

# KDOT

# Translines

Bureau of Transportation Information

March 2004

## Child passenger safety focuses on protection

Think about it. Every day an average of four children die and 622 are injured in motor vehicle crashes in the United States. National Child Passenger Safety Week seeks to bring awareness to the problem and help protect the precious young cargo.

Child Passenger Safety Week was held February 8-14 in Kansas featuring a news conference at the Kansas Expocentre in Topeka attended by Governor Kathleen Sebelius and Secretary Deb Miller. Besides the Governor and Miller, other speakers at the news conference were KHP Superintendent Col. William Seck, Kelly Kile with the Kansas Motor Carriers Association, Jan Stegelman with Kansas Safe Kids, and Traci Meyer and her four-year-old daughter, Blair.



*Governor Kathleen Sebelius watches as four-year old Blair Meyer is properly secured in a booster seat during a media event to promote National Child Passenger Safety Week.*

Governor Sebelius pointed out the National Highway Traffic Safety Administration's four steps for kids' child passenger safety. They include:

**Continued on page 14**



The next two editions will feature District and Headquarters' highlights to celebrate KDOT's 75th anniversary of responsibility for the State Highway System and continued federal funding of transportation projects. See pages 8 and 9 for the articles.

## Bodyk selected as new Traffic Safety Bureau Chief

Although he's new on the job, Pete Bodyk feels at home as KDOT's new Bureau Chief of Traffic Safety.

Bodyk started as the new Traffic Safety Chief on January 26, succeeding the retired Rosalie Thornburgh. Bodyk comes to KDOT from the Department of Revenue where he had worked in the division of Alcoholic Beverage

Control (ABC) for the past 15 years.

"I'm familiar with many of the issues and initiatives involving Traffic Safety," said Bodyk. "At ABC I was project director handling grants distributed by KDOT and I've made presentations at various conferences



*Pete Bodyk*

**Continued on page 15**

## Inside ...

- ◆ EMPLOYEES' INITIATIVE HONORED IN DISTRICT SIX
- ◆ SENATOR ROBERTS PRAISES KDOT WORK

- ◆ PROJECT INFORMATION PORTAL
- ◆ KDOT HEADQUARTERS OFFICES START MOVING IN APRIL
- ◆ CELEBRATING OUR SUCCESSES ACROSS THE STATE



## Miller's Time

By Secretary  
Deb Miller

# New attitude

KDOT has had a lot of success stories over the years. But there's one in the works right now that I'd like to highlight this month as an example of a new attitude growing at KDOT that examines changing what we do in an effort to better meet the changing needs of our customers.

About a decade ago, KDOT started working on a way to improve communications technology for the agency and the KHP. The result was our 800 MHz Communication System completed in FY 2002. As with so much of what we do, it is a top-notch system and others recognized that. We began to get requests asking to use this valuable resource, but since its implementation, KDOT's policy limited the 800 MHz system's use to KDOT, KHP, and some Emergency Medical Services.

Now a group here at KDOT is looking into changing the policy to allow other public safety entities a means to utilize the communication system. It's the right thing to do for several reasons. Firstly, sharing this resource will give both state and local public safety entities a better way to communicate by enhancing their ability to protect and serve. Secondly, if other public safety groups are

able to move on to our enhanced 800 MHz system, it will enhance homeland security by offering these groups radio communication with each other in a crisis. And thirdly, in these days of leaner government, working together and sharing resources is essential to get the job done.

I believe that with the proper program standards in place, KDOT can become more flexible to meet the needs of other communications users and improve communications and interoperability among state and local public safety entities. That said, our commitment to maintaining the integrity of the existing system for current and future public safety users remains our number one mission.

In examining how this change might happen, there are three things we are in the process of analyzing: we're exploring the option of creating an Enterprise Fund through which we can purchase and lease radios to local law enforcement, firefighters, EMS, etc.; we are determining how to move to the next generation of 800 MHz; and we're analyzing the feasibility of allowing access to our towers for non-800 MHz users and private sector users. We've brought a consultant on board to help us figure a way we can get these things accomplished while still serving our primary mission. The decision to move forward will only be made if we can find a way to sufficiently work out the details and involve our stakeholders in the decision.

Already our discussion of changing the rules and enhancing our radio system has been very well received by legislators and public safety partners at the state and local levels. They recognize that broadening our customer base in this way will better serve the needs of Kansans. In addition, I think that the 800 MHz system is a great

**Continued on page 3**

### KANSAS DEPARTMENT OF TRANSPORTATION

Bureau of Transportation  
Information  
Docking State Office Building, 754-S



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

## Calendar of Events

**February 25-26** — Kansas Highway-Railroad Safety Conference, Doubletree Hotel, Overland Park.

**March 9** - 11 a.m. KDOT Employees' Council Meeting, Seventh Floor Conference Room, Docking State Office Building.

**March 12** — 9:30 a.m. Highway Advisory Commission meeting, Seventh Floor Conference Room, Docking State Office Building.

**March 17** - 2 p.m. - Construction Bid Letting, Capitol Plaza Hotel in Topeka.

**April 3** - 75th Anniversary celebration, see page 7.

# Employees' initiative honored in District Six

Marilyn Murray and Steve Park, Technology Consultants in District Six, saw the need for additional computer software training in District Six and worked together last fall to fill that need. There were 20 individual classes offered in five different categories with more than 1,500 employee hours of classroom training provided to the 76 employees who enrolled.

The two employees were honored as an Example of Excellence for the fourth quarter of 2003. Assistant Secretary/State Transportation Engineer Warren Sick attended the event in Garden City on February 13.

"Their initiative in providing training to District Six employees has placed added skills in the hands of their fellow coworkers and the confidence to work on the computer in a professional and non-intimidating manner," said Steve Taylor, District Six Administrative Officer.

Class content was initially developed by Marilyn and Steve from input from various District Six employees who used computers, said District Six Engineer Larry Thompson. In addition to their own knowledge and expertise, Marilyn and Steve utilized Rod Kennemer from the District Materials Lab to fill in on some sessions.

