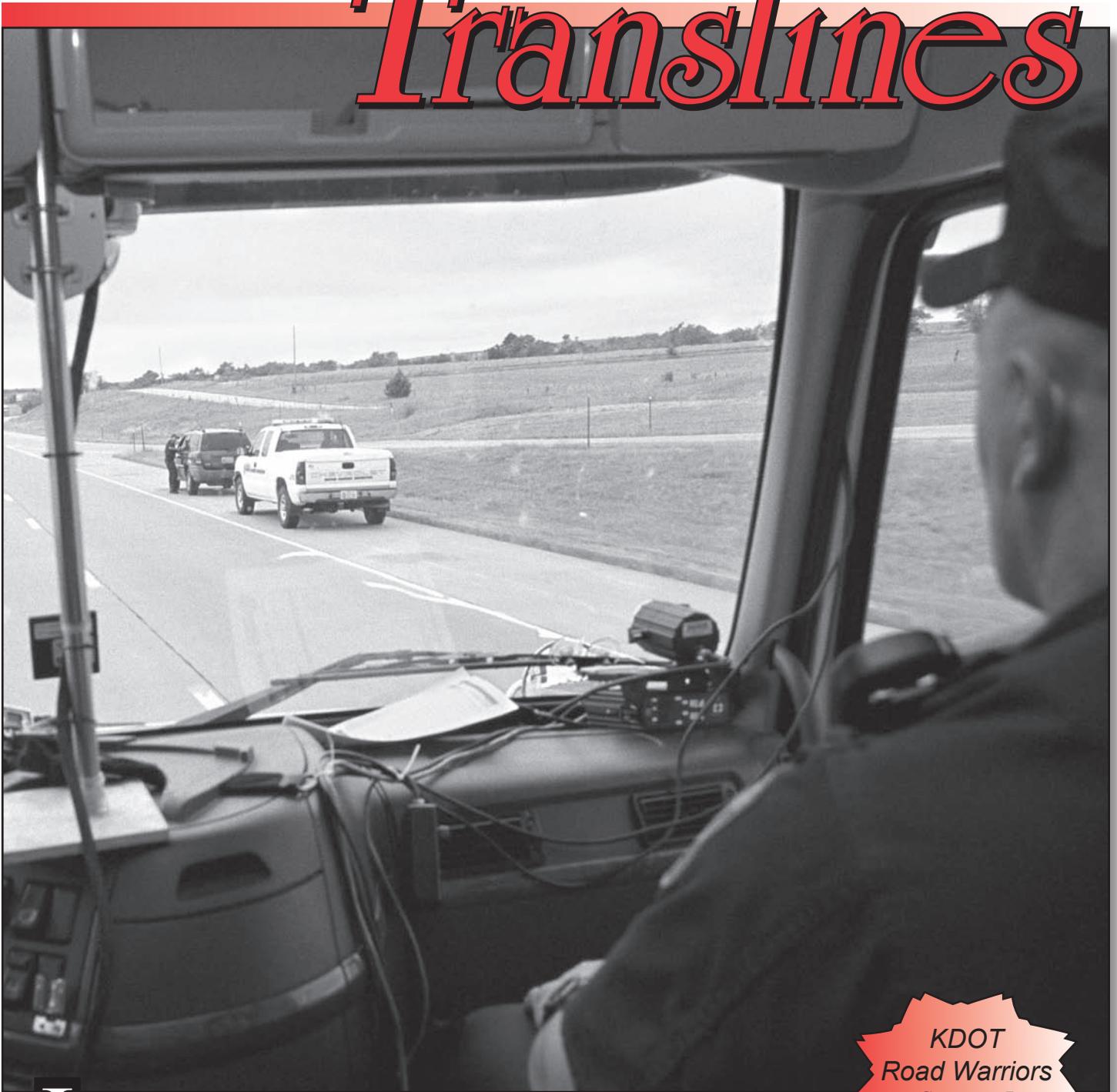


Translines



**KDOT
Road Warriors**
See page 7

Inside ...

- ◆ Scherschligt, Patrick to serve in new roles
- ◆ Climate survey to impact supervisor training

- ◆ Scenic Byway project honored
- ◆ Tornado response source of pride
- ◆ Group honored for solving drainage problem



*By Secretary
Deb Miller*

The value of recognition

I want to thank everyone who took the time to complete the Employee Climate Survey in April. Sixty-nine percent of all employees took the survey, which is considered an excellent response for an organization the size of KDOT. You took it seriously, and, as a result, we have good, solid data with which to work.

This survey establishes benchmark data for performance measure target areas. But, more importantly, it identifies what our best supervisors are doing and will allow us to share that information across the agency. Some of what we learn from this survey will be incorporated into supervisor training programs.

Overall, the responses to the survey were positive. We learned that 67 percent of employees are very satisfied with their job, 75 percent plan to be working at KDOT a year from now and 79 percent clearly understand what is

expected of them at work. Those results support what I've always thought about KDOT being a good place to work.

But there were two areas that didn't reflect as well on the work environment. They were the only statements on the survey that failed to receive positive responses from 50 percent or more of the survey respondents. Those statements are, "In the past week, I received praise or positive feedback for doing good work," and "My supervisor finds ways to celebrate accomplishments."

Note that the first statement doesn't include the words "from my supervisor." The statement would include feedback from peers and even from an employee to a supervisor. It can also be feedback from someone in another division or bureau or from someone outside the agency.

This isn't the first time this has been pointed out to us on an employee survey. In a 1998 survey, to the statement "I am recognized when I do a good job," only 35 percent of the respondents said they agree or strongly agree. In 2000, that number had only increased to 38 percent. In response to a similar, but not exactly the same, statement on the 2007 survey ("In the past week, I received praise or positive feedback for doing good work"), 43 percent said they agreed or strongly agreed.

I know that sometimes when the day gets busy, we miss opportunities to tell someone they did a good job, even though we know those small comments can mean so much. It's more important than you might think – and not simply because it's a "nice" thing to do. According to 2003 statistics from the U.S. Department of Labor, the top reason people leave jobs is because they don't feel appreciated.

