



# KDOT Translines

Bureau of Transportation Information

October 2004

## Benoit retires as Engineering Support Chief

After a KDOT career that has spanned almost 38 years at Headquarters, Harold Benoit is ready to pursue his retirement plans. Benoit, Chief of Engineering Support, officially leaves his position on October 1.

"KDOT is a quality organization and I was provided some good opportunities to further my career," said Benoit. "I've enjoyed the people I've worked with both inside and outside of KDOT. I met a lot of people in cities and counties working with the Transportation Enhancement Program."

Benoit started working for KDOT in July

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### KDOT booth at the Kansas State Fair



*Hutchinson Construction Office employees Charles Scott, left, Engineering Technician Senior, and Bryan Hamel, Engineering Associate, assist visitors stopping by the KDOT booth at the Kansas State Fair.*



*Secretary Deb Miller, joined by other state, local and federal dignitaries, cuts the ribbon during an official grand opening for the Water Well Road interchange in Salina.*

## Secretary joins in opening of Water Well interchange

By Steve Swartz

The Water Well Road interchange represents another step in the continued development of Salina as an important state and national transportation center, Secretary Deb Miller said during a grand opening of the interchange on September 2.

"With the addition of this interchange, Salina has the opportunity to benefit from continued economic growth as new retail, commercial and industrial devel

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## Miller's Time

By Secretary  
Deb Miller

# Times are changing

*"You better start swimmin'  
or you'll sink like a stone  
For the times they are a-changin'"*

Bob Dylan didn't have transportation in mind when he wrote the lyrics to "The Times They Are A-Changin'", but 40 years later, the song could be used as the anthem of KDOT and the nation's departments of transportation.

The message of change was used early and often during two full-days of meetings August 30 and 31 at headquarters to review the progress of the Partnership Project and to discuss the 21st Century KDOT. A story about the P2 meeting appears on Page 5.

The genius of Dylan was invoked by transportation consultant Tom Warne, who was the meetings' facilitator. Warne, whose career began at the Arizona DOT and who led the Utah DOT when that state hosted the winter Olympics, told the assembled KDOT leadership that "the process of doing things better is never over."

Tom went on to note that during the last century at DOTs, it used to be good enough to just build roads. But the role of transportation has become much more complex as our economy has become part of the global economy, and intelligent transportation systems have emerged making operational issues as important as construction issues. Funding is an ever present challenge and politics are more complicated than ever.

"If state DOTs don't change," Warne told us, "they risk becoming irrelevant in their states and communities." It is certainly not my intention for KDOT to be irrelevant to our state or to our communities. When transportation or the economy is being discussed, we want to be at the table. And, we want opinion leaders to expect us at the table.

How we avoid becoming irrelevant has, of course, been one of the objects of the past year-and-a-half's P2 review.

One of the themes that has been emerging from P2, and one that was repeated many times during our two days of meetings, was communication – with the people who use our roads, communities, stakeholders, legislators and our own employees.

Communication, it was noted during the meetings, has been emphasized in KDOT strategy sessions for decades, which only underscores how vital and constant the need for good communication is. In the future, how we communicate – not just what we say – will also become part of our message.

We will use a more decentralized approach to deliver our message.

That means the District Engineers and Area Engineers will be looked to for a greater role in relating our ideas and seeking input from communities and stakeholders. We will depend on field personnel to help us be more strategic in our planning.

In the past, our agency has sometimes been accused of being arrogant. I don't think that is a true reflection of our agency or our approach. However, we are a large, technical agency and our technical mindset may give rise to a perception of arrogance. Although KDOT will always be one of the largest state agencies, we can improve our image by understanding that not all solutions to transportation challenges are technical. And, the face of KDOT will increasingly be the face of a person who lives in and understands the community.

This is an important time for our agency. Funding and political uncertainties are now a fact of life. And technological advancements are moving at a pace that requires that we keep ourselves educated, open to new ideas and creative.