Open enrollment was offered District wide for Computer Basics, Basic Word, and Intermediate Word classes. Based on employee input, classes in Basic Excel and Intermediate Excel were added to the roster. Multiple sessions of each class were offered to accommodate the number of people who enrolled.

There was time allowed in each session to explore the concerns of class members and class size was purposely small so that individualized instruction was possible. Thompson said feedback sheets completed on each session were very positive.

"The training that Marilyn and Steve have given District Six employees helped answer their computer questions so that



*Assistant Secretary/State Transportation Engineer Warren Sick (left) and District Six Engineer Larry Thompson (right) pose with Marilyn Murray and Steve Park at the Employee Recognition ceremony in Garden City.*

they can perform various functions on the computer that betters them as an employee," Taylor said. "It also provides KDOT with trained people with skills to accomplish the task at hand in a most proficient manner."

## KDOT Employee Recognition PROGRAM

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 still 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 first quarter due to the Bureau of Transportation Information by March 31. -K.S.

## Miller

**Continued from page 2**

example of a change in attitude that I'd like to see more of around KDOT. It's time we take a new look at how we've done things in the past and how we might do them differently in the future. So as we move forward, here's my challenge to you:

When evaluating our customers' requests, look at the guidelines you follow in a new way. Can you spot a new opportunity for flexibility? Also, keep an eye out for old policies that seem out of sync with our goals and objectives today and look at ways we might change them to make us a more responsive and responsible agency.

# Strive to always think outside the box

We often hear “think outside the box.” Our box is like the stadium seat that determines the angle from which we view the game. Our box is our perspective - our world view. It is the sum of our life’s experiences and personal assumptions. To think outside our box, we would have to get up out of our stadium seat and move to another seat in an unfamiliar part of the stadium. We’re still in a box, but it’s a different box. We have borrowed someone else’s perspective so we are seeing things through another set of eyes according to another set of assumptions.

Are we ready to look at things from another’s perspective? We might find out we are not entirely right. Are we really open to hearing and seeing another’s view? For example, how does the Governor see the issue of pay raises? On the other hand, how does the unemployed mother of three down the street see this issue? If we sit in a different stadium seat, we might find out just how small our own private world really is. Something may change our mind or help us understand more fully.

Nothing pays bigger dividends than understanding people. If we truly understand what makes people tick and apply that knowledge ethically and consistently, it is easier to find a common ground. It is also easier to

motivate and enlist the cooperation of others. When we understand what motivates people, we understand why we do the things we do. We understand our own actions, as well as those of others, and realize that everyone’s behavior makes sense to the person executing the behavior. When we understand the motive, we come closer to understanding the behavior.

## ALL ABOUT ATTITUDE

By  
Carla  
Mumma

Research shows we all have four basic motives.

- ◆ We need to feel important. We want attention, prestige, or admiration. We seek titles that bring respect, drive big cars, live in fine homes, and look good when the boss is around hoping someone will notice us in an attempt to feel important.
- ◆ We all need to be connected. We want to be liked and cared for. Employees want to be part of the team, asked what they think and know that others listen to their suggestions.
- ◆ We need to live most of all. We

naturally fear what threatens our life, and we strive to improve our wellbeing. We all work to be sure we can pay the bills, put a roof over our heads, and buy groceries to meet our need to live.

◆ We need variety and change. We tire of and look for escape from the same old routines. Employees want to see accomplishment and improvement. Change is stimulating and makes us feel alive. Sometimes we even stir up trouble merely to escape boredom.

It is time for all of us to sharpen our observation skills. As we encounter the behavior of coworkers and family members that frustrates or disappoints us, we need to think about what is motivating that behavior so we can understand how things look from their stadium seat. As we understand their motivation, we begin to understand the behavior so we can deal with it appropriately.

Think of a challenge, a problem, or an opportunity that you currently face. Ask yourself, “How would Mother Teresa, Attila the Hun or Robin Williams deal with this?” Wander to the far reaches of the stadium and find a different seat from which to view and solve the situation. Let’s find the courage to reach further and really expand how we deal with people and situations. Let’s be more in 2004.

### Deaths

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

**Terry G. Banker**, 59, passed away February 4 in Topeka. Banker worked in the Bureau of Design and had served the agency for 40 years. He is survived by his wife, Sherry, one son, one daughter, his mother and father, a brother, two sisters, and two grandchildren.

Memorial contributions may be made to the University of Kansas

Hospital Endowment Association.

**Harold L. Pellegrino**, 93, died January 18 in Pittsburg. He was retired from KDOT where he served as a Safety Engineer. He is survived by his wife, Virginia, and one son.

Memorial contributions may be made to the Museum of the Kansas National Guard, P.O. Box 19285, Forbes Field, Building 301, Topeka, 66619, or to the Arab Temple Transportation Fund, 1305 S. Kansas Avenue, Topeka, KS, 66612.

# Project Information Portal

By Ron Kaufman

It was after five o'clock, the office was as empty as my growling gut, and the lady on the phone had been grilling me for 30 minutes about "The Project." She had heard KDOT was planning something along the road near her home and she was looking for answers. Tired, but always happy to help, I told her as much as I possibly could.

It was near the end of our conversation that she asked, "Do you have a web site where I can get some information about that project?" The question hit me like a metric ton of aggregate. I replied in the only way possible, "I'm sorry, we don't. It is a good idea, though." The silence was brief, but telling. I really wanted to say, "Yes, ma'am, we do!" But, I couldn't.

It was just five years ago, we were in the throes of the Information Age, and I couldn't tell her where to go – online. The lady felt better after we talked, but I had the deflated feeling that I had let her down like a balloon in a cage full of porcupines. Five years would pass, but the time would finally come when I could say, "Yes, we do have a web site you can visit for project information."

That day was early in February.

Thanks to a dedicated group of people, KDOT now has a way to provide information for the public on more than 250 road and bridge projects. It's called the *Project Information Portal* and you can find it on KDOT's internet site, under "Public Info."