At the heart of this initiative is the retention of employees. Thanks to your strong participation in the survey, we have a better chance of creating the kind climate that makes KDOT a good place to work.

To read more about the survey, see page 6.



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

Calendar of Events

- July 4** – State employees off for Fourth of July holiday.
- July 10** – 11 a.m. KDOT employees' Council Meeting, Third Floor, Eisenhower State Office Building.
- July 13** – 9:30 a.m. - Highway Advisory Commission meeting.
- July 14** – KDOT golf three-person blind draw at Forbes Field in Topeka. Enter by contacting Kevin Adams (kevin@ksdot.org, 296-5297).
- July 18** – The regularly scheduled letting for this date has been cancelled. See page 13 for more details.

Scherschligt named Director of Engineering and Design

KDOT's new Director of the Division of Engineering and Design brings plenty of Design experience mixed with knowledge he's gained in the field to his new position.

Dan Scherschligt assumed his new duties as Director in June, coming to Headquarters after serving as the District One Engineer. He succeeds David Comstock, who retired in April after 39 years with KDOT.



Dan Scherschligt

"I'm excited to apply what I have learned in field opera-

Continued on page 12

Steel saves money

Wood posts initially cost less than steel posts, but is there a savings over the life of the post? This question was proposed for a Kansas Transportation Research and New-developments program (K-TRAN) project a few years ago.

Wood posts have problems with warping and twisting, sometimes even before they are removed from the bundle, said District One Maintenance Engineer Clay Adams. The study indicated that repair costs could make steel posts less expensive over the life of the sign post.

KDOT then followed up on the study by testing two different styles of steel posts in the Seneca, Hays, Altoona,

Continued on page 13



Students from Brooks and Stuckey middle schools and Wichita Heights High School team up to paint over vandalism and gang graffiti on the K-254 bridge over North Hillside Street in Wichita. Photo and story by Tom Hein

Students improve looks of bridge

WICHITA - Students from three Wichita public schools gathered on May 20 at a bridge on K-254 to paint over graffiti. The project was part of the Gang Resistance Education and Training (GREAT) program.

The students used recycled paint provided by the Sedgwick County Household Hazardous Waste Collection Center and brushes, rollers, pans, and safety vests provided by KDOT.

"This is an excellent example of another partnership between the Wichita Police Department and the community to remove gang graffiti," said Patrol North Captain Felecia Norris. "Everyone involved who has committed their time to this project deserves the community's appreciation."

This bridge is one mile south of Wichita Heights High School.

Patrick will serve as first female District Engineer

When Catherine Patrick was selected as the new District One Engineer, Director of Operations Mike Crow was quick to offer her a bit of insight.

"Mike pointed out I would be making a milestone at KDOT as the first female District Engineer,"

said Patrick. "I never really thought about the position in that capacity. I'm an engineer who just considers myself one of the 'guys.'"

"I'm honored to be selected as the



Catherine Patrick

Continued on page 15

On the... COVER

The Trucks on Patrol for Safety program places troopers inside big rigs to enforce state laws and federal regulations.

See story on page 5. Photos by Kurt Weaverling

Assistant Secretary Jerry Younger (first row, third from left) poses with members of the Hoxie Subarea Team and other District Three employees at the Employee Recognition ceremony in Hoxie. Photo by Kristen Brands



Group honored for solving drainage problem

HOXIE - The Hoxie Subarea Team, with members from the District Three crew, assisted the city of Selden with a drainage problem that had plagued the city for several years.

The group was honored for its efforts in KDOT's Example of Excellence employee recognition program for the first quarter of 2007. Assistant Secretary/State Transportation Engineer Jerry Younger attended the event in Hoxie on May 29.

About 1,750 feet of the storm sewer drainage system had filled up with debris and could not drain properly, causing more than a foot of water to pond. With nowhere to go, the water would spread across US-83 and also run into the Selden lumber yard and other businesses.

The city did not have the resources to fix this problem and contacted Area Four Engineer Robert Weiss for assistance. After borrowing the culvert cleaner from District Six, the group went to work.

"The Hoxie Subarea and the District crew worked very hard cleaning this storm sewer out," said Area Superintendent Jerry Glassman. "It took many passes, and the crews worked numerous days that were very cold without complaining."

The City of Selden provided KDOT with water and helped out with their backhoe and street sweeper. The District crew brought their broom down to suck out the debris and the Hoxie Sub Area Crew operated the culvert cleaner and other equipment.

"This was a great example of teamwork - KDOT crews working together with the City of Selden, to accomplish this task," said District Engineer Chriss McDiffett. "This went a long way to enhance the good reputation of KDOT at the local level."

Members of the team include Danny Bacon, Justin Baker, Brant Brown, Doug Cressler, Randy Knoll, Ed Miller, Dave Oelke, Jeff Pfeifer, Ron Rogers, Matt Schilling, Rick Shipley, Raymond Wait, and Ron Zwickle.

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

Chief, District Engineer, Area Engineer, or Subarea Supervisor who can then sign the form and submit the nomination to Transportation Information.

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

The award is given quarterly with nominations for the second quarter due to the Bureau of Transportation by June 30. Nominations for the third quarter are due Sept. 30. **-K.S.**



Program enhances safety, educates public

Truckers driving 18 wheelers have seen it all - speeding, tailgating, reckless driving, improper passing. Now these violations and more are being caught on camera and the violators are paying the price thanks to a Trucks on Patrol for Safety (TOPS) program.

The program involves Kansas Highway Patrol troopers riding in semi-trucks, which are equipped with cameras on the sides, front and back and radar equipment. The goal is to catch dangerous driving on tape, ticket or warn the offenders and draw attention to the perils of sharing the highway with big rigs.

"The TOPS program allows troopers to enforce state laws and federal regulations in and around commercial vehicles, as well as educate the motoring public about large trucks," said Captain Dan Meyer with the KHP. "We want to reduce the number of crashes, fatalities and injuries on Kansas roadways."