"Natural change in a state DOT occurs at a Darwinian pace unless influenced by its leaders," Warne told us.

But, we will depend on everyone at KDOT, not just our leaders, to find the ways and means of keeping us relevant.

Since I rarely get the opportunity to quote Bob Dylan in this job (just be glad I'm not singing it!), I will use his words again to emphasize the importance of our shared responsibility:

*"As the present now  
Will later be past  
The order is  
Rapidly fadin'.  
And the first one now  
Will later be last  
For the times they are a-changin'."*

# Personal rapid transit in Kansas being researched

By Kim Stich

While most of Kansas does not have a problem with traffic congestion, there are some specific areas where increased traffic is becoming a problem and public transit could be the answer.

“There has always been a need for centralized transit that’s a bit more responsive than what we currently have,” said Stan Young, Research Engineer in Materials and Research.

During the oil crisis in the late 1960s and 1970s, the federal government researched personal rapid transit. What resulted was a federal demonstration project in Morgantown, West Virginia. The system was opened in 1979 for passenger carrying service, and it is still operating in the same configuration today. The vehicles hold 12 to 18 people and about a third of the system is elevated.

In 2000, KDOT initiated a research project through KTRANs to look at personal rapid transit and model its impact at a university in Kansas to see if it would eliminate any issues concerning parking, pedestrian, and vehicle congestion. The results were presented at the Transportation Research Board in 2003 as well as to the city of Manhattan and Kansas State University.

Using K-State as a model, the project showed that an effective public



*This system in Morgantown, West Virginia, is being studied as part of the research into development of personal rapid transit to Kansas.*

transit system could have a significant impact. Depending on the time of day, a person may or may not find parking within a mile of campus, Young said.

“If you go to the parking lot next to the engineering complex at 8:30 a.m. in the morning, there are students lined up three or four deep waiting for someone to come out and leave so they can take their spot,” Young said. “You can say they have a lack of parking, but if you count the total number of parking slots and the total number of students and faculty, there is enough, but all the parking is pushed to the periphery of campus.”

A parking garage has been considered, but there are numerous down sides. First is the cost – Young said a multi-story garage costs an average of \$12,000-\$20,000 per stall. Garages also usually only have one or two entrances and exits, which would increase congestion even more at peak times.

“Plus, if you put a centralized parking garage in the middle of campus, you have just drawn all your traffic into campus,” he said. “Everyone coming to campus will be driving there, and you

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## Supporting the United Way



*Many people lined up for food or activities such as the cake walk at the United Way Block Party on September 16 next to the Harrison Center.*



*First District U.S. Representative Jerry Moran, center, along with KDOT representatives and other dignitaries, tour the new US-36 and US-77 overpasses in Marysville.*

## US-36, US-77 overpasses now open at Marysville

New US-36 and US-77 bridges – part of a \$45 million overpass, flood control and rail relocation project – were opened to traffic August 17 in Marysville.

First District U.S. Representative Jerry Moran, along with KDOT representatives and other dignitaries, toured the project site as the new structures were opened.

The US-36 overpass at the west end of the city will carry traffic over the Big Blue River, the Union Pacific line and a new levee that is under construction. The US-77 bridge south of the city will carry traffic over Spring Creek, the Union Pacific line and the new levee.

Capital Contractors, Inc., Lincoln, Neb., was in charge the two-year project to construct both new bridges. Total cost for the structures was \$16.7 million.

Besides the new overpasses, the Union Pacific is constructing 16 miles of track that takes train traffic out of downtown and relocates it south and west of town. The project eliminates four at-grade crossings in the city.

The U.S. Army Corp of Engineers is constructing a levee between the Big Blue River and the Union Pacific that is designed to protect the city against flooding.

The entire project will enhance safety by reducing rail grade crossings in the city and at the same time alleviate congestion on the highways created by the train traffic. The levee is designed to protect property on the west side of Marysville from a 100-year flood.