With the portal, we are no longer limited to giving lots of information to a few people or a little information to lots of people. Now, we can provide a lot of information to the entire state – and beyond. Visitors to the portal search for projects by region (KDOT district), county, route, year, or improvement type. The results of their search are shown in a list of project summaries. When they see a project that interests

involvement staff in an e-mail and to a database. Information in the portal comes from the Comprehensive Program Management System (CPMS), the Document Management System (public documents, only), and a new public involvement database. A new data warehouse, built by a team from the Bureau of Computer Services, is used to collect, store, and distribute the information to the portal. The portal, while it is a public service, was built to demonstrate the capabilities of the data warehouse.

The *Project Information Portal* displays a selection of projects from certain categories and subcategories of projects. The projects are primarily the longer-term projects and studies

in the Major Modification, Priority Bridge, and

System Enhancement categories. Interstate resurfacing projects are also included.

A few projects are still large enough to warrant a separate web site, such as the system enhancement

projects on K-61 in Reno and McPherson counties and I-435/US-69/I-35 in Johnson County. However, the portal gives us many of the same features of stand-alone web sites without the associated costs and maintenance efforts.

The *Project Information Portal* joins 511, the traveler information number, and KanRoad, the road conditions and construction/maintenance detour information site, as a way to provide our customers with accurate and timely information about the roads and projects that interest them.

## Communication: A Key to Success



Kansas Department  
of Transportation

them, they can click on a button for more information. Depending on the project, the information that we can provide includes route; county; location; scope; work type; associated projects; consultants and construction contractors; estimated construction and total project costs; funding sources; basic schedule; public meetings; maps; brochures; and miscellaneous notes; project team; and who to contact with questions.

Visitors can also submit comments about the project they are viewing which are sent to the public

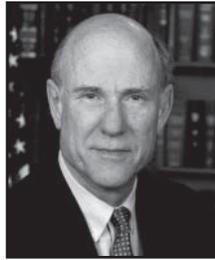
# Kansas Senator Roberts praises KDOT work

*(Editor's Note: The following is a recent column from Senator Pat Roberts.)*

While driving on I-70 to Kansas State Wildcat football games, I joined the ranks of frustrated Kansans dodging orange barrels cluttering the road and slowing down traffic. I know it is hard for us to see past our inconveniences of the moment, but we should put aside our frustrations. Those barrels represent major investments in Kansas' highways and improve the way of life for all of us.

One of the most important debates Congress will begin this year is the reauthorization of the Federal Highway Program. Highways are arteries, critical to basic commerce and the everyday lives of all Kansans. The highway bill is a unique program, encouraging strong federal, state, and local partnerships. KDOT should be commended for its work. This is a perfect example of federal and state government working together.

Since its enactment in 1998, the highway bill has provided enormous benefits for Kansas highways, bridges, public mass transit programs, and transportation-related jobs in our state.



**Pat Roberts**

These projects stretch from western Kansas to eastern Kansas. For example, major investments have gone into I-70 between Salina and Topeka. US-50 between Syracuse and Lakin, just west of Garden City has received many improvements.

A majority of I-35 and major portions of I-135 through Harvey and Sedgwick counties also saw critical improvements. Over the past 6 years, Kansas received over \$2 billion for these projects and last year alone, received more than \$300 million. Most importantly, it has made our highways safer for the millions of people who crisscross our state each year.

The highway bill has been particularly successful for our state because of the return on our investment it provides. Specifically, the highway bill links spending for highway programs directly to federal gas tax revenues. The money that is

collected from gas taxes is deposited in the Highway Trust fund - an account dedicated to funding transportation projects. Under current law, for every dollar that Kansans pay at the pump in gas tax, we receive \$1.04 back from Highway Trust Fund to pay for road construction, improvements, and maintenance. While this may not seem like much, it results in millions more for our state each year.

As Congress begins debate on re-authorizing this important bill, I will monitor its progress and ensure that Kansas continues to benefit from this important investment in our economy, in our quality of life, and in our safety.

Every year, I drive around our state's highways on my annual listening tour, and I am reminded that Kansas has one of the best highway systems in the country. Even though the Kansas State football season is over after the exciting Fiesta Bowl, I am looking forward to my next drive on Kansas' first-rate highway system. Rest assured I will continue to keep an eye on this legislation so you can keep your eye on the road.



## **Project Topeka**

*Employees stop by the 7th floor conference room to see all the flower arrangements available to buy to raise money for Project Topeka. More information about the Project Topeka fund raiser will be in next month's Translines.*

# KDOT offices start moving in April

It won't be long before KDOT headquarters offices will be getting ready to make the move to the Harrison Center. According to Dick Bauman, Headquarters Relocation Manager, the offices in Thacher are currently set to move beginning in April.

Moving the Thacher offices is the first of three phases for all KDOT headquarters offices in Topeka to relocate. The second phase consists mainly of the Division of Engineering and Design and the Bureau of Support Services with these office currently scheduled to begin moving in June. The remaining offices make up phase three and they will start moving in July. The Computer Services Data Center was moved late last year in preparation for these phases.

Bauman said once each individual office move is set, employees will pack their office items and have them ready to move on Fridays. Personal items will need to be moved by the employee that

same day. "We're anticipating weekend moves in general," Bauman said. "People will pack up, the contractor will move over the weekend, and the employees will report to their new offices on Monday and unpack."

A manual is being developed to help answer questions many employees may have such as how to pack, what to pack, when to begin packing, names of move coordinators, etc. There will also be instructions on how to handle work activities during the transition such as requests to Support Services or Personnel, Bauman said. A post-move manual will also be available to help finish the transition to the new building.

Parking is one issue employees are concerned with, Bauman said. Three separate lots are designated for employees, 8A on the south side of the building, 8B north of the building, and 8C just north of 6<sup>th</sup> Street. The Division of Facilities Management has indicated there is adequate parking and there

should be no waiting lists.

Parking will be shifted to the new lot for the next several months as each office moves to the new building. Hang tag parking permits will be issued for employees using lot 8.

Employees with hang tags in the lots now will have to trade them in for permanent hang tags, according to Bauman. Employees who park in a state lot now will turn in their current permits for a hang tag permit. Employees who do not currently have a parking permit will be allowed to purchase a hang tag permit when they are scheduled to relocate.