The first seven-week-long deployments of the program began April 9 in Wichita. During a second seven-week deployment this summer, violations observed in the first deployment will be re-evaluated to determine the program's effectiveness. The program is scheduled to be completed by the Labor Day holiday.

A professional truck driver is behind the wheel of each big rig and is accompanied by a KHP trooper. Using a radar gun and monitoring five camera images, the trooper radios reports of traffic violations ahead to other troopers, who flag the offending motorists. Violations are all caught on tape.

Meyer said there are four ground units to assist during each deploy-

ment with two marked and two unmarked patrol vehicles. The vehicles travel within a three-mile area of the semi.

"About two-thirds of the motorists ticketed are driving passenger vehicles and one-third commercial vehicles," said Meyer. "Following too close and not leaving enough space af-

ter passing are the primary reasons people are being ticketed."

This is the first year for the TOPS program in Kansas, according to Meyer. The program is patterned after one in Washington state, except for one difference.

"Our program doesn't focus on just the region where the most large truck crashes occur," said Meyer. "We're concerned about reducing fatalities, which is a statewide problem, so we



Professional truck driver Greg Hladky drives an 18-wheeler on I-70 during the Trucks on Patrol for Safety program west of Topeka. Photo by Kurt Weaverling

target the entire state."

There were approximately 3,900 crashes in 2005 in Kansas involving heavy trucks, including 69 fatal crashes that killed 81 people. Nearly 18 percent of all fatal crashes that year involved big trucks.

Trucking industry members have donated the trucks, trailers and drivers that the Patrol is using to conduct the program.

"They are very supportive of the program and were willing to partner with us," said Meyer. "Just one crash can be more expensive to them than financially supporting our program. They want to see crashes reduced and the public become more informed motorists."

The program is being funded by a grant from the Federal Motor Carrier Safety Administration. Meyer said the program has been approved for additional funding to continue next year. - S.W.

'The TOPS program allows troopers to enforce state laws and federal regulations in and around commercial vehicles, as well as educate the motoring public about large trucks.'

Captain Dan Meyer

Climate survey to impact supervisor training

By Steve Swartz

The Workplace Climate Survey conducted in April revealed an abundance of positive opinion by KDOT employees toward their jobs and supervisors. But it also identified areas where there is room for improvement.

The voluntary survey was completed by 69 percent of KDOT's employees (2,056 out of 2,999 employees) – an excellent response for such surveys, said Allen Humphrey, Chief of the Bureau of Personnel Services. The survey, conducted by Schmucker Training & Consulting of Wichita, was designed to measure employees' perceptions of the workplace climate and to provide feedback for supervisors on the climate of their work areas.

Results of the survey establish baseline data for performance measure target areas and support the development of revised training programs for supervisors that includes a focus on their impact on their work unit.

All but two of the 20 survey statements received positive responses from 50 percent or more of the respondents. Statements that received the highest percentage of positive responses were "I clearly understand what is expected of me and what my responsibilities are at work" (79 percent positive response), "I plan to be working at KDOT one year from now" (75 percent), and "I have the tools and equipment needed to do a good job" (68 percent).

The two statements that failed to get an overall positive response were "In the past week, I received praise or positive feedback for doing good work" (43 percent positive) and "My supervisor finds ways to celebrate accomplishments" (30 percent positive).

"What's good about that," said Humphrey, "is that those are areas that lend themselves to training and professional development. Through future surveys, we will be able to track our progress."

The Bureau of Personnel Services is in the process of developing a centralized, five-step training program for supervisors that would be completed over a several-year period.

"As part of that, we will address positive feedback and celebrating success," said Humphrey. "We haven't really talked about that in leadership training before."

Humphrey said he hopes to begin the first phase of new and/or revised material for the supervisor training curriculum by January, if not sooner.

Lee Schmucker, whose company conducted the survey, said survey results are still being analyzed. By the end of the summer, she said, supervisors should have specific feedback from their work teams.

Please see Secretary Miller's column on Page 2 for more on the Climate Survey.

KDOT, KCA launch new construction training program

Having a skilled workforce is essential for providing a quality transportation system and for allowing continued economic growth. With this in mind, KDOT and the Kansas Contractors Association (KCA) announce a new training program that will enhance the opportunities of Kansas workers and develop a highly skilled workforce to serve the state's transportation needs.

"Through this program, we can

'We know a reliable transportation system and a skilled workforce are vital to a healthy economy, and thanks to this partnership with the KCA - we can aid both these efforts.'

Secretary Deb Miller

better ensure that construction workers will receive the skills they need to provide a safe and quality transportation system for our state," said Secretary Deb Miller. "We know a reliable transportation system and a skilled workforce are vital to a healthy economy, and thanks to this partnership with the KCA - we can aid both these efforts."

KDOT will oversee the program's curriculum, and have the option of sending its own employees to the relevant courses. In turn, KCA will be charged with providing the instructors, facilities, materials, and administration to organize the courses, which will be conducted across the state.

The program is designed to give construction workers the additional

Continued on page 16

KDOT employees respond quickly in Greensburg tornado recovery effort

GARY JARVIS

On the evening of May 4, Greensburg Subarea Supervisor Gary Jarvis was watching television at his home in Kinsley and saw on the local news weather radar that a severe storm was moving across the Greensburg area.

He immediately decided to go to Greensburg to see if there was any damage to the community and if assistance was needed. His wife warned him to wait a little while to let the storm move through, but he went ahead and left his house immediately to drive the 25 miles south on US-183 to Greensburg.

Continued on page 11

MARK DAVIS

Dodge City Superintendent Mark Davis had just arrived home and received a call from an Equipment Operator in Bucklin, who is also an Emergency Medical Technician, about the tornado in Greensburg on May 4.

After deciding that US-54 eastbound needed to be closed out of Bucklin, "I immediately got on the phone to District Six Maintenance Engineer Ron Hall, informed him of what happened, and that KDOT forces from the Bucklin and Dodge City Subareas were on their way," he said.