The project is the collaboration of KDOT, the Union Pacific, the Corp of Engineers, the city of Marysville and the lead consultant Kirkham, Michael and Associates.

Weather permitting, all construction work on the project is expected to be finished by late next summer. – *S.W.*

## Transit

**Continued from page 3**

have increased the traffic around the pedestrian-oriented campus environment.”

The Federal Highway Administration (FHWA) sponsored a Scanning Tour of the system in West Virginia, with people from Manhattan, Kansas State University, FHWA, KDOT, Federal Transit Authority, and B.G. Consultants participating. The group rode the Morgantown system and talked to numerous people about its effectiveness.

While the idea is still in the concept phase, Young and others are researching how to build a similar system today using improved technology. The cost and the economic value would need to be studied as well as how it would look on the campus.

“New technology is difficult to integrate into mass transit due to liability concerns of transporting people,” Young said. “However, with a little ingenuity and hard work, Kansas could become the birthplace of the next generation of public transit service.”

## *Combining offices improves efficiency*

Two headquarters’ offices at KDOT have become one in a continuing effort to improve efficiency throughout the agency.

The Office of Engineering Support and the Bureau of Program Management have been combined into one bureau that is now known as the Bureau of Program and Project Management.

“This decision is an outgrowth of our on-going efforts to make changes that will allow KDOT to be more responsible and responsive to both our external and internal customers,” said Secretary Deb Miller.

Program Management Chief Rosie Ingram is in charge of the new bureau. Engineering Support Chief Harold Benoit retired in September.

“It’s a great group of people” Ingram said. “Even though it will take several months for everything to come together, combining the offices makes sense and gives us opportunities for streamlining several functions.”

The External Equal Employment Opportunity (EEO) unit, which was a part of Engineering Support, was combined with KDOT’s internal EEO office and reports to the Division of Administration. Sandy Greenwell is in charge of the new EEO office.

Program and Project Management will be located on the second floor tower of the Harrison Center. Traffic Safety will move to the third floor of the west wing. The EEO office will also be located on the third floor of the west wing.

# Communication, decentralization emerge as P2 themes

Two major themes emerged from the August 30 Partnership Project Board of Directors meeting at headquarters – early, frequent communication, and decentralization.

The board heard progress reports and recommendations from sub-team leaders, who favored an approach that would give our local partners more say in projects that involve them.

For example, the Turnback Sub-team recommended involving local partners early in the process of turning over roads to cities or counties. The practice now is for KDOT to improve the road before relinquishing control.

But, sometimes the partners would prefer to use the money that would be spent on improving the turnback road on another local project. By involving the locals early in the process, KDOT would know – not assume – what they prefer and proceed accordingly.

Similarly, it was suggested that KDOT consult with local partners before creating construction detours. Instead of spending money on constructing a detour, the locals might prefer the Agency improve an existing road to be used as the detour, thus serving the Agency's needs and leaving behind an improved road.

Although these ideas may not be entirely new, they are options that will be considered up front when dealing with our local partners.

## Decentralization

Time and again during the board meeting, and during a full-day session the next day to discuss “KDOT in the 21st Century”, it was suggested that KDOT take a decentralized approach to both internal and external communication and decision-making. And, KDOT's point persons in such an approach should, in many cases, be the District and Area Engineers.

Other means of decentralizing decision-making and the communication process that were discussed included:

- ◆ Update the City Connecting Links approach. Examine how local governments might have more shared responsibility and input on decisions related to access, signing, traffic signals and other issues on their City Connecting Links.
- ◆ Make it easier for local governments to piggy back on KDOT purchasing contracts.

- ◆ Create a Division of Multi-modal Transportation to better support non-highway modes.
- ◆ Have Area Engineers invite their construction and maintenance staff to field checks.
- ◆ Following a pre-construction conference for a significant process, have district staff and the Public Affairs Manager inform the public about upcoming work.
- ◆ Have PAMs send notices of survey activities to local news media. The notices should be more informative.

