

KDOT

Translines

Bureau of Transportation Information

April 2003

“Safety Patrol” may soon appear in work zones

By Stan Whitley

A bit of deception may soon be playing a role in safety enhancement for motorists and construction workers.

The next time you're driving near a work zone or possibly a high accident area watch out for the "Safety Patrol." Hopefully, this patrol will make you slow down and reduce the chance for an accident. If it does, this patrol has served its purpose. Take a second look, though, and you'll see this patrol is different.

The vehicle you thought you saw is actually a metal sign in the size and shape of the back end of a patrol car. It appears



KDOT is examining the use of metal signs that are the size and shape of the back end of a patrol car as a deterrent for speeding motorists.

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Annual Engineering Conference in April

An agenda ranging from the Oklahoma I-40 bridge disaster to Intelligent Transportation Systems at the Kansas Speedway will await participants at the 85th annual Kansas Transportation Engineering Conference, April 15-16 in Manhattan.

The two-day conference will combine technical presentations with discussion oriented sessions providing a forum for exchanges of ideas between the public and private sectors relative to

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It's never too late to adopt a highway

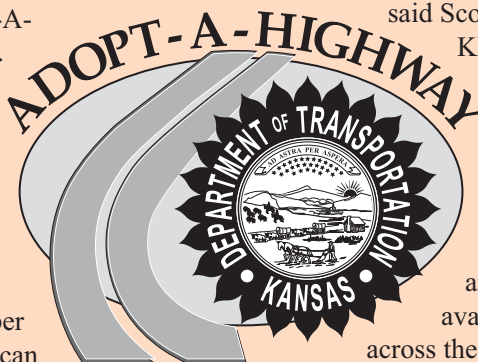
It's never too late to participate in KDOT's Adopt-A-Highway program. Even though a number of organizations have cleaned up a section of highway since the program began in Kansas in December 1989, new groups can always join.

"With nearly 10,000 miles of highways in Kansas, the need for

Adopt-A-Highway groups is great," said Scott Cushing,

KDOT Engineering Technician Senior and Adopt-A-Highway Coordinator in Topeka. "There are highways available to adopt across the entire state."

Currently, there are about



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◆ KDOT PROJECT TOPEKA DRIVE SURPASSES GOAL



Miller's Time

By Secretary
Deb Miller

Levels and layers

Last month I made a decision to have rumble strips installed at the intersection of US-160 and K-27 in Johnson City where two teenagers were killed in October 2002. This decision played in the local media as my having “overruled” the engineers at KDOT, who had previously determined that the intersection did not need improvements.

The truth is that our Traffic Engineers were right, and I was right. To comprehend that seemingly contradictory statement you need to understand the different levels of perspective and various layers of context that come into play in these situations.

When our Traffic Engineers look at an intersection (or any other aspect of a roadway or signing), they do so through the filter of the Manual of Uniform Traffic Control Devices (MUTCD). The MUTCD assures that there is a consistency in signs, signals, and markings across the United States. It is a vital tool in making decisions and one that affords us a level of legal protection if the decisions are ever challenged. Our Traffic Engineers use the MUTCD guidance and their own professional expertise and experience to determine what changes to make, or not make, to the current situation. It is a

process that works well and one that I support.

However, the process is not designed to consider the many subtleties that may exist in the situation. It is designed to take data into account, weigh the data against the guidelines and provide a yes-or-no answer. This is the level at which most traffic engineering decisions must be made. There is no authority at this level to deviate from the derived answer.

At the next level, where I find myself, the subtleties of the situation can be considered. I can add another layer to the filter-and-take into account the public’s reaction and their desire for something to be done. A Traffic Engineer may say there are too few accidents to warrant a change. I can ask will the change make things any worse? The Traffic Engineer is bound by the guidelines. I must consider how responsive we should be to the concerns of a community within our responsibility to safety.

In this particular case, I determined that rumble strips were an effective and safe response. Even though the MUTCD guidance said they were not needed, they will give a sense of comfort to the local citizens and they will show that KDOT is willing to work with them.