Hall also asked about the Communications on Wheels (COW) and calls were made to get it to Greensburg as well, Davis said.

Continued on page 11



KDOT employees Mark Davis, Gene Watts and Gary Jarvis were on the scene shortly after the F5 tornado struck Greensburg. Teamwork with many KDOT employees and other partnering organizations assisted in the quick recovery efforts the night of May 4 and the following weeks. Photo by Larry Katsbulas

GENE WATTS

Pratt Area Superintendent Gene Watts was at home watching on television the progression of the May 4 storm near the Greensburg area. He also has a KSN Weather Warn Radio that broadcasts National Weather Service weather updates. On his weather radio, he heard that storm spotters had sighted a tornado on the ground in Greensburg.

He immediately called Mark Shumway, Pratt Subarea Supervisor, to call his crew in to set up traffic control on US-54 to route traffic around Greensburg.

Then he quickly stopped at the Pratt Area office long enough to send out an alert

Continued on page 8



MARK KRENTZ

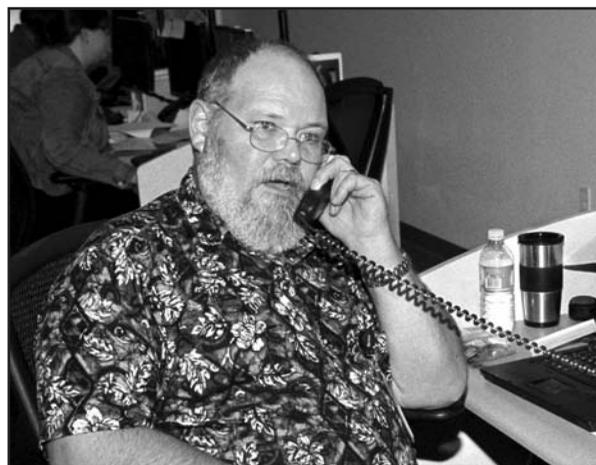
The wrath of Mother Nature has kept Mark Krentz a busy man the past six months.

First there was a blizzard, and then a tornado - two devastating storms that Krentz had first hand knowledge of serving as Emergency Coordinator for KDOT.

In December, a massive blizzard left more than 44,000 Kansas homes and businesses without power. The storm dumped 15 to 36 inches of snow across the western half of the state, closing major roadways and creating havoc for motorists.

Then, on May 4, a massive tornado struck Greensburg killing 10 people and practically destroying the town. Both storms have

Continued on page 9



KDOT employee Mark Krentz helped coordinate recovery efforts in the State Emergency Operations Center in Topeka. Photo by Kurt Weaverling



Assistant Secretary/State Transportation Engineer Jerry Younger speaks at the town meeting in Greensburg on June 7. Photo by Larry Katsbulas

Watts

Continued from page 7

bulletin that US-54 was closed in the Pratt to Greensburg area. Then around 11 p.m., he headed to Greensburg.

When Watts arrived, Gary Jarvis, Greensburg Subarea Supervisor, had already opened up the Subarea shop and it was being used as a law enforcement command center. Watts stayed at the Subarea office to coordinate with Barber County Sheriff Tommy Thompson, who was in charge at the command center, to dispatch KDOT employees and equipment to team up with search and rescue teams coming into Greensburg.

Without even having to call other Subareas in the Pratt Area, they began to respond, Watts said. Richard Thompson, Coldwater Subarea Supervisor, and Bill Brokar, Kinsley Subarea Supervisor, reached Greensburg on US-183 from the south and the north with a crew and loaders and began cleaning US-183 and US-54 as they came into town. Around 1 p.m. on May 5, when all of the local streets were opened, Watts began to send most of the crews home after working at least a 12-hour shift. One crew remained on site at all times.

Early on May 6, Watts and the crews were back to continue clearing and brooming more debris from the roadways in Greensburg. This process continued until May 9 when hauling debris to the Kiowa County Landfill began to gear up. At that time, crews and equipment were called in from District Five, Six and Two, and the National Guard. By the end of the week, Watts and Mark Davis, Dodge City Area Superintendent were supervising over 100 KDOT employees, 64 trucks, 21 loaders, five dozers, one motor grader and eight brooms working in Greensburg and at the Kiowa County Landfill.

“Every morning we would have a debris removal meet-

ing at the national guard tents, on the Greensburg High School football field south of the grade school, to coordinate our daily activities,” Watts said.

As part of the debris removal process, KDOT widened the entrance to the Kiowa County landfill and dug two new landfill pits to accommodate the huge amount of material being hauled in and the large volume of truck traffic coming and going. KDHE and FEMA were some of the state and federal agencies Watts coordinated with in the landfill expansion.

Watts also mentioned that, “some generous help was provided to KDOT in Greensburg by John Deere and Caterpillar.” Carl Helsel, District Five Equipment Superintendent, received a call from Murphy Tractor, the John Deere dealer in Wichita, and asked if any equipment was needed. Helsel requested a loader with a debris grapple claw on the bucket to pick up wood debris and a dozer to work at the landfill. In two days, the equipment was shipped to Greensburg from Nebraska and Illinois. Caterpillar supplied a D11 dozer to work at the landfill and it was shipped in on four trucks and assembled on site. All of this equipment was supplied at no cost to KDOT.

To sum up his experience in Greensburg, Watts said, “I would like to thank everyone at KDOT that offered and sent crews and equipment to assist in the Greensburg tornado cleanup, especially crews from District Six, Five and Two. A special thanks to Mark Krentz for his support in the Emergency Operations Center in Topeka, and Mark Davis for his partnership in managing KDOT’s response to this tornado.

“Mark Davis was actually in Greensburg before I was and crews from District Six were there from the very beginning. I will be glad to assist everyone with similar situations in the future, but I hope it never happens in my Area again.” **-By Martin Miller, District Five Public Affairs Manager**

KDOT Computer Training

– from the KCTC

CLASSES ARE ON THE CALENDAR AT ESOB

Increase your efficiency!