## P2 successes

Although the future was the focus of the August meetings, there were some present-day successes that were shared. Sub-team leaders cited a number of their groups' recommendations that already have been implemented or are being tested as pilot projects. Among those are:

- ◆ Flexible schedules
- ◆ Tool allowance
- ◆ Expanded heat schedule
- ◆ Adjustment of private car mileage rates.

“We have already seen the benefits of your work and what you have recommended will be challenging and a way to achieve our P2 goals of making KDOT a more desirable place to work, nurturing better relationships with local governments and developing the agency's roadmap for continued success,” Secretary Deb Miller said.

“I appreciate the serious way in which the sub-teams approached their assignments.”

## What's next

The sub-teams have submitted their recommendations and in the next few months, priorities will be established.

The Area Engineers eventually will take the findings and recommendations to meetings with local entities and

stakeholders. Comments and recommendations will then be collected and considered for final policy and project implementation.

Whatever changes come from the Partnership Project, it is not, in itself, an end, said national transportation consultant Tom Warne, who facilitated the two meetings. (For more on Warne's presentation, see the Secretary's column on Page 2).

“The winds have changed,” he said, emphasizing the need for a more strategic approach to delivering transportation services. “P2 is a great first step.”

Secretary Miller concurred.

“The process of how we do things better is never over,” she said. “P2 lays the groundwork for continued thinking and innovating.”



Honest Assessments...Real Results

*Office of Engineering Support Bureau Chief Harold Benoit (right) greets Road Design Engineer Dick Adams at a reception in his honor. Benoit worked for KDOT for 38 years.*



## Benoit

**Continued from page 1**

of 1967 as a Traffic Control Engineer in Traffic Safety. He remained in that position for 20 years before being promoted to Special Studies Administrator in the Office of Engineering Support.

Several key projects he was involved with were a clerical study and a study of KDOT projects from the design stage to letting. Benoit was chairman of the four-person clerical study team that traveled throughout the state interviewing all clerical employees to determine ways to better utilize the staff. The KDOT project study resulted in recommendations being made that reduced the time from design to letting by 20 percent.

Benoit was appointed to his Office Chief position in 1997. One of the programs that evolved during his tenure was the Transportation Enhancement Program. Congress created the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 to address growing concerns about traffic congestion, air quality and open space. One of several programs in ISTEA dealt with Transportation Enhancements. The program was the first Federal initiative to focus on enhancing the travel experience and fostering the quality of life in American communities.

“Transportation Enhancements has proved to be a great public relations program for KDOT,” said Benoit. “The program has offered communities funding opportunities to help expand transportation choices such as safe bicycle and pedestrian facilities, scenic routes, beautification and other investments that that increase recreation opportunity and access.”

Benoit said that TE funding has also been used to contribute toward the revitalization of local and regional economies by restoring historic buildings, renovating streetscapes or providing transportation museums and visitors centers.

The Federal-aid reimbursement program allows cities to apply for projects that are reviewed by KDOT before final selections are made. A community must provide at least 20 percent funding toward their project.

Benoit, a native of Denver, graduated from Colorado State University in 1967 with a bachelor’s degree in Industrial Construction Management. His wife Carol works for the Kansas Legislature as an assistant to the Senate Vice-President.

During retirement, Benoit plans to keep busy golfing, woodworking, fishing and reading. He is also pondering appraisal school to become a certified real estate appraiser.

## Welcome new KDOT employees!

### Headquarters

Steven Leslie, Environmental Scientist II, Design  
Joan Myer, Environmental Scientist II, Design

### District One

Reese Nordhus, Equipment Mechanic, Olathe

### District Three

Adam Son, Installation Service Technician III, Norton

### District Four

Sean Hudson, Engineering Technician, Chanute

### District Five

Stephen Kline, Equipment Mechanic, Hutchinson  
*The Bureau of Personnel Services supplies information for new hires to Translines.*

## Retirees

The following employees will officially retire from KDOT in October.