Bauman encourages employees to look at the web site involving the relocation project on KDOT's Intranet web site. Many updates have been made to the information concerning the move, and there are details on numerous topics concerning the new building.



KDOT Employees' Council is hosting a



## 75TH ANNIVERSARY DANCE

*KDOT employees, retirees, industry partners, and family are invited to attend.*

**When:** Saturday, April 3, 8 p.m. to midnight

**Where:** American Legion, 3800 S.E. Michigan Avenue, in Topeka

**Cost:** Tickets are \$3 a person or \$5 a couple at the door



Featuring the outstanding band:  
**Rural Route 4**  
 with KDOT's own Terry Heidner!



For more information, contact Peggy Hansen-Nagy at 785-296-3285.

**CELEBRATING CONTINUED TRANSPORTATION PROGRESS**

# Research improves roads across Kansas

By Kim Stich

From gravel roads to six-lane highways carrying more than 120,000 vehicles a day, research to improve highways and the materials they are made from has helped make Kansas roadways even safer and more durable.

Gravel roads were the best roads around in 1929, but they caused a safety hazard with vehicles kicking up clouds of dust and were built to handle only 500 vehicles a day. In 1930, the department built four experimental roads. Results on the one built with bituminous mat were so good that within five years, more than 2,100 miles of surface had been constructed.

These early roads were built to handle about 1,500 vehicles a day, but as traffic volumes and vehicle weights increased, the need for improved roadways was evident and

it's a priority that will continue into the future.

"We have to continue to pursue research to address the problems we're having and to find better and more cost effective solutions. The traffic we're handling is going to continue to grow and the materials we have are what we have, so we have to research ways to use them in a more effective manner," said Lon Ingram, Chief of Materials and Research.

When I-70 was built in the 50s and 60s, part of it was constructed with concrete and part with asphalt. There was not a lot of research at that time to address pavement performance issues and parts of the roadway did not perform well, Ingram said. This was a good opportunity, though, to look at the problems, do laboratory testing, and research necessary changes to materials and construction methods.

"We're not going to solve the problems that we're faced with by doing things the same way we've always done them," Ingram said. "We have to come up with new technologies, new equipment, and new

**Continued on page 12**



## Maintaining Kansas roadways a never ending task

By Stan Whitley

Maintaining Kansas' nearly 9,600 miles of state roadway is a never ending job, but one that's been dutifully performed by maintenance personnel for the past 75 years.

KDOT's maintenance section is responsible for highway maintenance, equipment management, communication systems, and buildings. Equipped with manpower and modern equipment, maintenance forces strive to keep roadways safe for the traveling public.

When the State Highway Commission's (SHC) Maintenance Department was formed in 1929, employees and equipment came from counties. They initially faced many problems. During the time a constitutional amendment was approved to form the SHC and at the time the state actually took control, some counties had let their highways go to ruins. The Maintenance Department also had to junk much

of the counties' old equipment.

Skyrocketing maintenance costs were also an issue. The fault principally lay with the state's reliance on gravel roads, which costs nearly \$750,000 a year to maintain. Seeking a dust-free alternative to gravel roads, the young SHC experimented and got a break in 1930 by finding a cheaper, safer, and more durable product – bituminous mat.

Laborers spread asphalt oil over an earthen sub-grade and allowed it to penetrate. On top they spread a mixture of aggregate and asphalt, then traffic did the rest, compressing it to an impenetrable surface.

Dean Testa, Bureau Chief of Construction and Maintenance said



*A Kansas Highway Commission maintenance truck was on its way to Kansas from Clintonville, Wis., in 1929.*

technology has always played a role in maintenance from its meager beginning until today.

"We have made great strides in maintenance technology," said Testa. "We are applying technology to maintenance rather than just doing things because that's how we've always done it," said Testa. "From

**Continued on page 12**

# ***Celebrating our successes across the state***

***This month, highlights from District Six and District Four during the past 75 years are listed below.***

## **DISTRICT SIX**

As is the case across the entire state, the history of the state highway system in what would become District Six began long before 1929. Of particular note in the archives of District Six is correspondence between the first Division Six Engineer under the State Highway Commission, J. A. Roby, and the Finney County Engineer, Ben Allen. Mr. Roby was already the Division Engineer in 1926 when Mr. Allen sent him an inventory of state highways in the county showing 104 miles of county road on the state system.

Finney County's letterhead trumpets "Santa Fe Trail Great Plains Highway, Concrete Paved 35 Miles." At the time, Finney County took credit for the first stretch of paved highway across an entire county in Kansas — Highway 50/50S. A traffic count on Highway 50 in 1926 tracked autos, trucks, buses, and teams (presumably teams of horses or mules). I don't think we track teams anymore.

By late 1928, the correspondence revolved around the proposed changes that would create the State Highway Commission and bring those roads under the control of Kansas. In 1929 the talk turned to how the state would take control of those roads and how the counties would be compensated.

The first permanent building at the Division Six Headquarters in Garden City appears to have been the Division Shop, built in 1930. Before that, Mr. Roby's letters indicate the Division rented storage space wherever they could find it. That original shop still serves as the carpentry shop and district crew building for District Six after being replaced by a new 11-bay Division shop building in 1955.

The Division Headquarters was built in 1935 and served as such until 1964 when the current District office was built. The old Division headquarters then housed the Kansas Highway Patrol until 2003 and continues to house the Garden City construction office.

In 1946, the man touted a couple of years ago as the longest-serving state employee, Arland Hicks, P.E. began his career at Hugoton as an Engineering Aide with a starting salary of \$145.75 a month. When he retired in 2001, Dr. Hicks had served the state of Kansas for 55 years, with the first couple of decades in Division Six.