JULY 18 – LUNCH & LEARN

PowerPoint: “The Good the Bad & the Ugly”

If you develop PowerPoint presentations for your use or that of your supervisor, you do not want to miss this! Helpful tips will be shared so your next presentation is professional and visually appealing to your target audience.

The presentation is from Noon to 1 p.m. in the Sunflower Lab, ESOB, Topeka.

DID YOU KNOW?

Tips & Tricks:

Office 2007 brings a wealth of new features and a changed overall appearance. Some KDOT employees are already using this new tool at home. The KCTC and Bureau of Computer Services hopes to provide useful information to help prepare prospective Office 2007 users.

◆ Traditional application menus & toolbars are replaced by tabs along the top of your open application. These labeled tabs (Home, Insert, Page Layout etc.) are called the Ribbon and each tab contains related commands for formatting, view changes & many other functions.

◆ Standard functions to all applications (open it, send it, share it, print it, etc.) are now accessed through the Microsoft Office Button – a round button in the very upper left-hand of your screen with the multi-colored Microsoft logo on it.

Enroll by e-mail kctc@ksdot.org or call Ingrid Vandervort 785-296-8993. **Questions are welcome!** Supervisor’s approval to enroll is necessary.

Krentz

Continued from page 7

required an enormous work effort by KDOT and other state agencies. Krentz has been one of the key figures helping coordinate that effort.

“One week after working with FEMA and the Kansas Division of Emergency Management (KDEM) to finish blizzard reimbursement paperwork, the F-5 hits Greensburg,” said Krentz. “My primary job in both instances was to represent KDOT by serving at the State Emergency Operations Center (SEOC) in Topeka. The tornado recovery involved constant communications with our folks in Greensburg, at Headquarters and other state agency personnel who were working at the SEOC.

“The first 10 days I worked 110 hours, but that’s the nature of my position,” added Krentz. “I was just one of the KDOT folks doing what they had to help.”

Krentz got a call from District Six Maintenance

Engineer Ron Hall 20 minutes after the tornado struck. Hall had just talked with Dodge City Area Superintendent Mark Davis about the severity of the Greensburg tornado and the fact KDOT’s Communication on Wheels (COW) was needed.

Krentz made a call to Wichita where the COW was located and talked with Jason Bryant, who oversees its operation. Bryant was soon on the road and had the COW operational in Greensburg by 1:30 a.m. providing an invaluable communications tool during the crucial early recovery period.

Krentz then worked 16 of the next 17 days at the SEOC, including 10 days straight. His only day away from the

SEOC during that time was to actually visit Greensburg, meeting with KDOT personnel and others involved in the recovery.

“The SEOC served as a communications command center where information was supplied and decisions made on what was the best course of action to handle the recovery effort in Greensburg,” said Krentz. “We were constantly receiving information and assessing the situation. It was a coordinated effort between many state governmental entities with KDOT, KDEM, KHP, Health and Environment, the National Guard and other key players.”

Krentz left the office on May 15 to attend a meeting in Greensburg with Davis, Gene Watts, Area Superintendent at Pratt, FEMA representatives and the

Incident Commander at the site.

“Greensburg was worse than I even envisioned. I had seen a lot of pictures, but to be there in person left you speechless,” said Krentz. “It’s amazing how quickly KDOT responded to this disaster, pulling

together as a team working hard to help the community recovery. We were there to serve our customers and certainly got the job done.”

One hundred KDOT employees and agency equipment were dispatched to help with the recovery effort staying in Greensburg for one month. KDOT hauled away 10,600 loads of debris during the clean up.

“The people I worked with at the SEOC constantly had kudos for the job KDOT did in Greensburg,” said Krentz. “I think our area superintendents deserve a lot of credit. They’re the backbone of our agency when a disaster or incident occurs.” - *By Stan Whitley*



An unbroken jar of pickles was found in the debris during clean-up efforts in Greensburg. Photo by Larry Katsbulas



By _____

**Bob
Cook**

TRANSPORTATION
TALK

Tornado response source of pride

Tragedies evoke a range of feelings, and in the aftermath of the Greensburg tragedy, I am feeling pride.

The source of that pride is the response of KDOT people to the disaster. It was extraordinary and should be considered a source of pride for everyone who works for this agency.

The response time was tremendous. KDOT crews and equipment were in Greensburg within a couple of hours of the tornado that destroyed nearly every structure in town. It would have been quicker if the highways hadn't first needed to be cleared of debris in order to get into the devastated town.

Neighboring subareas in both District Five and District Six had equipment and people headed to Greensburg immediately after the tornado went through. In the initial hours and even into the first couple of days of the disaster, our people assisted in clearing streets so that emergency medical people and vehicles could get where they needed to go. The inefficiencies inherent in a response to a natural disaster were frustrating for some of our people. But I think most realized that any amount of help they could give was considered a godsend by the townspeople.

After a couple of days, when the cleanup effort became more organized, our people felt better. KDOT crews averaged hauling nearly a thousand truckloads

of debris a day to the landfill, which is mind-boggling considering the conditions in which they had to work.

KDOT people also manned three detour checkpoints around the clock. US-54 was closed for exactly a month.

Not one person I talked to during the clean-up effort complained. Some said they didn't feel clean, even after going home to take a shower. Some were apprehensive about what they might find when going through the debris. And some felt limited in what they could do. But none of that even remotely resembled a complaint.

Working in the midst of such destruction was not easy for them. I was only in Greensburg a few times and I left feeling stressed and fatigued mentally. Our crews faced that scene day after day, for several weeks. Though they didn't talk about it, it had to be emotionally draining for them, too.

I was so proud of the cooperation among KDOT work groups. Greensburg is located in District Five, but only 15 miles from District Six. So the cleanup was a cooperative effort between the two districts. Mark Davis, Dodge City Area Superintendent, and Gene Watts, the Pratt Area Superintendent, worked exceptionally well together, as did all the crews. Both Mark and Gene were very complimentary of one another and jointly made the critical decisions that were required. And, I might add, they were good decisions.

