

KDOT

Translines

Bureau of Transportation Information

May 2004

Sebelius signs SB 384 to protect program



Governor Kathleen Sebelius speaks about the importance of the Comprehensive Transportation Program right before signing SB 384 in Wichita on April 15.

Governor Kathleen Sebelius signed into law a bill on April 15 that will protect thousands of Kansas jobs by ensuring the completion of the Comprehensive Transportation Program (CTP).

Sebelius signed Senate Bill 384 at a ceremony in Wichita staged near the site of a CTP project on US-54.

“Completing the Comprehensive Transportation Program is essential to our economic recovery,” Sebelius said. “Stabilizing the program’s funding will protect thousands of high-wage jobs and ensure that Kansans continue to have the best highway system in the region.”

Every \$1 billion invested in highway and transit projects creates or sustains an estimated 47,500 jobs, according to the U.S. House Transportation and Infrastructure Committee.

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Stringer named new District Four Engineer

By Stan Whitley

The learning curve for new District Four Engineer Mike Stringer probably won't be long thanks to 16 years experience working for KDOT in southeast Kansas.



Mike Stringer

“I’m already familiar with a lot of the KDOT folks in the District, so that’s a big

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Secretary Deb Miller speaks at KDOT's 75th anniversary celebration at the Capitol on April 1.



For more highlights of KDOT's 75th anniversary celebration, see pages 6 and 7.

Inside ...

- ◆ KDOT STRESSES WORK ZONE SAFETY
- ◆ CONSTRUCTION PROJECTS GEAR UP FOR SPRING

- ◆ GROUPS UNITE TO COMBAT TEEN DRINKING AND DRIVING
- ◆ SECRETARY DISCUSSES NEW FUNDING FOR CTP
- ◆ A LOOK BACK AT KDOT'S 75TH ANNIVERSARY



Miller's Time

By Secretary
Deb Miller

The road ahead

I'm pleased to say that I begin this month's column with a greater sense of certainty than I've had the past few months. The Governor signed into law Senate Bill 384 on April 15 to restore the financial integrity of the Comprehensive Transportation Program. Just as importantly, this measure allows us to keep our promises to the people of Kansas. As the tag line for the ceremony pronounced, we are "Keeping Promises / Creating Jobs."

As we worked through this process of shoring up the CTP, my interactions with people across the state led me to three very important conclusions that I want to share with you.

1). There is strong bipartisan support for transportation in Kansas. Lawmakers re-affirmed the commitments they made to communities across the state when they passed the CTP in 1999. During the session it became clear that no one wanted to go home without a transportation plan. I am grateful to the Governor for her leadership in crafting an initial plan to provide sustainable replacement revenue and her continued efforts to underscore the importance of transportation to the economy. I am also thankful to legislators for

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SB 384

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The \$13.2 billion, 10-year CTP has been plagued by funding problems since it was passed by the 1999 Legislature. In recent years, a historic downturn in state revenues forced the Legislature to withhold hundreds of millions of dollars from the program.

Senate Bill 384 restores the financial integrity of the CTP by increasing the percentage of state sales tax dedicated to the State Highway Fund and by authorizing the sale of up to \$210 million in State General Fund bonds.

The measure authorizes the Kansas Development Finance Authority to issue \$150 million in bonds to fund the program, and provides for the sale of an additional \$60 million in bonds if federal transportation funding falls short of current projections.

Secretary Deb Miller said if the Legislature hadn't acted on the Governor's plan to shore up funding for the CTP, the Department would have been forced to start eliminating highway projects this summer.

"I'm optimistic that we will be able to keep all of our promises to communities across this state that are expecting projects thanks to the leadership of Governor Sebelius and several key legislators," Miller said. "I just ask Kansans to remember as they travel this summer that all of those orange barrels represent jobs, safety, and progress."

Both Sebelius and Miller issued a note of caution in their remarks about the amount of federal transportation aid that Kansas can expect to receive. They said that if current projections for a \$50 million per year increase in federal aid prove to be too high; legislators may have to take additional action in the future to ensure the completion of the CTP.

Calendar of Events

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

May 14 - 9:30 a.m. Highway Advisory Commission meeting, Eighth Floor Docking State Office Building.

May 19 - 2 p.m. - Construction Bid Letting, Capitol Plaza Hotel in Topeka.

May 22 - KDOT Golf Tournament, Interdepartmental Championship at Stag Hill, Manhattan. Contact Kevin Adams or Francis Rowland in the Bureau of Design.

June 5 - Employees' Council softball tournament, Gage Park, in Topeka. For more details, call Peggy Hansen-Nagy at 785-296-3285.

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).