The late 1960s saw the paving of the last gravel roads on the State Highway System - both in Division Six and both in Clark County. In 1967 the state paved a 7.7-mile section of K-34 and in 1968 it was a 1.3-mile stretch of K-94 to make all of the roads on the system a "dust free"



## **DISTRICT FOUR**

**Construction of US-400** – The building of US-400, sometimes called the "Southeast Kansas Corridor," ranks as one of District Four's major accomplishments. A portion of the US-400 project in Greenwood County received a national award for smoothness. Of special significance is the work done in advance of the Comprehensive Highway Program (CHP) to bring the various southeast Kansas communities together to focus on and support the project. This groundwork was essential to getting US-400 created and funded. Dee Kimbell, former District Four Engineer, coordinated much of the effort with cities and counties.

**Mine grouting** - From 1991 to 1995, several projects were let to fill the voids under K-7 Highway in Cherokee County. The mine-grouting techniques and designs developed by District Four and the Regional Geology Office set the standards that were adopted by several other states. To keep a mine from collapsing, a concrete-like substance is injected into mine shafts and tunnels. Bob Henthorne, Chief Geologist, has explained KDOT's procedures at several national transportation and geology conferences.

**Ice Storm 2002** – In February 2002, an ice storm descended upon nearly the entire district, leaving many areas coated with inches of ice. Numerous power outages and fallen debris made travel almost impossible. The state highway system remained open throughout the storm, and the roadways melted within 18 hours of the event. Still, city/county workforces were overwhelmed with debris removal and power restoration. District-wide, KDOT forces responded to assist these groups as coordinated by local emergency preparedness directors. KDOT assistance of labor and equipment continued through weekends, lasting approximately two weeks in most of the district and three to four weeks in the hardest-hit sections.

A good number of KDOT employees worked additional hours immediately following the storm, even though many of their homes were without power as well. Although the labor that KDOT provided on the weekends was strictly on a voluntary basis, it was never a struggle to find enough volunteers to meet the needs of the citizenry. As a result, District Four was able to evaluate the effectiveness of the response and make adjustments to equipment, such as grapple forks for loaders and excavators, to meet future needs. These adjustments were subsequently used in response to the tornadoes that hit Crawford County in the spring of 2003. The ability to respond in times of need is the strength of District Four field maintenance forces.

**Continued on page 10**

**Continued on page 10**

## District Six

**Continued from page 9**

surface type.

As the 1970s dawned, the times were “a changin’” with a move soon to begin toward a department of transportation. E. D. “Davy” Crockett, P.E. became the Division Six Engineer in 1971, presiding over the change from Division Six to District Six when the State Highway Commission gave way to the Kansas Department of Transportation. “Davy” retired in 1987, having served the longest tenure of the 11 Division Six/District Six engineers. “Davy” began his state career in 1950 in Ness City, transferring to Garden City in 1958. In 1979, he pioneered the pavement rehabilitation process of cold recycling on a Popejoy Construction Co., Inc., project on K-96 in Scott County. Following his retirement from KDOT, “Davy” continued to serve, being appointed to the Highway Advisory Commission from 1994-98.

District Six had the first project completed under the Comprehensive Highway Program in 1989 - a ‘fast track’ project to overlay US-83 south of Garden City and add stabilized shoulders. The project was designed in District Six by Delmer Dunham, P.E., then the Area Engineer at Dighton.

The Dighton subarea moved into its new facility in 2000, marking the completion of the first major building project in District Six since the last subarea office/shop (at Lakin) was built in 1969. Dighton’s original subarea shop was built in 1960. The new Dighton subarea has been followed by a new District Materials Lab, a KHP Troop Headquarters (both completed in 2003), and a new subarea and construction office in Liberal occupied in February 2004.

District Six installed the first fixed anti-icing system on a bridge in Kansas in 2000. The system, at the US-50/83 and K-156 interchange on the Garden City bypass, is designed to spray a chemical across the bridge deck, approaches and ramps to reduce the potential for freezing. That bridge had proved troublesome in the past, freezing and becoming hazardous before most of the other bridges in the district. Today the system can be set up to trigger automatically, based on data received by built-in weather sensors.

Larry Scheuchzer, who may have been the longest-serving District Six employee, retired in 2002 after 49 years with KDOT. Mr. Scheuchzer started with the Garden City construction lab in 1953, becoming one of the first employees of the District Six Materials Lab in the mid-1960s when each district first built their own labs. He served as the office coordinator in District Six from 1979 to 2002.

The next big milestone for District Six may well be right around the corner. Only time will tell.

## District Four

**Continued from page 9**

**Rural roundabout** – In 2001 the first roundabout in a high-speed rural location in Kansas was constructed at the Miami County intersection of K-68 Highway and Old Kansas City Road. The roundabout, which “calmed” traffic down to 15 miles per hour once inside, was re-designed to include the City of Paola’s Hedge Lane as a fifth leg. At first public opinion ran fairly high in opposition to the roundabout, which replaced a four-way stop. Following its completion in November 2001, the roundabout gradually gained acceptance as all types of vehicles were able to successfully navigate through it. KDOT and District Four are continuing to educate the public about roundabouts. District Four will build a second rural roundabout this year at the US-69/US-59 junction south of Garnett.

**Delineation of stop signs at rural intersections** - District Four developed the optional delineation of stop signs at rural intersections in the early 1990s. Personnel struggled with removal of the unique methods to delineate side road approaches throughout the district. These methods varied from placing numerous red, blue and yellow reflectors, to temporary centerline tape in a candy cane fashion, to gluing pieces of broken mirror onto the stop sign posts.

Initially, District Four crews placed one round delineator above one rectangular delineator to form a lower case “i” in the direction of travel. This concept was later revised to the current standard as noted on page 5.7c of the Sign Manual. A group of Area One (Fort Scott) maintenance supervisors developed the original concept, an example of how work groups within our agency often band together to find workable solutions.

**Fiber-reinforced polymer bridge decks** – Two bridge sites in southeast Kansas garnered national interest when district forces supervised the placement of two fiber-reinforced polymer bridge decks in October and November of 1999. The supplier, Kansas Structural Composites, Inc., of Russell, assembled the bridge deck panels at each bridge site on K-126 in Crawford County. Each deck panel was 32 feet in length, and consisted of fiberglass with polymers added. The panels were fitted together much like a wood floor, and a saddle arrangement tied the panels to the steel beams. Fiber-reinforced polymer bridge decks are lightweight and easy to install, and resist salt and chemical corrosion.