The heartfelt words of appreciation from local and state officials about the work of our crews have been overwhelming. A local legislator who lost his home in the tornado told me how much he appreciated the quick response and the work of our KDOT people. A week after the tornado when I accompanied Secretary Miller to Greensburg, a local emergency official expressed his appreciation that KDOT had brought its Communications on Wheels trailer to Greensburg. He said he was impressed with the unit's effectiveness and how quickly it was in operation.

Throughout my 35 year-career at KDOT, I have had many reasons to be proud I work for this agency. While my role in the Greensburg response was smaller than some of my co-workers', I've never been more proud to be part of the KDOT family.

Bob Cook is the District 5 Engineer.

Davis

Continued from page 7

He arrived shortly after 10 p.m. and found Greensburg Supervisor Gary Jarvis, who was in a loader working to clear some of the streets.

“About that time, someone came running up and said there was a house on a lady,” Davis said. “So Gary took the loader down Bay Street and I walked beside the loader to watch for the nails because there were boards with nails everywhere.”

Davis remembers how people were walking with no shoes on and in their night clothes out of the darkness to the lights of the emergency trailer stationed on the west side of Greensburg.

“I don’t remember many people crying, I just remember people being glad they were alive,” he said.

The Bucklin and Kinsley KDOT employees pushed trees and other debris off of the roads to get a detour set up.

“We had the road closed and then an actual detour set up around Greensburg just a couple hours after the storm hit,” Davis said. “It amazes me that everyone could make that happen so fast.”

The rest of the night was a blur, he said, taking care of people, debris and roadways.



Debris was picked up and hauled to the dump by KDOT employees in Greensburg for one month. Photo by Larry Katsbulas

Brooms were brought in Saturday morning, “and every street in Greensburg was swept and the debris was cleaned off by that night so people could come in and start looking for their possessions the next morning,” Davis said.

Davis praised all the employees for their dedication.

“We took volunteers for a weekend so people could rest and relax, and we had people say no, we’re not going home, we’re staying,” he said. “We even told them we’d bring in crews from other areas to help, and they said no we don’t want to go, we want to stay and help. We started it and we want to finish it.”

Davis said the teamwork between KDOT, the military and the many other organizations was exceptional.

“It didn’t matter where you were from, everybody just jumped in and started helping the people of Greensburg,” he said.

Know your resources before you have a problem, be proactive and be prepared, Davis said.

“We didn’t wait to be called to come and help. I saw every Subarea around Greensburg, whether it was District Five or District Six, rally to help the city. It was great how everyone took action immediately.” - *By Kim Stich*

Jarvis

Continued from page 7

Shortly after 10 p.m. as Jarvis was getting closer to Greensburg, he could see from the light of lightening strikes the tornado exiting the town and he felt the final strong winds.

“I was worried that I had arrived too quickly and that I might be involved in the tornado destruction myself,” Jarvis said. He proceeded on to about one and a half miles from Greensburg and had to take a county road around because trees and power lines had blocked US-183.

The first thing Jarvis did upon arriving in Greensburg was to meet with the Kansas Highway Patrol and open the KDOT Subarea office and shop for a shelter. The KDOT Subarea is located on the east side of Greensburg and only received minor damage from the tornado. He was also asked to open the washbay building to use as a temporary morgue, if needed. Then he started a loader and headed for the hospital to see if they needed help.

On the way to the hospital, he saw yellow flashing lights at the Texaco gas station on US-54 and he stopped and met with Mark Davis, Dodge City Area Superintendent, who had also just arrived in Greensburg. While he was stopped, some people said there was a person trapped in a house and may

need a doctor. Jarvis and Davis started to the house with Davis pulling debris off of the road to get through. Some had to be shoved off with the loader.

When they arrived at the house, they had gotten the

person out but thought they might need a doctor, so he went to the hospital and picked up a doctor and three Emergency Medical Technicians and a back board. They got in the front bucket of the loader and went back to the house, but that person was not injured. After two more calls, Jarvis took the doctor back to the hospital.

He then spent the next 12 hours clearing city streets with the loader to allow emergency vehicles to rescue people from their destroyed homes. While clearing the local city streets, Jarvis saw sections of asphalt pavement that had been pulled up by the tornado and wood debris shoved underneath it.

Jarvis said that while the destruction in Greensburg was devastating, working with the Kansas Highway Patrol, Kansas National Guard and all the other agencies involved was a great experience. He also said that Pratt Area Superintendent Gene Watts and Davis did an excellent job coordinating all the KDOT employees and equipment that came in from District Five along with District Six and District Two. -*By Martin Miller, District Five Public Affairs Manager*

Scherschligt

Continued from page 3

tions management positions and my design background toward leading the Division of Engineering and Design,” said Scherschligt. “I plan to build on the momentum of the project co-ownership philosophy between the Design Leader and Area Engineer by getting out and visiting projects with the Design Managers, District Engineers and other Directors.”

Scherschligt started working for KDOT in 1979 following graduation from South Dakota State University with a bachelor’s degree in Civil Engineering. He served as a Project Engineer at Independence before moving to Headquarters where he was a Bridge Designer from 1980-1986.

Scherschligt served as Bridge Inspection Engineer for four years and then was promoted to Topeka Area Engineer in 1990. Later in 1990, he was promoted to Bridge Management Engineer where he served for 15 years overseeing bridge inspections and evaluations on approximately 5,000 State Highway System structures. In 2005, Scherschligt accepted a position as the Topeka Metro Engineer where he served for one year before being promoted to District One

Engineer.

“In the 25 years of experience I have working in Design and recent positions in field operations I have had the opportunity to experience how much KDOT employees are like one big family,” said Scherschligt. “The bureaus, offices and districts are kind of like brothers and sisters, although at times we may have differences of opinion, we stick together and all have some part of the common goal of planning, designing, constructing and maintaining an awesome transportation system. And we are very dedicated toward that goal.”

Scherschligt has been actively involved as a member of the AASHTO BRIDGEWare Task Force since 1992. He has been recognized as an expert in the Pontis Bridge Management System, a computer-based system designed to assist agencies in the preservation and improvement of their bridge networks. Pontis has been licensed through AASHTO to more than 45 state DOT’s and other agencies nationally and internationally.