Construction projects gear up for spring

Projects in Districts Two, Four, and Six are highlighted below.

DISTRICT TWO

By David Greiser

It's going to be a busy construction season for District Two in 2004. This is the second year of the I-70 reconstruction project in Saline County. The 9.4-mile project saw the eastbound lanes and ramps replaced last year. This year west bound lanes will be reconstructed along with new westbound ramps, a new bridge at the Ohio Street interchange, and upgrades to the 9th Street interchange bridge.

US-81 from I-70 north to the Saline/Ottawa county line is scheduled to receive a four-lane milling and overlay and the rehabilitation of bridges along the 5.78-mile project. This year will see the northbound lane completed with southbound lane scheduled for next year.

This project is scheduled to be completed in October 2005.

Work continues on the I-135 Waterwell Road interchange on the south end of Salina. This is a System Enhancement project started last fall and when completed this year will provide access not only to the airport industrial area but to the new home of the Salina Subarea and Area Four construction office that will begin construction soon.

In addition to road work, the District will see a number of bridges replaced this year. Included on this list are a bridge south of Ellsworth on K-14, a bridge on K-77 just south of the I-70 interchange, and a bridge on US-24 west of Clay Center. We will also see the completion of a number of smaller bridge and road resurfacing projects across the District.

With so much construction going on, Public Involvement will play a major role in informing and involving those affected by construction in an effort to provide a high level of quality and service with a minimum amount of inconvenience.

DISTRICT FOUR

By Priscilla Peterson

Plans are playing out to expand one of District Four's busiest highways, US-69, from two to four lanes in the corridor from Louisburg to Fort Scott. The addition of two more lanes on US-69 officially started with the June 2002 letting of a stretch that extends 10.9 miles south from Louisburg. That project should be complete in November 2004.

The widening of US-69 for an



additional 4.6 miles north from the Linn-Miami county line – adjoining the first Miami County project – began this February and will be finished late in 2005. Ideker, Inc., of St. Joseph, Mo., is the prime contractor on both projects.

Completing the US-69 sweep this year are three more projects to be let: from north of Fort Scott for 12.7 miles to the Bourbon-Linn county line (June); from the Bourbon-Linn county line north for 2.8 miles to the Prescott interchange (June); and from the Miami-Linn county line south for 6.4 miles (October). The three remaining US-69 expansion projects are scheduled to start one year at a time – in 2005, 2006, and 2007.

The 11-mile US-400 bypass around the north side of Parsons should be

completely open to traffic later this spring. Prime contractor Duit Construction, of Edmond, Okla., is continuing work on the east section and the redesigned free-flowing tie-in to US-400 on the east end. The six-mile-long west section, from west of Parsons to US-59, was completed and placed under traffic shortly before Thanksgiving of 2003. Both the bypass, a System Enhancement, and US-69 are significant and much-anticipated projects “that will substantially improve the level of safety and service for drivers,” said Gary Plumb, District Four Construction Engineer.

On I-35 in Franklin and Miami counties, work will finish in November on two adjoining reconstruction projects that run from northeast of Le Loup for almost seven miles to the Johnson County line. Two-way traffic has been placed on the new northbound lanes while the southbound lanes are being reconstructed. Koss Construction Co., of Topeka, is contractor on both projects, which started in 2003 and carry a cost of \$20.8 million.

DISTRICT SIX

APAC Kansas, Inc., Shears Division has started construction on a \$15.9 million project on US-50 east of Garden City. This 10.2-mile project starts about one mile east of Garden City at Towns Road and continues east to the Finney-Gray county line. The project has a calendar completion date of November 4, 2005. Following a winter shutdown since November, work has resumed on the construction project.

The general scope of this project will be to construct a new four-lane divided alignment for US-50 left of the existing US-50 alignment from Towns Road to a point seven miles east of the start of the project.

At this location, the four-lane divided alignment will come together

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Groups unite to combat teen drinking and driving

Efforts to curb underage drinking in Kansas are focusing on an obvious but often overlooked offender: adults. Surveys show that when Kansas teenagers drink alcohol – and it happens at an alarmingly high rate – nearly half the time the alcohol is provided by legal-age friends, acquaintances, and even parents.