I will not always be able to do this, nor do I want to have that ability. Whenever the Traffic Engineers advise me that a desired change would create an unsafe situation or expose us to high risk of litigation, I will tell the community we cannot make the change. I will do this regardless of the extent or volume of the complaints.

Being responsive does not always mean saying yes. However, we must always be willing to work with communities and listen to what citizens have to say. Our mission statement is to provide a statewide transportation system to meet the needs of Kansans. Those needs exist at a number of levels and we must be able to meet them with differing layers of response.

KANSAS DEPARTMENT 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, Docking State Office Building, Room 754, Topeka, Kan., 66612-1568, or phone (785) 295-3585 (Voice)/(TTY).

Calendar of Events

April 8 - 11 a.m. KDOT Employees’ Council Meeting, Seventh Floor Docking State Office Building.

April 11 — 9:30 a.m. Highway Advisory Commission meeting, Seventh Floor Docking State Office Building.

April 15-16 — Kansas Transportation Engineering Conference, KSU Union in Manhattan.

April 16 - 2 p.m., Construction Bid Letting, Capitol Plaza Hotel.

May 20-21 — Kansas Transportation Safety Conference, Hyatt Regency and Century II Convention Center in Wichita.

McLean settles in to new role at Department

Editor's note: As we told you last issue, Jim McLean is KDOT's new Special Assistant to the Secretary/Director, Division of Public Affairs. He came to KDOT after seven years as a reporter with the Topeka Capital-Journal; the last three as the paper's government editor. From 1990 to 1995, McLean was the communications director for Congressman Jim Slattery. Prior to that, he was News Director for Kansas Public Radio, the National Public Radio affiliate at the University of Kansas. *Translines* sat down to talk with him about his perspective on his new job.

Translines: You've been at KDOT since mid-February. What's your reaction so far?

McLean: One of my first reactions is just plain awe at the size and complexity of the agency. From my work at the Capitol, I knew it was big, but I had little comprehension of all of its facets. I obviously have a very steep learning curve ahead of me, but I've found the KDOT folks

I've worked with so far to be not only knowledgeable professionals but eager to share that knowledge. They've done a great job explaining some pretty complicated issues. For me to be successful in my job, I have to be able to explain things to legislators, and I can only explain it well if I understand it. I've also been impressed by the friendliness of KDOT's people and the pride they take in doing their jobs well.

Translines: You mentioned the legislature. Answering lawmakers' questions is a major part of your duties. How important are good relationships with legislators?

McLean: I'd say they're essential to the future success of KDOT. Nancy Bogina did a great job of establishing KDOT's credibility across the street. In these times of tighter-than-tight budgets, it's imperative that we maintain that credibility. When funding decisions have to be made, we want legislators to always give KDOT the benefit of the doubt. That only happens if we

have done our job of explaining to them how our processes work and how we make decisions. They have to trust that the money they send our way is being used wisely and is giving their constituents value.

I can maintain our legislative relationships best by responding to their questions quickly and as comprehensively as possible. I apologize in advance to the many KDOT folks that I will have to "pester" for information on short notice and with tight turnaround times. When that happens, I ask them to understand it is because I am working under the legislator's schedule, not mine.

Translines: I'd imagine that the public's perception of KDOT plays a major role in how the Legislature deals with us?

McLean: It has a big impact, which is why our Public Involvement program is vitally important. I have been told that KDOT has come

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Safety Patrol

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to have tires and red lights and it says "Safety Patrol" in blue letters on the back. The creation is the idea of sign shop owner Gary Gleason in Salina.

Years ago, Gleason put up a similar sheriff's patrol car silhouette on Hedville Road near I-70 at Salina to help slow down traffic. That sign was removed five years ago because it was in bad shape, but now Gleason is pitching his fake patrol concept to other people in the transportation field and KDOT is listening.

Last year, Gleason met with officials from KDOT, FHWA and the Kansas Highway Patrol. They saw the fake patrol car, took pictures and watched an informational video showing how motorists reacted to the patrol car.