Scherschligt is married and his wife, Peg, is a kindergarten teacher. They have one daughter, Stacy, who is a graduate of Pittsburg State University, and a son, Mark, who is a sophomore at Kansas State. - *S.W.*

Don't miss out!

KDOT

INSULATED MUGS

BIG SALE!



To Order:

Headquarters: contact your Employees' Council rep.

Districts/Retirees: mail completed form (or photocopy of form) and checks to: Lindsey Stephens, Personnel, 700 SW Harrison, 1st floor, ESOB, Topeka, KS, 66603.

Checks payable to KDOT Employees' Council.

\$4 each, or 2 for just \$6!

Number ordered: _____

Amount enclosed: _____

Name _____

Work Address: _____

(Retirees: home address)

Refills in this mug are available in the ESOB cafeteria! Refills are only 85 cents.

For more details, call Lindsey at 785-296-0939

Work phone: _____

Steel

Continued from page 3

Winfield, and Garden City Subareas. Adams said each location installed 50 Break-Out sign post systems and 50 Poz-Loc sign post systems. At the same time, other Subareas kept track of the installation cost for wood posts.

“Based on the findings of this additional testing, it was shown that after two repairs to a sign system, the steel posts (particularly the Break-out sign post system) were shown to be cheaper,” Adams said.

There are other advantages to using the steel post system, including posts staying plumb after installation and easier repairs in frozen soil. Once the base unit is driven into the ground, it never has to be replaced. The coupler breaks off upon impact and in most cases the sign post can be reused. All that is needed is a new coupler and a couple of wrenches.

The information was forwarded to Director of Operations Mike Crow, who initiated the K-TRAN study, and to the District Engineers. Transitioning to steel posts was approved in February, Adams said.

This is a major change, Adams said, and will take time.

“Because the initial cost of the



Steel signs will save money in several ways, such as eliminating the need for a second post by installing the street sign above the stop sign. Photo by Brian Feldkamp

steel post is more than wood, we will not be able to go out and just buy all steel posts. We don't have the money to buy all new, so it will be a transition, concentrating on locations where signs are frequently hit or are close to the

highway,” he said. “It's going to be a long transition, but we're headed in the right direction. We also hope to see an improvement in the Maintenance Quality Assurance Program's rating for signs as a result of this change.”

Steel post sign systems will begin to be used by KDOT in three ways:

◆ A statewide contract was established for both the sign anchors and the sign post materials. There were 3,000 units ordered for distribution to each of the Districts;

◆ The statewide signing program (a 10-year program to replace all old signs) is starting again this year. Permission was received from the Federal Highway Administration to use funds from the Highway Safety Improvement Program and to specify the use of this sign system. This will allow KDOT to use federal-aid dollars to purchase posts:

◆ KDOT construction standards will be changed so that new construction will incorporate the new sign post system.

These steel posts will replace the 4-by-4 wood posts used for stop signs, speed limit signs and smaller roadway sign assemblies in general. Adams said KDOT will continue to look in the Kansas City and Wichita areas at alternate sign systems to replace some of the 4-by-6 sign post systems. **-K.S.**

KDOT July 2007 letting cancelled

The July 18, 2007, KDOT letting is being cancelled due to significant changes that will be made to Section 100 of the 2007 Standard Specifications (Sub-Sections 104, 105, & 108).

These changes were requested by the Kansas Contractors Association and were concurred upon by KDOT to enhance the Administrative aspects of these contracts.

All of the projects that were to be let in the July letting will be moved and included in the Aug. 15, 2007, letting.



LETTERS TO THE EDITOR

Dear KDOT:

Early in the afternoon on Friday, May 18, the city of Moran discovered a water leak on our water main running under Highway 59 near the intersection of Oak Street. Randy McAnutly (Iola Subarea Supervisor) and his crew were sent to help with traffic control while we worked to repair the leak.

On behalf of the Moran City Council and Mayor, we would like to extend our thanks and appreciation

to KDOT, Randy, and his crew for providing assistance as we worked to repair the main break. As we have limited number of employees on staff, traffic control was a definite concern. With KDOT's assistance, we were able to repair the main in a timely manner.

Sincerely,
Michael E. Stodgell
City Superintendent
Craig W. Miller
Assistant City Superintendent

Fun Facts and Trivia

Do you know?

When was the first hot air balloon flight?

1783 - Brothers, Joseph Michel and Jacques Etienne Montgolfier invented the first hot air balloon. They used the smoke from a fire to blow hot air into a silk bag. The silk bag was attached to a basket.

The hot air then rose and allowed the balloon to be lighter-than-air.

In 1783, the first passengers in the colorful balloon were a sheep, rooster and duck. It climbed to a height of about 6,000 feet and traveled more than one mile.

After this first success, the brothers began to send men up in hot air balloons. The first manned flight was on Nov. 21, 1783; the passengers were Jean-Francois Pilatre de Rozier and Francois Laurent.



The Traveler Information Radio System provides visitor information and the history of the Flint Hills Scenic Byway for motorists along the route. Photo by Sonya Scheuneman

Scenic Byway project receives honor

By Jessica Leiker

Scott Shields, Environmental Scientist in KDOT's Bureau of Design, traveled to Baltimore, Md., for the 2007 Scenic Byway Awards on May 21 where Kansas received the interpretation award, recognizing the Traveler Information Radio System (TIRS) along the Flint Hills Scenic Byway.

The project, which was a joint effort between KDOT, the Kansas Scenic Byway Program and the Flint Hills Scenic Byway Management Committee, was launched in 2005 after receiving National Scenic Byway funds. The TIRS is a public outreach tool

providing visitor information, and a tool for telling the history of the byway.

Shields said that he felt "privileged and honored about Kansas being recognized." Out of 48 states that were represented at the awards, Kansas was one of only nine to be recognized, to which Shields credits the foresight and hard work of all involved.