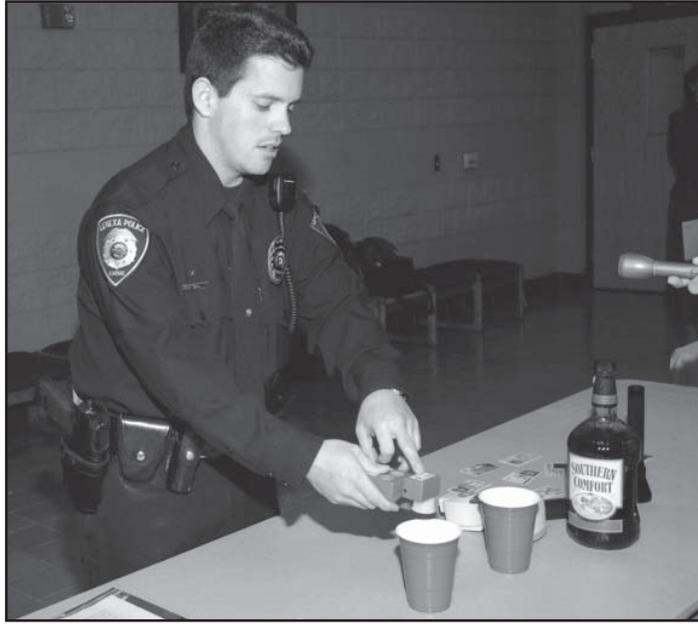
A group of concerned organizations – led by the Kansas Chapter of MADD (Mothers Against Drunk Driving) and KDOT – joined forces during a March 19 news conference to address the issue. Action from communities across Kansas is being sought to join the effort to curtail underage drinking and especially to keep teens from drinking and driving.

“Kansas lost 40 persons under the age of 21 in alcohol-related crashes in 2002,” said Pete Bodyk, Chief of the Bureau of Traffic Safety. “It’s likely that somewhere along the line, an adult’s involvement played a role in those deaths. We call on all Kansans, regardless of their age, to help prevent these senseless and tragic fatalities.”

A similar message was delivered by Wanda Stewart, El Dorado, chairwoman of the Kansas chapter of MADD. Stewart was severely injured and her infant son Scott was killed in 1981 in a crash caused by a 19-year-old drunk driver.

“I’ve learned first-hand that anyone can become a victim of a drunk driver,” Stewart said. “And if it can happen to me and my family, it can happen to anyone. We appreciate the willingness of all these organizations to join us in focusing attention on the problem of drinking and driving, particularly youth drinking and driving.”

Joining KDOT and MADD in call-



Shannon Trevino, from the Lenexa Police Department, displays a breath tester used to detect the presence of alcohol. The tester was shown during a news conference aimed at curtailing underage drinking.

‘Furnishing an inexperienced young driver with a substance that impairs judgment and reflexes is a recipe for disaster, and imperils not only the young driver but those with whom they share the road.’

Pete Bodyk

ing on adults to take a more aggressive role against teen drinking are the Kansas Highway Patrol, the Kansas Emergency Nurses Association, the KDOT Drunk Driving Prevention Office, the Lenexa Police Department, the Shawnee County Sheriff’s Office, the Topeka Police Department, and the Alcoholic Beverage Control division of the Kansas Department of Revenue. The event, which took place at the Shawnee County Law Enforcement Center, was part of KDOT’s Care/Call campaign (Care About Underage Drinking; Make the Right Call).

The primary call from all groups was to discourage adults from illegally supplying alcohol to persons under 21 who might be tempted to operate a motor vehicle.

“Furnishing an inexperienced young driver with a substance that impairs judgment and reflexes is a recipe for disaster, and imperils not only the young driver but those with whom they share the road,” said Bodyk.

According to a 2003 survey conducted by the KDOT Drunk Driving Prevention Office, high school students frequently obtain alcohol either from a parent (8 percent) or from a non-parent adult (33 percent). The Care/Call program seeks to remind adults that providing persons under 21 with alcohol is against the law. And while contributing alcohol to a minor is only a class B misdemeanor in Kansas, the potential consequences can be profoundly more severe than a \$200 fine.

The call to action coincided with the unofficial start of a teen “drinking season” that begins with spring break and extends into prom and graduation parties. The emphasis on underage drinking is in keeping with the attitude of the Kansas Legislature. In recent years, the Legislature has adopted a Zero Tolerance policy toward underage drinking and driving, and passed a keg registration law that makes it easier for law enforcement to track down persons who buy kegs for teen parties. – S.W.

Put 'er there, pal!

By Ron Kaufman

I am an avid student of history. For instance, I can recite word-for-word the many stories my grandpa told me of his travels to and from school. He said the weather was so bad and the roads so horrible that he was forced to carry his mule to school on his own back while clenching his books in his teeth. That always made me think the mule was a grade or two ahead of my grandpa. Grandpa had a hard time remembering such traumatic events. Each time he told the story, it was a little different. It's important to forgive the little inconsistencies in such stories, especially when they're told by your elders. After all, the most important thing to remember is how hard life was "back in the good ol' days," - not how much the details changed.