"We thought it was promising used under certain circumstances," said KDOT State Signing Traffic Engineer David Church. "We told them that the Safety Patrol would need to be crash tested to make sure they met national standards

before contractors could install any in work zones."

That testing was done at the University of Nebraska and Church said the results were positive. Church said KDOT is continuing to investigate the possibility of using the signs.

"Our thought was there is potential to use them in interstate work zones and rural stretches of highway," said Church. "The impact in areas where there is commuter traffic would be limited because motorists would realize after awhile it wasn't a real patrol car."

Gleason already knows the signs work; he took one out on Hedville Road near the Rolling Hills Zoo at Salina, and watched the cars go by.

"All you have to do is just stand there and watch the car's taillights come on when they see it," said Gleason. "We know it's going to work and I believe KDOT is fairly sure it's going to work, too."

Gleason said he has had contact with safety equipment companies and said the signs probably will be made available through some of those companies. He plans to sell the signs for \$500 to \$600 each.

Have a happy ending when traveling in highway construction work zones

By Kim Stich

Highway work zone statistics do not lie. Unfortunately, they tell a tragic tale involving numerous injuries and deaths of motorists and highway workers.

According to KDOT, eight people were killed and 575 people were injured in highway work zones last year across the state. The story usually starts the same – motorists and passengers riding in a vehicle. But in an instant - a crash can occur, changing the lives of those involved forever.

“What most people don’t realize is that nearly 80 percent of those injured or killed in construction work zones every year are the motorists,” said Secretary Deb Miller. “Work zone safety is a priority for highway workers and it needs to be a priority for motorists as well.”

KDOT, the American Traffic Safety Services Association, the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AAHSTO) and other transportation organizations are working together to participate in the annual **National Work Zone Safety Awareness Week** taking place April 7-11. The week-long observation brings to light the hazards and dangers that can be encountered and avoided when driving

through roadway construction zones.

Governor Kathleen Sebelius also recognizes the importance of work zone safety and has signed an official proclamation declaring April 7-11 as National Work Zone Safety Awareness Week in Kansas. The proclamation was signed on March 25 at the State Capitol.

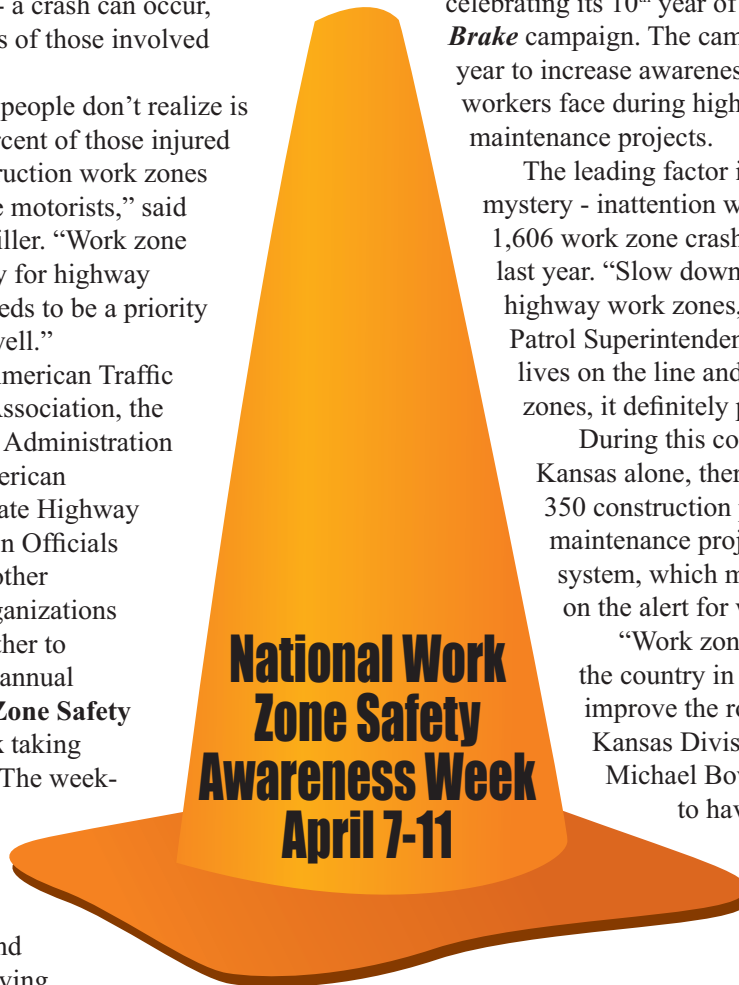
Safety continues to be the main concern for highway workers and the agency. KDOT is celebrating its 10th year of supporting the **Give ‘Em A Brake** campaign. The campaign runs throughout the year to increase awareness of the dangers highway workers face during highway construction and maintenance projects.