### Headquarters

Charles Brunson, Professional Civil Engineer I – 35 years of state service

### District One

Bill C. Gilchrist, Equipment Operator Senior at Topeka – 19 years of state service

### District Two

John P. Pfefferkorn, Equipment Operator Senior at Beloit – 34 years of state service

### District Three

James C. Tharp, Equipment Operator at Smith Center – 27 ½ years of state service

# Information is key to helping people through change

My seventh grade daughter has had an unusual amount of homework this year. According to Emily, her new teachers are demanding, slightly crazed and teach completely different things than she would have been learning if we hadn't moved her 200 miles from her former life.

After a recent job relocation, her parents, at least in her eyes, have completely lost their senses and uprooted her from her friends, home and school with which she was completely comfortable.

I know how hard change can be, so I have done my best to help her through it. I have relearned how to work algebraic equations, the location of the prime meridian, and can recite 51 prepositions. You remember them: about, above, across, after, along ...

Another interesting concept I've relearned is the "scientific method." I find it can be applicable to many areas in life. For those of you who don't remember that part of

seventh grade science, here are the highlights:

In the first phase, you gather data through personal observation or by using the reliable information of others. Next the investigator finds a relationship among the data. With this newfound generalization, a hypothesis is formed that helps explain the past and predict the future.

This hypothesis must then be tested. With the assumption that it is true, we can predict certain results from an experiment. A controlled test should reveal either the predicted results or refute the hypothesis with negative results. In the final stage, we review the hypothesis by observing these results and deciding if it is valid.

Early 20th century philosopher John Dewey thought that we should apply the scientific method to all of life's decisions – and many people do. It helps us adjust to the changes we encounter along the way.

As we in KDOT experience change in our agency as well as bring change to others' lives, it is important for us to remember the first and last part of the scientific method – information is the key to helping people through changes.

I'm sure that I have a lot more to learn about this topic, as well as many others. I'm just not sure how I'm going to break it to Emily that the homework never really ends. *-By Tom Hein, Wichita Public Affairs Manager*

## Communication: A Key to Success



Kansas Department  
of Transportation



### Commemorative highway

*At right, Secretary Deb Miller looks at pictures and information with Second Lieutenant Ray King (center) and G.W. Bowman, both with the 930th Ordnance Ammunition Company, involving commemorative signs for the 930th Ordnance Ammunition Company, Korea 1950-1952 Highway. This stretch of highway will extend from the US-400/Lyon Road junction in Labette County east five miles to the US-400/Queens Road junction.*

# KanElect can help employees save money

KDOT employees can participate in KanElect, a flexible spending account (FSA) program that allows employees to pay for group health insurance, unreimbursed health care expenses, and dependent day care expenses with pretax dollars. It is also an Internal Revenue Code Section 125 plan. The following are some questions and answers about the program.

## 1. Who can participate?

All benefits eligible employees may elect to participate in the Flexible Spending Accounts even if they do not enroll in Group Health Insurance coverage.

## 2. How much can an employee save by participating in KanElect?

An employee can save 25 to 40 percent in taxes on that portion of their salary that is used for these qualifying expenses.

## 3. How does KanElect work?

The payment to your KanElect account is on a pretax basis, meaning the employee's salary is reduced by the cost of Health Plan coverage or by the amounts elected for either of the flexible spending accounts. Since the employee's salary has been reduced, the employee does not pay federal or state income taxes or social security taxes on these amounts. As a result, the employee's take home pay will increase by the amount they don't pay in taxes for the pretax benefits selected.