When folks around the agency began writing for KDOT's 75th Anniversary celebration, I read some stories that made me think Grandpa's account of history was a little farther off the turnpike than I'd figured. One thing that stayed true, though, was just how bad the roads were "back then." Not only that, I did my own research and discovered that our work in public involvement at KDOT is deeply rooted in the history of Kansas roads.

It turns out that public involvement has been around since the earliest roads were built in Kansas. In fact, it was practiced

in its purest form long before KDOT was even a gleam in someone's shiny fountain pen. According to Sherry Lamb Schirmer and Dr. Theodore A. Wilson, writing in *Milestones, A History of the Kansas Highway Commission and the Department of Transportation*, roads in Kansas from the 1860s into the early 20th century were built on two basic principles: 1. anyone could locate, build, and repair a road and 2. authority over road matters should be a local matter.

A road began when at least 12 householders living in a given area petitioned the county for the road to be laid out. The county could do nothing until they had received a petition, even though county commissioners were given the power to "lay out, alter, and discontinue any road." After receiving the petition, the commissioners appointed citizen "viewers" to meet with potentially affected landowners and determine what damages the landowners were owed.

The viewers then traveled the proposed route, pointing out to surveyors where to place markers. The surveyors measured and recorded a description of the route. The viewers then reported to the county commissioners whether the road met the requirement of being a public utility. Roads were usually considered useful if the original petitioners thought them to be so, but occasionally there might be an outcry and the viewers would submit an unfavorable report. Their decision was final. Local citizens would build the road, roughly following the

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Communication: A Key to Success



Kansas Department
of Transportation



Summer Softball Tournament

Don't miss out! Deadline to sign up is May 28.

WHEN: Saturday, June 5

WHERE: Gage Park in Topeka (near 10th and Gage).

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

OTHER DETAILS: A traveling sportsmanship trophy will be awarded.

HOW TO SIGN UP: Get rosters from Employees' Council reps, or call Peggy Hansen-Nagy at 296-3285.

DEADLINE: Rosters/entry fee must be turned in to Peggy by NOON on Friday, May 28.



EMPLOYEES FROM ACROSS THE STATE ARE ENCOURAGED TO PARTICIPATE!

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

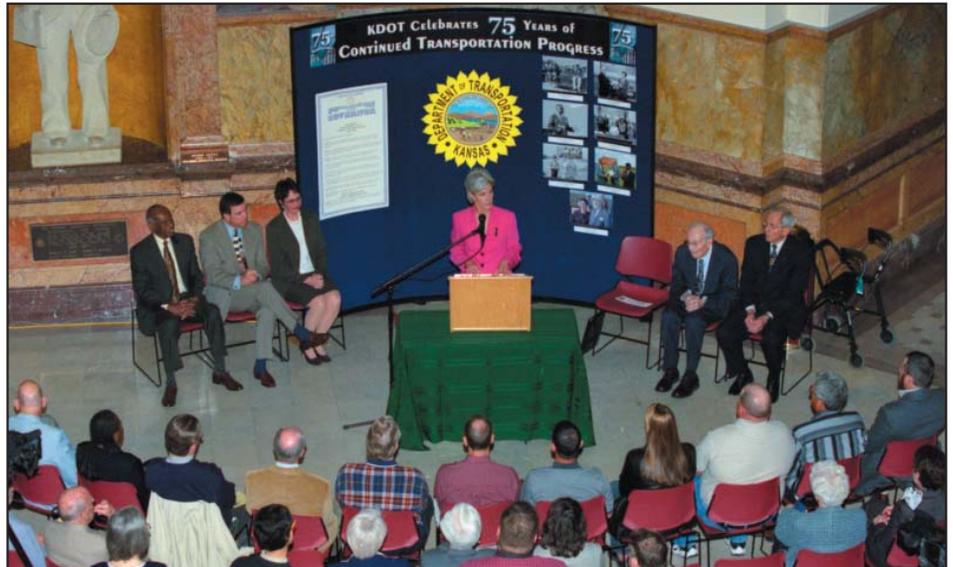
Ballplayers, family, and friends as well as all KDOT employees are invited to attend the picnic from 11 a.m. to 1 p.m. just north of the ball diamonds and south of the zoo. Bring lawn chairs if you want, and BE PREPARED FOR A VERY WARM KANSAS DAY!!

Bring the kids to the picnic area also from 11 a.m. to 1 p.m. for lots of fun games!

KDOT celebrates 75 years of **Continued Transportation Progress**

On February 24, 1917, the Kansas Highway Commission was created. For the first 12 years, the commission's main purpose was to pass federal funds along to the counties because each county was responsible for all its roads, including highways.