The leading factor in work zone crashes is no mystery - inattention was the main cause for the 1,606 work zone crashes that occurred in Kansas last year. “Slow down and pay extra attention in highway work zones,” said Kansas Highway Patrol Superintendent Don Brownlee. “With lives on the line and fines doubled in work zones, it definitely pays to drive safely.”

During this construction season in Kansas alone, there will be an estimated 350 construction projects and numerous maintenance projects on the state highway system, which means motorists should be on the alert for work zones.

“Work zones are a fact of life across the country in a continuing effort to improve the roadways,” said FHWA Kansas Division Administrator J.

Michael Bowen. “We want every trip to have a happy ending with motorists and highway workers getting home safely.”



Celebrate what's right with the world

"Celebrate What's Right With the World" by Dewitt Jones is a powerful new video available in the Personal Development Library at Personnel Services. It explains how this dynamic vision at National Geographic took root and became embedded in one man's life, transforming his perception, his work, and his life.

"I'm just not into it." We all easily slip into this attitude as we face any situation on any given day. This attitude affects any action or inaction we take as a result. Maybe the situation isn't how we planned it, so we are caught off guard and become disappointed. We gripe about it and walk away without looking any further.

Celebrating what's right with the world gives us alternatives so we are less likely to be upset or disappointed. We jump to "What is the opportunity here?" or "What can I learn?" or "What can I do to help?" attitudes that result in very different action and reaction. We see possibilities that might not have been evident at first.

Celebrating what's right with the world transforms the ordinary into the

extraordinary. We commonly hear, "I'll believe it when I see it." Truer still, but heard less often, "I won't see it until I believe it." If we don't believe opportunities and possibilities exist, we just won't see them. In fact, we won't even look for them.

Celebrating what's right with the world produces opportunity in place of obstacles, prosperity in place of scarcity, and cooperation in place of competition. We have all believed in the "law of the

ALL ABOUT ATTITUDE

By
Carla
Mumma

jungle" at some time in our lives. You know-- eat or be eaten, where coming in second makes us a loser. This world of competition creates fear and distrust. It keeps us from relaxing so we can share the goodness and knowledge we experience.

Celebrating what's right with the world gives us energy. When we see

goodness all around us, we get excited. When we have the opportunity to help others and do what feels good, we are energized. Doing what we love gives us the energy to fix what is wrong in the world instead of complain about it.

Celebrating what's right with the world helps us accept change that otherwise frightens us. We live in a time of accelerated change--a time when the difference between the good and great can be measured in millimeters and milliseconds. This is a time when records are broken and new discoveries are made every day. When we make change our ally, we realize how boring life would be without the constant evolution and improvement we see all around us. If we believe in ourselves and we are willing to take a chance, change opens doors to endless opportunities.

Celebrating what's right with the world helps us trust ourselves to do what we can and know ourselves as successful and significant. It helps us be our best in the world and for the world. It helps us soar to be who we really are with gratitude and grace.

Mack Villalpando was named as Kansas Wildlife Federation 2002 Outdoor Skills Instructor of the Year for his volunteer work as a Hunter Education Instructor.



Villalpando honored for volunteer work

Mack Villalpando, Equipment Shop Superintendent in Salina, was recently selected as Kansas Wildlife Federation 2002 Outdoor Skills Instructor of the Year. He was nominated for his work as a volunteer Hunter Education Instructor for Kansas Wildlife & Parks.