**Design/Build/Warranty** – KDOT authorized the first “design/build/warranty” project under the Comprehensive Transportation Program (CTP) in the year 2000 on K-68 in Franklin County. Wittwer, Inc., of Wichita was awarded the bid to reconstruct the pavement on a 6.2-mile section of K-68 that extended east from the Wal-Mart Distribution Center at Ottawa to the junction with K-33. According to design/

**Continued on page 11**



## LETTERS TO THE EDITOR

### Dear Secretary Miller:

Please express our appreciation to your excellent crew that maintains US-59 south of Lawrence.

They were right on top of the situation all through this cold icy weather we've had.

The drivers of the sand and salt trucks also are courteous, they pull off the road to let traffic by.

Thanks to all,  
Stan Zaremba  
Lawrence

## Step Back in Time



*Workers pour concrete during construction activity in Johnson County in February 1955.*

## District Four

**Continued from page 10**

build/warranty guidelines, the contractor designs, builds, and inspects the project. The contractor also agreed to provide routine maintenance and repairs to the completed pavement for five years under a maintenance warranty. This project called for Wittwer to mill 6 ½ inches of asphalt off the existing pavement and replace it with 9 ½ inches of concrete. The work started in July and was finished in the autumn of 2000.

**Non-highway training** – Along with the rest of KDOT, District Four employees have undergone many types of non-highway training through the years. District personnel served as monitors for emergencies after the Wolf Creek Nuclear Power Plant north of Burlington went into operation during the 1970s. Other training opportunities have included first aid, defensive driving, safety, and equal opportunity. The Kansas State Highway Commission/KDOT was never bashful about “volunteering” employees for training wherever there was a need. The KSHC/KDOT assumed civil defense responsibilities during the Cold War years, providing important service to our country. Of all the public institutions, KDOT has been at the forefront for employee training in areas that do not directly apply to the agency’s legislated mission (building and maintaining roads and bridges).

**21 leadership laws** – What impact would it have on our organization if we invited key leaders to participate in an exchange designed to improve their leadership capacity? What would happen if we ignited a spark and invited the next level of leadership into a class? What if, over time, we moved the class down through the pyramid of leadership in District Four? What would be the cumulative effect? The excitement grew as District Four Office Coordinator Mike Bright, District Human Resource Professional Charlotte Rommel, and District Administrative Officer Debbie Bailey discussed the possibilities. The class was started and the rewards have proved even greater than were imagined. Two groups of key District Four leaders are now meeting twice a month to discuss the chapters of John Maxwell’s book, “The 21 Irrefutable Laws of Leadership.” The groups also review a video on each law and share their many years of leadership experience with one another.

The result: As progressive levels of leadership have been given the opportunity to grow and improve, employees and coworkers have noticed and reported on the change. The level of leadership and professionalism across the district is improving, and cross-cultural understanding has grown between different departments. Participants are learning more about how to interact successfully with peers and co-workers to enhance the outcome in our public service. They have also seen a reduction in stress and a greater level of personal satisfaction. Mike, Charlotte, and Debbie encourage work units throughout KDOT to contact them about starting a similar program.

## Maintenance

**Continued from page 8**

the emergency of bituminous mat to developing salt brine and pre-treating roads, we've become more efficient and can do a better job for the traveling public."

Perhaps the most taxing time for the Maintenance Department was during World War II. Finding as much as a barrel of asphalt for patching was frustrating, plus staff and gasoline were in short supply. Replacements for worn out equipment were unavailable and maintenance staff had to jerry-rig machinery just to keep them in service.

"I think the biggest change in maintenance has been the quality of

our equipment," said Testa. "We are fortunate to have better equipment that can do the job more efficiently allowing maximum utilization of our manpower."

Testa said another major improvement has been in maintenance research.

"Through the Strategic Highway Research Program (SHRP) we discovered that you can do research in maintenance and apply what you learned from that research," said Testa. "For example, we quit doing crack sealing and then discovered through research that was wrong so we started crack sealing again. SHRP opened our eyes that you can do maintenance research, which really hadn't been done

before."

The five-year, \$150-million SHRP program was designed to develop and evaluate innovative technologies for roadway construction, maintenance, and operations. The program was established by Congress in 1987.

Testa said the organizational change to Area Engineers in mid 1970s was beneficial for the agency. Before the change, Resident Engineers and Maintenance Superintendents reported directly to the district.

"The Area Engineer concept helped marry construction and maintenance at a lower level," said Testa. "I think it helped create more unity within the agency." — *S.W.*

## Research

**Continued from page 8**

materials. KDOT realizes that research is a solution to our problems."

Aggregate is the predominant material for pavements, and each state primarily uses what is available. Different areas of the state have different types of aggregate and they do not perform the same when used to make concrete and asphalt, Ingram said.

"It's a challenge in Kansas because we're a big and diverse state," he said. "From the southeast to the northwest, you see a big change in the local aggregates that are available to build a road as well as the subgrade and the foundation that you have to build the road on. So it's always a challenge to figure out the best way to use the local materials."

Years ago, the quality of asphalt was categorized by how fast it flowed through a tube at a certain temperature. Relating such flow rates to yield performance was not very reliable. Now, new asphalt specifications and testing tools have greatly improved our ability to identify and select asphalt grades that can carry the expected traffic and perform in the environment where the pavement is placed. Ingram said that changes in the methods used in Kansas to build asphalt pavements in the past 10 years have also contributed to the improvement in the quality of the pavement. Better manufacturing controls used by the contractor as well as KDOT's measurement of performance related characteristics such as ride and construction quality are some of the changes.

"The rapid grade growth of truck traffic, especially in southwest Kansas, demands that the material and pavements be much stronger than they used to be," Ingram said. "We

still use the same aggregate sources, we just have to be more selective on how and where we use them to ensure they perform in the best possible manner."