On April 1, 1929, former Governor Clyde Reed signed a bill giving the highway commission responsibility for the State Highway System and allowing continued federal funding of road projects. Although this was not the beginning of the agency, it was the "birth" of how the department has functioned for the past 75 years. The signing of this bill was a major milestone and has had significant impact on the department's evolution.



Governor Kathleen Sebelius speaks at the proclamation signing ceremony at the Capitol on April 1.



At left, Bill Haverkamp and Matt Broxterman explain to Ben Nelson how survey equipment used to work. Above, David Comstock greets former Secretary John Kemp.



Governor Sebelius gives a special honor to former KDOT Secretary John Kemp.



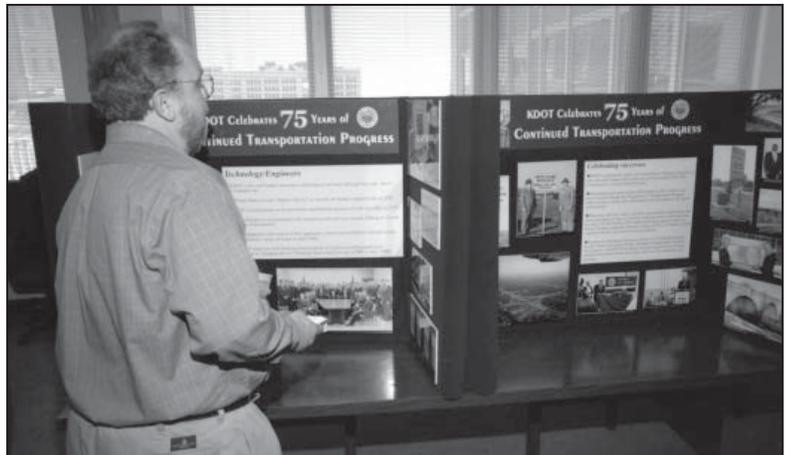
Secretary Miller and Governor Sebelius pose with numerous contractor representatives after the ceremony.



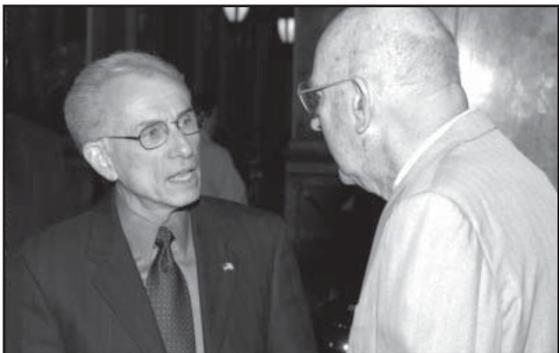
In the back row, 10 KDOT employees from across the state represented the face of KDOT at the ceremony. They are Pat Haverkamp, Dennis Weinrich, George Dockery, Terry Wood, Patricia Wright, Roger Calkins, James Bowman, Ricky Jenkins, Stacey Wait, George Tovar. They are pictured with Secretary Miller and Governor Sebelius (center) as well as former Secretaries Horace Edwards, Michael Johnston, John Kemp, and E. Dean Carlson.



Governor Sebelius signs the proclamation naming April 1, 2004, as KDOT Celebrating 75 Years of Continued Transportation Progress Day.



Above and below, KDOT employees and retirees look at pictures and antique KDOT equipment on display at the 75th anniversary open house in Docking.



Terry Heidner catches up with Bill Ogan, former State Transportation Engineer.



Secretary discusses new funding for CTP

KDOT employees and transportation partners heard the good news first hand from Secretary of Transportation Deb Miller recently at the 86th annual Transportation Engineering Conference in Manhattan.

That good news was the details of Senate Bill 384, which helped shore up the CTP and restore financial integrity to KDOT's 10-year transportation plan.

"We absolutely had to have a new funding source this legislative session or the program would have been in jeopardy," said Miller. "We would have been cutting projects in July and the promises made to communities when the program was passed would have been broken."

Miller explained that additional funding to support the CTP will come from a combination of \$395 million in sales tax revenue over the next three years and issuance of \$150 million in bonds for transportation projects.

"We received no sales tax transfer in 2003 or 2004 and that's one reason why our funding was at a crossroads," said Miller. "Under the new plan we will receive sales tax revenue which increases yearly. The funds will be dedicated to the State Highway Fund and not transferred from the State General Fund."

The sales tax plan will provide a quarter cent in FY 2005 and 2006, 0.38 in FY 2007, and 0.65 in FY 2008 and 2009.