The awards were presented by the American Association of State Highway and Transportation Officials, in cooperation with America's Byways Resource Center and the Federal Highway Administration.

KDOT monthly retiree meeting in Topeka

KDOT retirees meet in Topeka on the first Tuesday of each month at Coyote Canyon restaurant, 1251 S.W. Ashworth Place (Huntoon Street and Wanamaker Avenue). Lunch begins at 11 a.m., with a program that follows. All KDOT retirees are invited to attend.

For more information, contact Bill McAdoo at 785-478-3941.

Do you know of other regular KDOT retiree meetings that take place across the state? Contact the Bureau of Transportation Information at 785-296-3585 to have it published in Translines.

Retirees

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

Headquarters

Terry Heidner, Director of Planning and Development

Janis L. Rowland, Management Systems Analyst II, Construction and Maintenance

District One

Louis C. Hasenkamp, Equipment Operator Senior at Topeka

District Two

John S. Petersen Jr., Equipment Operator at Lincoln

District Three

Bruce E. Colip, Administrative Assistant at Norton

Roger N. Huff, Equipment Mechanic at Norton

District Five

Rita M. Roblyer, Administrative Assistant at Great Bend

District Six

Frank Younger, Engineering Technician at Syracuse

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

Patrick

Continued from page 3

new D.E. and glad management has confidence in me to handle this important job," added Patrick. "All of my field experience has been in District One working in Areas three, four and six. Now, I'm thrilled to have an opportunity to lead the District."

Patrick began working for KDOT in 1990 as a Project Engineer at the Shawnee Construction Office. She worked 15 years in the Kansas City area, serving at Bonner Springs and Olathe, before moving to Headquarters.

In Topeka, she was the Assistant Bureau Chief for Construction and Maintenance in the Change Order Section. Patrick was promoted to Topeka Metro Engineer in 2006 and stayed in that position for one year before being selected as the new Metro North Engineer at Bonner Springs. Patrick was responsible for overseeing activities in Wyandotte and Leavenworth counties during a three-month period before accepting her latest position.

Patrick said there will be a lot

on her plate with major projects in the 17 counties of northeast Kansas. Several of the key projects include work starting on the construction of a four-lane US-59 freeway between Ottawa and Lawrence, continuing work on a \$127.5 million project to construct a new interchange at Antioch Road and related improvements to I-435 in Overland Park. Another key project is improvements to US-24 (State Avenue) between 118th Street and 142nd Street in Kansas City. The project will involve roadway reconstruction to five lanes and reconstruction of the K-7/US-24 interchange.

"There's never a shortage of work in District One," said Patrick. "I will be visiting the different areas in our district to get first hand knowledge of the challenges they face in addition to working closely with the folks in Construction and Maintenance."

Patrick is a 1987 graduate of Kansas State with a degree in Civil Engineering. Her husband, Don, also works for KDOT serving as an Equipment Mechanic Specialist at Olathe. The couple has two children, Elizabeth, 11, and Justin, 9. — *S.W.*

M I L E S T O N E S

KDOT salutes employees celebrating state anniversaries in June

10 YEARS

Larry Fears Garden City
 Todd Garrison Kingman
 William Harbert Kingman
 Travis Hearne Bucklin
 Timothy Koehler Kingman
 David Lechner Wichita
 Burton Morey Linwood
 Samuel Paull Kanopolis
 David Ross Scammon

30 YEARS

Sherri Bain Holton
 David Boyle Wilson
 Charles Earegood Larned
 Gregg Wicker Norton

20 YEARS

Clemens Boos Topeka
 Larry Bouton Grantville
 Rodney Kaus Hays
 Robert Kopfer Clay Center
 Cheryl Lambrecht Lawrence
 Thomas Morrell Bonner Springs
 Melvin Pelkey Atwood
 Donald Reimer Olathe

40 YEARS

Wilbur Entz Topeka

State service anniversaries are compiled by Personnel Services.

Correction:

The Salvation Army provided assistance after the Greensburg tornado from a location next to KDOT's Greensburg Subarea Office. The agency was misidentified in a photo on page 13 of the June *Translines*.

Welcome new KDOT employees!

Headquarters

Dennis Curry, Attorney II, Office of Chief Counsel

Stephen Morris, Research Analyst III, Materials and Research

District One – Northeast

Dennis Phillips, Engineering Technician, Topeka

District Four – Southeast

Paul Leon, Equipment Operator Trainee, Altoona

District Six – Southwest

Deon Sarracino, Equipment Operator Trainee, Ulysses

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

Program

Continued from page 6

skills they need for career advancement, which should increase the construction industry's retention rates. And it will generate awareness to attract new workers to the industry. For example, one of the program's priorities will be to increase the number of women and minority workers participating in the training courses.

"Attracting workers to the construction industry has been particularly challenging in recent years," said Mike Morand, President of KCA and Carrothers Construction Company. "Through this training program, we will help provide more workers a career path, which serves as both a recruitment and a retention tool for the industry. And in turn, Kansans will benefit from having a more skilled workforce building and maintaining their roads."

Promotions/Transfers

Headquarters

Christopher Atwater, Engineering Associate I, Design

Crystal Brown, Accounting Specialist, Traffic Safety

Joseph Dillon, Network Technician III, Construction and Maintenance

Michael Hickman, Applications Developer III, Computer Services

Randall Leonard, Professional Civil Engineer II, Local Projects

Johnny Madrid, Engineering Technician Senior, Traffic Engineering

Elsit Mandal, Engineering Associate II, Transportation Planning

Amy Smith, Legal Assistant, Office of Chief Counsel

Alan Spicer, Professional Civil Engineer II, Transportation Planning

Kelley Wiley, Technology Support Consultation III, Computer Services

District One – Northeast

Kirk Wolgemuth, Engineering Technician Specialist, Topeka

District Four – Southeast

Dave Weirich, Engineering Technician Specialist, Garnett

District Five – Southcentral

Susan Turner, Engineering Associate III, Wichita

Dean Taylor, Engineering Associate I, Wichita

The Bureau of Personnel Services supplies information to Translines.

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