Kansas is one of the top states researching damage to pavement resulting from exposure to the freeze/thaw cycles. In the winter the materials are generally exposed to thawing out during the day, then freezing at night, and sometimes they go through two cycles in a single day. When materials are not durable enough to resist deterioration caused by many cycles of freezing and thawing, we get the "pot hole."

"Durability and research into freeze thaw resistance is one of our big concerns," Ingram said. "Our pavements and structures in Kansas really take a beating from this environment."

Bridges are especially exposed to extreme environments and they take a lot of impact with heavy loads, he said. With hot summers and cold winters, the materials go through extreme temperature changes. Through research, new materials are being found to construct bridges with lighter beams and carry the same loads.

Kansas led the way in 1996 when the first composite bridge in the U.S. to handle highway-rated traffic was opened. In 1999, KDOT opened the first composite bridge on a Kansas highway on K-126 in Crawford County. These bridges are 60 to 75 percent lighter and have a load carrying capacity of up to 1.5 million pounds.

Kansas is also a lead state in the U.S. for implementing an air void analyzer. This equipment measures the amount of air voids in concrete. Research has shown that air bubbles of the

**Continued on page 13**

# KDOT's mission

What is KDOT's mission? Defining or re-defining the agency's mission is the task assigned to one of KDOT's Partnership Project groups. As part of this assignment, group leader David Comstock recently asked for agency-wide input about what KDOT's mission should be. In the end, more than 200 suggestions were submitted.

"You can tell by the responses that employees really took it seriously," Comstock said. Currently the agency's mission statement is: "To provide a statewide transportation system to meet the needs of Kansas." Comstock said some respondents thought the mission should stay as is. Others, he said, saw it differently. He said, "Some have said this statement does not provide enough daily guidance in their decision-making and that we need more of a "mantra" or guiding principle to define clearly to ourselves and our customers what we are all about."

The Project's Leadership Team will narrow the list of 246 concepts down for the Project's Board of Directors, but that's not necessarily where this information will end. Comstock said, "We can glean a lot from all the suggestions. We can continue to mine the information in here for good ideas that go beyond our mission statement."

Here are some examples of the additional thoughts:



Honest Assessments...Real Results

◆ "I believe our agency and people have always shown a high level of dedication and commitment. Whether it is completing a highway program or completing a project on time and on budget, our people are committed to performing their job as a part of our overall mission."

◆ "We help connect the wide and varied people of this state and help pull them together into one cohesive unit instead of a bunch of scattered individuals.

*We're like the glue that helps bind it all together. Without us, it all falls apart."*

◆ "I am not one to advocate change for the sake of change. However, as societal and industrial needs in our state change over time it is KDOT's responsibility to change as well... to meet those changing needs and anticipate future needs."

◆ "With KDOT's diverse functions, I find it difficult to arrive at a simple mantra that adequately covers all that we

*do. I would suggest that whatever slogan is selected, that an "internal marketing" effort be done to make it visible. Somewhat similar to what was done internally and externally with the "Give 'em a brake" campaign."*

In the end, more than 100 people took part in the brainstorming process. Comstock said it was clear that the people who participated had given a lot of thought to their responses and what it meant to KDOT. He said, "Several people have also commented that they appreciated the chance to be included in this process."

## Research

**Continued from page 12**

proper size and distribution extends the life of concrete and helps protect the concrete when it goes through temperature changes by absorbing the expansion and contraction or moisture in the concrete.

"You can put the right amount of air in concrete by just weighing it, but if the bubbles are too big or not spaced properly, then it doesn't give you the durability that you want," he said.

The zero blanking band concept as developed

in Kansas to build smoother pavements, improvements in asphalt binders, improving safety through improved retroreflective materials on traffic signs and pavement markings, are just a few of the many other areas where KDOT research has improved transportation. New technology and bright people will continue to make these improvements possible in the future.

"Technology is changing the way we do business and the way we use materials," Ingram said. "There is hope for the future that technology can address a lot of needs and help us address even more transportation concerns."

## Safety

Continued from page 1

- ◆ Rear facing infant seats in the back seat from birth to at least one year old and at least 20 pounds.
- ◆ Forward facing toddler seats in the back seat from age one to age four and 20 to 40 pounds.
- ◆ Booster seats in the back seat from age four and 40 pounds to at least age eight.
- ◆ Safety belts for children eight years and older and taller than four feet, nine inches.

Speaking directly to first grade students from Quinton Heights Elementary School, Sebelius stressed the importance of child passenger safety.

“Your parents pay a lot of attention to conditions outside the car, but unfortunately don’t always pay as much attention to safety inside the car,” said Sebelius. “Remember to be safely secured in the car and always ride in the backseat if you are under 12 because it provides more safety than the front seat.”

Motor vehicle crashes are the leading cause of death among children in the United States. Law enforcement agencies across Kansas will continue the fight against unnecessary deaths and injuries sustained in motor vehicle crashes by targeting children who are riding unrestrained without seat belts or safety seats.

“When correctly used, child safety seats reduce the risk of fatalities by 71 percent for infants and 54 percent for toddlers in passenger cars,” said Miller. “Along with that, correctly used, seats are 69 percent effective in reducing the need for hospitalization.”

Meyer provided a testimonial on the importance of being safely secured in a vehicle. She was in an accident recently when the van she was driving was rear-ended in Emporia. The van was totaled, but she was secured in a safety belt and Blair was in a booster seat, and they weren’t injured.

According to the 2003 KDOT Safety Belt survey, only 64 percent of those surveyed, ages 14 and older use their seat belt. That number decreases to a 44 percent usage rate for children between the ages of 10 and 14, 45 percent usage rate for children between the ages of five and nine, and 79 percent of children under 4 years of age are secured in a child safety seat.

“Rates for children in these categories are alarming and



*Secretary Deb Miller speaks at the National Child Passenger Safety Week event.*

the problems will be addressed,” said Miller. “The *Kansas Clicks* Special Traffic Enforcement Program (STEP) has worked to raise those numbers by increasing the enforcement of occupant protection laws throughout the state.”