Miller told the group of approxi-



Former KDOT employees Van Chang, far left, and Montie Baty, far right, reminisce with Harold Benoit and Larry Emig during a break at the annual Transportation Engineering Conference.

mately 700 that the Kansas Development Finance Authority will issue the \$150 million in bonds to fund the program. The measure also provides for the sale of an additional \$60 million in bonds if federal funding falls short of current projections. Currently, KDOT is assuming \$50 million in additional federal funds annually for the CTP.

"The bottom line is we have a realistic, sustainable replacement revenue for the CTP," said Miller. "It was a bipartisan effort and it shows the Legislature took the promises they made seriously."

On another topic, the Secretary said

the move from the Docking building to the Harrison Center has been delayed several times, but is now progressing. The move will be in three phases with Phase I April-May, Phase II June-July, and Phase III in August.

KDOT's Partnership Project is also moving ahead, according to the Secretary. Several committees have been looking at ways to improve the agency. They have focused on ways to make KDOT a more desirable place to work, nurture better relationships with local governments and develop KDOT's roadmap for continued success. — S.W.

M I L E S T O N E S

KDOT salutes its employees celebrating anniversaries in April

10 YEARS

Scot Addison Cimarron
Linda Bosak Topeka
Harry Craghead, Jr. Jetmore
Bret Rowe Topeka
Kenneth Schmelzle Wichita
Richard Spielman Topeka

20 YEARS

Larry Groth Russell
Ellen Laird Topeka
Sally Langsdorf Topeka
Ronald McClanahan Louisburg
Leo Perry Topeka

30 YEARS

Bill Metheny Topeka
John Rome Hays

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

BROWN BAG

LUNCH

Topic: KDOT's New 511 System

Speaker: Barb Blue

Date: Wednesday, May 5

Time: Noon to 1 p.m.

Place: 4th floor conference room,
Docking State Office Building

*All employees are invited
to attend.*

Progress

Progress continues in KDOT's top to bottom review of the agency called the Partnership Project. Project sub-teams are hard at work reviewing how KDOT does business and identifying where changes should be made to make KDOT a more desirable place to work and to nurture relationships with local governments.

Besides the sub-teams' work, KDOT Public Affairs Director Julie Lorenz says just the process of identifying the project's key issues as the importance of employees, relationships with locals, and KDOT's future have created a heightened awareness and urgency in these areas. She said, "I do think this awareness has already paid big benefits in how KDOT is looking at problems and how we're communicating internally and externally."

As part of the project, KDOT contacted a large number of constituents and stakeholders to collect data. It's work that's already reaping substantial benefits. Lorenz said that many partners have let KDOT know they appreciated being included in the efforts and that many feelings of goodwill have been expressed.

There are other areas of progress as well. Expanding flex time options was identified as a good way to make KDOT a more desirable place to work. In response, the District Engineers have unanimously agreed to allow the maintenance summer schedule to extend to daylight savings time (with the agreement of the crew - as current policy states). The current written policy is being updated to include this expanded option. In addition, Jim Kowach, sub-team leader for the group reviewing issues that are under KDOT control, has indicated that his sub-team is reviewing what flexibility can

be offered to other KDOT employees regarding work schedule, night shift/shift differential pay, exempt/non-exempt issue, and the pay matrix.

The first wave of Listening Log responses is now on the web site under the Listening Log section thanks to the Pay and Benefits Team sub-team. Watch for more responses to be posted, generally once a month.

The initiative to improve communication with stakeholders and highlight KDOT achievements is also making progress. For example, more than

1,100 letters were sent to

local government officials in mid-March alerting them that all unlet CTP projects would be at risk if a sustainable source of replacement revenue was not provided by the legislature. Presentations that focus on how real people are affected by transportation projects are ready for people to use around the state. Lorenz gave a demonstration of them at the Engineering Conference in Manhattan in April. She said,

"I hope to be flooded with requests after the Conference for the slides/scripts/videotape packets so that others can share these presentations with stakeholders across the state. We'll even provide the speaker, if that makes it easier."

When it comes to KDOT's future, ten sub-teams are at work on different aspects of a road map for continued success. Areas of study include: turn-back policy, succession planning, city connecting link policy, and how to broaden involvement in decision making within the agency.

"I think Partnership Project efforts are progressing well," said Lorenz. "But people shouldn't be waiting on team recommendations to emphasize improved service and communication in the three big areas (employees, locals and our future). If you see an opportunity now to make improvements in your daily work, I encourage you to find a way to make it happen."



Honest Assessments...Real Results

KDOT stresses work zone safety

Kansas highways will be busy with activity this year as more than 500 construction and maintenance projects are planned in the state. Work zones will be unavoidable, but taking some simple precautions can enhance safety for both construction workers and motorists.