## 4. How much can I deposit?

During calendar year 2005, employees can elect a semimonthly contribution into a health care or dependent care flexible spending account. The range for deductions is from \$8 to \$132 per 24 paychecks for Health Care Flexible Spending Accounts. The range for deductions is from \$16 to \$208.33 per 24 paychecks for Dependent Care Flexible Spending Accounts (subject to tax filing status).

## 5. What are the two benefit plans?

The KanElect program offers two benefit plans: Health Care Flexible Spending Account - allows the

employee to use pretax money to pay for certain expenses allowed by the IRS but not reimbursed by medical, dental, prescription drug, or vision insurance.

Dependent Care Flexible Spending Account - allows the employee to use pretax money to pay for day care expenses. Note - this account is not for health care.

## 6. Whose Expenses Qualify for these Plans?

Since these plans are authorized by the Internal Revenue Code, medical expenses of any family member who is a dependent for tax purposes qualify for the tax savings under the FSA even if they are not covered under one of the health/dental plans offered by the State. (There are age restrictions and custody restrictions for the Dependent Care flexible spending account.)

## 7. When can I enroll?

Initial Enrollment - The initial enrollment period is limited. New employees should submit a completed Enrollment Form within 31 days of their date of hire or date of new

benefits eligibility. If forms are not submitted, the employee must wait until the next open enrollment period unless they experience a mid-year qualifying change for FSAs.

Annual Open Enrollment - Employees are eligible to enroll through the State Employees Self-Service Center website beginning October 1 and continuing through October 31. This is a once-a-year opportunity to make changes to flexible spending accounts. Once you enroll in October, the account takes effect beginning January 1 of the following year.

## 8. Additional information

On September 3, 2003, the IRS issued Revenue Ruling 2003-102 that significantly changed the type of expenses that qualify for reimbursement from your health care flexible spending account. For more information on Over the Counter (OTC) drug and medicine purchased or on the KanElect program in general, go to [www.asiflex.com](http://www.asiflex.com).

# Personnel Policies and Procedures

## Highlights of your benefits as a State employee

# Maintenance Training Expo garners high marks

The Kansas Maintenance Training Expo for 2004, held in Salina at the Bicentennial Center September 8 and 9, garnered high marks from those in attendance.

After four successful years as the Winter Training Expo, the conference expanded last year to include all-season road surface maintenance training while continuing the focus on winter related activities. Once again more than 500 KDOT maintenance workers and nearly 200 other participants from Kansas cities, counties, and the states of Nebraska, Wyoming and California spent one and a half days learning about the latest technology and practices.

Learning took the form of classroom sessions, “ride and drive” opportunities to become familiar with equipment through hands-on experience and vendor displays and demonstrations. More than 90 vendors were on hand to meet and visit with attendees.

Numerous instructors from KDOT, other state agencies, and also other states shared insight, guidance, and experiences with the participants.

This year the expo also welcomed instructors from the Kansas Highway Patrol. Two troopers served as class room instructors outlining how KDOT and the KHP partner in working the scene of an accident and updating the attendees on laws affecting driving such as DUI



*District Five employees Kirk Lively (left) and Rick Claycomb (second from right) discuss features of this Elgin street sweeper with other attendees at the Maintenance Training Expo. The sweeper is stationed in Wichita and is used to clean bridges and roadways in the Wichita area.*

and road rage. Two other troopers participated in the ride and drive sessions operating “The Convincer,” designed to show the benefits of buckling up. The knowledge and experience trainers bring to the Expo was born out by the many positive comments coming from DOT participants from Kansas as well as the other states participating.

The first day began with greetings from District Five Engineer Bob Cook, the City of Salina, Director of Opera-

tions Mike Crow and Construction and Maintenance Chief Dean Testa. For the remainder of the conference, participants broke into the groups in which they participated in various sessions which included panel discussions, trenching safety, Road Weather Information System training, spreading and plowing techniques, hydraulic control systems, and more. — *By David Greiser, District Two Public Affairs Manager*



*Randy Knoll from District Three (left) shares details about the rotary snow blower, which helps with large volumes of snow.*



*Jeff Tice from District One (left), tells how the guard rail truck will drive in as well as pull out guard rail posts.*



## Step Back in Time



*Several spans of the Brickyard Bridge at Topeka were swept away by rushing water during the flood of 1951.*

# ***Take charge, be the master of your fate***

“Change your mind. Change your life.”