KDOT in conjunction with the National Highway Traffic Safety Administration conducted a weeklong law enforcement mobilization in February. During the mobilization, law enforcement agencies participated in the STEP mobilization. The mobilization helped enforce the Kansas child passenger safety law by stepping up enforcement efforts in the state. The Kansas Highway Patrol and 67 local law enforcement agencies provided increased patrols, conducted public awareness activities and held safety seat check lanes during the mobilization.

Participating agencies included the Kansas Highway Patrol, the Police Departments of Altamont, Cherryvale, Coffeyville, Columbus, Eastborough, El Dorado, Ellsworth, Fort Scott, Frontenac, Galena, Garden City, Grandview Plaza, Hays, Herington, Hoisington, Holcomb, Holton, Hutchinson, Junction City, Kansas City, Lake Quivira, Lansing, Lawrence, Leavenworth, Lenexa, Mission, North Newton, Nortonville, Olathe, Overland Park, Prairie Village, Roeland Park, Rose Hill, Rossville, Russell, Salina, Shawnee, St. Marys, Topeka, Towanda, Washburn University, and Wichita, and the Sheriff’s Offices of Atchison, Barton, Butler, Douglas, Franklin, Geary, Greeley, Hodgeman, Jackson, Lane, Leavenworth, Lincoln, Logan, Marshall, McPherson, Miami, Morton, Reno, Russell, Saline, Sedgwick, Seward, Shawnee, Smith, and Wilson.

– S.W.

# BROWN BAG

## LUNCH

**Topic:** The Electronics Library  
**Speaker:** Becky Klenklen-Welsh  
**Date:** Wednesday, March 3  
**Time:** Noon to 1 p.m.  
**Place:** 4th floor conference room,  
 Docking State Office Building  
*All employees are invited  
 to attend.*

## Welcome new KDOT employees!

### Headquarters

**Pete Bodyk**, Public Service  
 Executive III, Traffic Safety  
**Matthew Isley**, Engineering  
 Associate I, Design  
**Polly Jones**, Land Surveyor I, Right  
 of Way  
**Janette McGrath**, Database  
 Programmer Analyst II, Computer  
 Services

### District One

**Justin Nickel**, Engineering  
 Associate I, Bonner Springs

### District Two

**Jessica Racette**, Human Resources  
 Professional I, Salina

### District Five

**Ross Schroeder**, Engineering  
 Associate I, Great Bend  
*The Bureau of Personnel Services  
 supplies information for new hires to  
 Translines.*

## Bodyk

### Continued from page 1

funded by the Bureau of Traffic Safety so I've met many people in the traffic safety community."

Bodyk's work at the ABC involved providing regulatory authority for enforcing Kansas liquor and tobacco laws, monitoring, conducting compliance reviews of licensed premises and enforcing restrictions on underage access to alcoholic beverages and tobacco products.

He started at the ABC in January 1989 handling liquor licensing issues and served in that capacity for 4 1/2 years. In the summer of 1993, he moved to the enforcement section handling program and financial analysis for the Tax Fraud Enforcement Program as a Public Service Administrator II. He also worked on the ABC budget, wrote and presented testimony to the Kansas Legislature, and handled public information issues pertinent to the ABC.

Bodyk worked on a joint project with SRS to curb the sale of tobacco products to minors. In 1996, cigarettes were being sold to 63 percent of minors, but stronger enforcement has now pushed the non-compliance figure down to near

20 percent. Reaching the lower non-compliance rate was necessary to avoid the loss of federal funding to the state.

"Traffic Safety is involved in many programs and activities that affect the traveling public," said Bodyk. "Right now, I'm trying to learn more by meeting with the Traffic Safety staff, our federal partners at the NHTSA and FHWA, and our consultant, Corporate Communications Group."

Bodyk will also keep busy dealing with Legislative issues. He said there are numerous issues involving traffic safety that may surface before the Legislature and detailed accurate information will need to be provided in a timely manner to assist the Legislature in making informed decisions.

Bodyk is originally from Connecticut and grew up near New Haven. He moved with his family to Kansas when he was eight and graduated from Augusta High School. In 1988, he graduated from Wichita State University with a major in finance and a minor in accounting.

"I'm looking forward to this new challenge in my career," said Bodyk. "I want to be part of the KDOT team that is working to enhance safety on Kansas roadways." — S.W.

# M I L E S T O N E S

## KDOT salutes its employees celebrating anniversaries in February

### 10 YEARS

Brian Huiting . . . . . Osborne  
 Neil Schroll . . . . . Syracuse  
 Jerry Villines . . . . . Topeka

### 20 YEARS

David Kopsa . . . . . Concordia  
 Rodney Montney . . . . . Topeka

### 30 YEARS

Darrell Gwaltney . . . . . Topeka

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

## Microsoft Office 2003 is coming to KDOT

The newest version of the Microsoft Office suite has been released and a number of people have asked about when it will be deployed here at KDOT. Office 2003 includes improvements to all of the individual applications, with substantial improvements and added e-mail features in Outlook.

Other improvements include better collaboration capabilities and improved security within all the component applications. A team in the Bureau of Computer Services is currently looking at the technical issues required for agency-wide deployment, and the PC Subcommittee will soon be evaluating the benefits of this new version for KDOT.

For more information, contact Sue Swartzman, Technical Support Manager, at 785-296-0329.

### Promotions/Transfers

#### Headquarters

**Tina Cramer**, Information Resource Specialist II, Computer Services  
**Theresa Havenstein**, Research Analyst I, Transportation Planning  
**Delbert Ramsey**, Engineering Technician Senior, Transportation Planning

#### District Two

**Corwyn Trumpp**, Highway Maintenance Supervisor, Junction City

#### District Three

**Gerald Hammerschmidt**, Equipment Operator Specialist, Hays

#### District Four

**Randy McAnulty**, Highway Maintenance Supervisor, Iola

#### District Five

**Robert Clifton**, Equipment Operator Specialist, Wichita  
**John Stewart**, Equipment Mechanic Specialist, Hutchinson

#### District Six

**Don Wittman**, Equipment Operator Specialist, Ness City  
*The Bureau of Personnel Services supplies information for promotions/transfers to Translines.*

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