“It’s imperative that motorists slow down, be attentive, and drive responsibly through work zones in Kansas,” said Secretary Deb Miller. “Motorists should be aware that they are likely to encounter a variety of work zone conditions including slow moving equipment, narrow lanes, concrete barriers, and uneven pavement.”

National Work Zone Safety Awareness Week occurs every year in April. KDOT, in conjunction with the American Traffic Safety Services Association (ATSSA), the American Association of State Highway and Transportation officials (AASHTO) and the United States Department of Transportation/Federal Highway Administration (FHWA), are dedicated to enhancing work zone safety for both workers and the traveling public.

Last year there were 1,598 construction zone crashes in Kansas with 12 people being killed and 515 injured. Nationwide, there were 117,567 work zone crashes that took the lives of 1,181

people.

“Work zone safety is a growing roadway safety concern,” said Miller. “The main cause of work zone crashes is excessive speed and inattentive driving. These are two factors that the traveling public has the ability to control.”

Statistics annually show that motorists comprise four out of five of all deaths in highway work zones. Last year in Kansas, that figure was even higher as all of the 12 people killed in work zones were motorists.

KDOT is warning motorists that speeding in Kansas work zones can be financially costly with double fines assessed. For example, driving up to 20 mph over the speed limit could cost you nearly \$250 in fines and court costs.

KDOT wants all highway workers and motorists to return home safely to their families. The following safety tips can help keep you safe in work zones; stay alert and dedicate your full attention to the roadway; don’t speed in work zones; watch for workers and drive with caution; don’t change lanes in work zones; avoid using cell phones or changing your radio; turn on your headlights so workers and other motorists can see you; expect delays, especially during peak travel times; don’t tailgate; expect the unexpected; and be patient - *S.W.*

Welcome new KDOT employees!

Headquarters

Crystal Brown, Senior Administrative Assistant, Traffic Safety

Dominique Ingram, Engineering Associate I, Design

Jonny Madrid, Engineering Technician, Planning

Melinda Marlar, Right of Way Agent I, Right of Way

District One

Cindy Scott-Watts, Administrative Specialist, Olathe

District Two

Steve Will, Storekeeper Senior, Salina

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

Stringer

Continued from page 1

advantage,” said Stringer. “I’ve been working closely with the district staff trying to settle into my new role. I want the operations in District Four to continue to run smoothly.”

Stringer took over the District Engineer duties in mid-March, replacing the retiring Roger Alexander. Stringer had been at Garnett since 1988 when he began as the Construction Engineer. Following his probation period, he was then promoted to the Area Engineer position.

“I was ready for a change and I’m

excited about the opportunity I’ve been presented to serve as the District Engineer,” said Stringer. “I was looking for a challenge to utilize my experience and skills in engineering design, problem solving, personnel management, and communication.”

Before coming to KDOT, Stringer worked for Black and Veatch Consulting Engineers in Overland Park as a Design Engineer. He worked for the company from 1980-1988 with six years spent in the Overland Park office and two years on assignment in New York state.

Stringer, who will be responsible for overseeing construction and mainte-

nance activities in 17 counties, said one of the highlights in District Four will be the continued expansion of US-69.

“The expansion in Miami County began this year,” said Stringer. “We will continue the expansion through Linn and Bourbon counties all the way to Fort Scott. These projects will help keep us busy through the remainder of the decade.”

Stringer is a 1979 graduate of the University of Missouri at Rolla with a B.S. in Civil Engineering. He and his wife, Laura, have two sons, Ryan, 22, a senior at the University of Kansas, and Mark, a seventh grader in Ottawa.

Cause for celebration



As part of the open house in Liberal celebrating KDOT's 75th anniversary on April 2, KDOT and local officials cut a ribbon to open the new KDOT Area Two office.

District Six

Continued from page 3

into a two lane super-two on a new alignment left of existing US-50. This new alignment will continue east and come back into the existing alignment of US-50 approximately one mile west of the Finney-Gray county line.

The project will involve 416,163 cubic meters of common excavation at the project site and 507,822 cubic meters of common excavation furnished by the contractor.

New drainage structures will be constructed as part of the project as well as new side road connections. Pavement will be removed from US-50 except where the existing alignment will be utilized as an access road.

Miller

Continued from page 2

recognizing the CTP as a priority which benefits the state's economy and safety.

2) We can count on our partners. In those times when a solution for transportation funding looked bleak, our partners weighed in on the importance of the legislature providing economic stimulus and keeping promises. From communities which are anxious to have their projects built, to contractors who are ready to build those projects, their assistance was instrumental in helping find a solution. I also want to acknowledge the many editorials that were written in support of transportation.