There is a direct relationship between our thoughts and what happens in our lives. It’s a fundamental law as dependable as gravity.

“We have a world inside us that is governed by principles just as science is governed by principles. If we become aware of these principles and apply them, we change our lives,” according to Charles Fillmore.

Expecting the very best in life just makes sense, because we have the ability to attract what we want according to the thoughts we think.

The mind is the source of our experience. Our life today reflects what we’ve been thinking in the past. Contrary to common belief, we are not powerless pawns whose experiences are determined by other people and conditions in the world. The good news is we have the ability to attract what we want into our lives; the bad news is we are responsible for doing it.

The mind is a fertile field; whether it is cultivated or neglected, something will grow. “All philosophers and sages

have recognized this silent cause, this perpetual outflow from center to circumference,” says Fillmore. Everything begins in the mind as an idea. As we hold on to the idea, our thoughts and emotions focus the energy. Taking charge of our thoughts and beliefs, we cultivate a garden instead of letting it grow wild.

Planting seeds of positive statements

## ALL ABOUT | By Carla Mumma

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### ATTITUDE

and cultivating them with positive visual images, we create our desired garden. Affirming and visualizing daily creates expectancy, and since our world is always a picture of our expectations, as we truly believe it will happen, it does. On the other hand, as we allow fear, doubt, and judgment to invade our thoughts, we dissipate our ability to create what we want. It takes practice, but practice makes perfect.

“If we want to heal our outer world, we must first heal our inner nature.” The feelings of self-worth we experience are based on our thoughts. Since our relationships reflect how we relate to ourselves, we’re connected invisibly to others by thoughts. Exploring ourselves with open honesty can reveal old patterns of thinking and allow us to begin a new relationship with ourselves which transforms our relationships with others.

Life is more than our experience. What happens to us is just existence, but real LIFE is the state of being vibrant, dynamic, enthusiastic, and fully aware. We gain physically, mentally, socially, and creatively as we expect the best and reap the rewards of understanding the relationship between our thoughts and the circumstances in our lives.

The link between thought and experience is a masterful approach and a prelude to successful living. Every thought either extends truth or multiplies illusion. So don’t let worry, doubt, fear, and criticism expand in your life. Instead extend love, faith, trust, acceptance and gratitude. You are what you think. You are ‘the master of your fate...the captain of your soul.’

# M I L E S T O N E S

## KDOT salutes its employees celebrating anniversaries in September

### 10 YEARS

Shirley Hanna . . . . . Osage City  
 Leland Oller . . . . . Kingman  
 Francisco Rodriguez . . Independence  
 Micheal Schneider . . . . . Marion  
 Richard Swarts . . . . . Osage City

### 20 YEARS

Larry Burdick . . . . . Seneca  
 Russell Burnett . . . . . Topeka  
 Francis "Dale" Freeman . . Mankato  
 Cris Hayes . . . . . Clay Center  
 Jerry Lietz . . . . . Topeka  
 Michael Martinitz . . . . . Abilene

### 30 YEARS

Larry Manz . . . . . WaKeeney  
 Javier Martinez . . . . . Wichita  
 Milton Tacha . . . . . Meade

### 40 YEARS

Elwyn Johnston . . . . . Independence  
 Gerald Sigg . . . . . Bonner Springs

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

## Deaths

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

Richard J. Paul, 69, died May 17 in St. Joseph, Mo. Paul was employed by KDOT for 38 years and was a highway and bridge inspector when he retired in 1995. He is survived by his wife, Virginia, two sons, one brother and two grandchildren.