3) Finally, we must constantly be aware of and protect our credibility. The bipartisan support as well as the support from communities, contractors, and editors across the state springs from the level of credibility we've built over the years at KDOT. There are competing needs that must be funded by the legislature, especially during these tough economic times – education, social services, corrections. I believe that when the legislature chose to provide a sustainable source of revenue to the CTP it was a testament to the good work we at KDOT do every day. We have established trust and given confidence that we will use the resources entrusted to us wisely.

Think for a moment about the importance of credibility and its impact on renewed funding for the CTP and for future programs. Every time you interact with a community representative, a contractor, someone from the media, or taxpayers, are you incrementally improving our credibility

A side note...

◆ We must manage the CTP very closely. Even before the Governor and lawmakers began their work to stabilize the program, here at KDOT we had already made some changes to capture significant savings. By refinancing and restructuring debt, adjusting some of our set-aside programs, adjusting cost estimates on projects, and removing the construction reserve from the ending balance, we were able to identify about \$800 million dollars in savings. But these reductions will have an impact on the road ahead. We have now removed any pad from the CTP and we'll need to manage the program very tightly. Upward adjustments in scopes or costs of a project are no longer an option. In the past, when communities or project planners came back with ideas for additional improvements that would make the final product better, we could consider making those happen. We no longer have the discretion to accommodate these kinds of requests.

◆ The good news is, thanks to the legislators' and Governor's responsiveness, it is a program that we will have the funding to complete on schedule, keeping the promises that were made to communities across the state.

or incrementally detracting from our credibility? The issue isn't always saying yes, but sometimes, it is how we say no. I assure you, your actions and the actions of employees across the state determine our credibility and, thus, our ability to complete the CTP and future programs.

As we move forward, we must continue to work to earn that trust so we can "Keep Promises and Create Jobs."

Promotions/Transfers

Headquarters

Scott Benortham, Professional Civil Engineer I, Construction and Maintenance

Hugh Bogle, Professional Civil Engineer II, Construction and Maintenance

James Dietzel, Professional Civil Engineer I, Design

Brian Gower, Professional Civil Engineering II, Traffic Engineering

Cliff Hobson, Professional Civil Engineer I, Materials and Research

District One

Vince Grier, Highway Maintenance Supervisor, Oskaloosa

Robert Turner, Equipment Operator Specialist, Overland Park

District Three

Don Wertenberger, Engineering Technician Senior, Hays

District Four

Mike Jacobs, Professional Civil Engineer I, Iola

Michael Stringer, Professional Civil Engineer III, Chanute

District Five

Michael Fairleigh, Engineering Technician Specialist, Pratt

Samuel Wingert, Engineering Technician Senior, Wichita

The Bureau of Personnel Services supplies information to Translines.

Deaths

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

W. Dennis Gamble, 63, died April 3 in Topeka. Gamble was a Civil Engineer in Program Management and had worked for KDOT the past 40 years. He is survived by two brothers.

Memorial contributions may be made to the Kansas State Historical

Society Museum of History, 6425 S.W. Sixth Ave., Topeka, 66615.

John M. Hemphill, 83, died April 3 in Greensburg. Hemphill worked for KDOT 43 years and retired as the State Materials Engineer. He is survived by two sons, one sister and one brother.

Memorial contributions may be made to South Wind Hospice of Pratt and sent to the Fleener Funeral Home, P.O. Box 763, Greensburg, 67054.

Robert L. Anderson, 79, died

March 22 in Topeka. He worked for KDOT 40 years, including the final 20 years of his career as the District Two Engineer. He is survived by two daughters, one sister, and three grandchildren.

Memorials contributions may be made to Trinity Presbyterian Church, 4746 S.W. 21st Street, Topeka, 66604, Arab Shrine Temple, 1305 S. Kansas Ave., Topeka, 66612, or Midland Hospice House, 200 S.W. Frazier Circle, Topeka, 66612.

Put 'er there

Continued from page 5

With few changes, this model of road building was followed into the early 20th century. Public involvement was a way of doing business long before anyone coined the term that named it. It

resulted, of course, in an uncoordinated tangle of poorly built roads, none of which crossed the state before 1909. We know today that public involvement can help improve our decisions, though we don't take it to the levels of yesteryear. Still, the public can provide valuable input into a road's location and, to some extent, even its design and construction.

Learning all this helped me understand what Grandpa meant when he said, "Why, it was so bad, we had to build our own roads just to get to school and back. Them roads was so bad, we still had to carry the dumb mules!" Oh sure, Grandpa. I'm betting the mules grinned the whole way.

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Bureau of Transportation Information
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Topeka, KS 66612-1568

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