Memorial contributions may be made to the First Christian Church, the Atchison Humane Society or the American Cancer Society and may be left at the Arensberg-Pruett Funeral Home, 208 North 5th Street, Atchison, 66002.

## Calendar of Events

**October 5** – KDOT Operations meeting, 8 a.m. - 5 p.m., Highland Hotel, Great Bend.

**October 6** – KDOT Operations meeting, 8 a.m. - noon, Highland Hotel, Great Bend.

**October 10** - National Put the Brakes on Fatalities Day.

**October 12** – 11 a.m. KDOT Employees' Council Meeting, Third Floor Harrison Center.

### KANSAS DEPARTMENT OF TRANSPORTATION

Bureau of Transportation  
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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, Harrison Center, Second Floor West, Topeka, Kan., 66603-3754, or phone (785) 296-3585 (Voice)/(TTY).



*Construction work is progressing on a new KDOT communications tower at I-70 and Gage Boulevard in Topeka. The tower replaces one that was blown over during a storm in June. The tower is expected to be operational in November.*

## Interchange

Continued from page 1

opment move into the area,” said Miller.

Secretary Miller and other state, local and federal dignitaries were in Salina for the official opening of the \$4.5 million interchange on Interstate 135.

Salina’s seventh interstate interchange, which was opened to traffic on August 20, will help create better accessibility for south Salina industries as well as retail businesses. The partnership of state, city and county governments that cooperated to plan, fund, design and construct the interchange was praised by Miller.

“It’s always exciting to me to see what can happen when state and local governments join together to not only make important improvements to our transportation infrastructure, but to help create opportunities for economic development,” she said.

The interchange is just one of several important projects KDOT is building or has recently completed in Saline County. Among those projects are the reconstruction of the I-135 roadway and existing interchanges and bridges, reconstruction on Interstate 70 and reconstruction of the interchange at Ohio Street.

In addition to the highway projects, Miller also noted that KDOT has invested in other transportation modes

## Promotions/Transfers

### Headquarters

**Anthony Alrobaire**, Professional Civil Engineer I, Traffic Engineering

**Gordon Bryan**, Installation Service Technician III, Construction and Maintenance

**Lindy Holmes**, Professional Civil Engineer I, Local Projects

**Robert Howard**, Engineering Technician Senior, Design

**Lelia Linder**, Senior Administrative Assistant, Personnel Services

**Gene Ingwerson**, Management Systems Analyst II, Engineering Support

**Eric Rooker**, Management Systems Analyst I, Right of Way

**David Schwartz**, Professional Civil Engineer II, Traffic Safety

**Richard Wiley**, Engineering Technician Specialist, Design

### District One

**Joe Blubaugh**, Program Consultant II, Topeka

**Jim Clary**, Highway Maintenance Supervisor, Troy

**Peggy Gott**, Administrative Specialist, Olathe

### District Two

**Randy Shaddock**, Highway Maintenance Supervisor, Mankato

### District Three

**Perry Huffman**, Equipment Operator Specialist, Oakley

### District Four

**Rex Fleming**, Professional Civil Engineer I, Garnett

### District Five

**Wes Hall**, Engineering Technician Senior, El Dorado

### District Six

**Don Wilson**, Engineering Associate I, Dodge City

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

in the area, including the resurfacing of a major portion of the Salina airport’s runway system and the railroad overpass on Ohio Street now under construction.

The state’s spending in Saline County through the 10-year Comprehensive Transportation Program, which is now at its mid-way point, is just under \$100 million. Another \$38.2 million

in contracts will be let for more Saline County projects during the remainder of the CTP.

“KDOT is proud of our relationships with Saline County and the City of Salina and we look forward to more collaboration as we strive to meet the transportation needs of Kansas,” Miller

**Kansas Department of Transportation**  
*Bureau of Transportation Information*  
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