Villalpando is a Master Hunter Education Instructor who has been involved with the statewide program since 1990. He has recorded over 520 hours of volunteer time with more than 2,500 students. Villalpando also volunteers at an informational booth at Central Mall for National Hunting & Fishing Day and Safety Awareness Day that reaches hundreds of Salina youth every year.

Villalpando is instrumental with the annual Fun Shoot at the National Guard Rifle Range that gives hunter education graduates an opportunity to shoot .22 rifles, shotguns, archery, and black powder firearms. Villalpando resides in Salina with his wife, Darla, and son, Jimmy.

Tell me on a Sunday

By Ron Kaufman

I like the music of composer and theatrical producer Andrew Lloyd Weber. I even like his musical with nine lives, *Cats*. I might be in the minority, if David Letterman is right. I particularly like the fanciful imagery of the production. We have two cats in our house, but they only sing and dance when I try to take a nap. As soon as I close my eyes, it's opening night on *The Great White Way*.

Weber's "Tell Me on a Sunday" (with lyrics by Don Black) is particularly poignant. It's the title piece of a one-woman show. In the song, a forlorn woman tells her soon-to-be former lover how she wants to be told that their relationship is over. The first chorus sets the stage:

*"Don't write a letter when you want to leave.
Don't call me at 3 a.m. from a friend's apartment.
I'd like to choose how I hear the news.
Take me to a park that's covered with trees.
Tell me on a Sunday please."*

As fate would have it, that is perfect advice for public involvement. One of the techniques we sometimes use in public involvement is to have people tell us how they want to be kept informed. While we wouldn't take them to a park or call them at 3 a.m., people appreciate the

opportunity to choose how they hear the news. This is especially helpful in rural areas where newspapers might be weekly rather than daily, where the Internet might be slow and erratic, and where television and radio selections are limited. We might find, for instance, that a town's newspaper is read less frequently than one from a city in the next county. Or, we may find that the local radio station is all music with no news staff. Direct mail newsletters or brochures may be preferred in some areas.

You may use the same technique (leaving out the singing) when you ask a business partner whether you should follow up with them by phone, memo, e-mail, or with a meeting. You might even ask them if they prefer one day or time over another. In doing so, you can be assured that they will be better prepared to

receive your message when the time comes to communicate. You can also be assured that they will appreciate the courtesy you've shown.

I have to confess that I play Weber's music when I take long trips. I also have to confess that I am an undiscovered Broadway star. I try to sing along with the music when I drive, but it makes the car shake. In fact, I would hum a few bars of "Tell Me on a Sunday" for you now, but you probably wouldn't appreciate the subtle nuances of my voice. My cats taught me how to sing. Who says you can't learn in your sleep?

Communication: A Key to Success



Kansas Department
of Transportation



Step Back in Time



*Spanning 5,350 feet,
the K-16 bridge over
Tuttle Creek Reservoir
near Randolph opened
to traffic in 1961. The
cost of constructing the
bridge was \$2,675,000.*

KDOT Project Topeka drive surpasses goal

The economy may be soft, but KDOT employees did their part to provide financial assistance for the annual Project Topeka campaign.

Events during February raised \$5,543.18 to go toward helping restock the pantries of emergency food providers in Topeka.

“We were really pleased with the results from this year’s campaign,” said Ernie Miller, KDOT Project Topeka coordinator. “KDOT employees came through and we were able to surpass our goal of \$5,500.”

The big moneymaker from this year’s campaign was the chili-dog sales, which raised \$1,145.47. Miller’s Time Off raised \$1,010 and Nancy Mattson in Transportation Planning was the lucky person whose name was drawn from the list for a day off of work.

Employees had an opportunity to see auction items on-line and submit e-mail bids during the Silent Auction. The event was third on the



Harold Benoit, left, Chief of Engineering Support, and Debbie Greeve, Administrative Specialist in Fiscal, serve chili dogs to hungry customers at the Project Topeka chili dog sale.

money list with \$786. KU was the winner of the Whose School Rules competition contributing funds to collect 3,500

ounces of food.

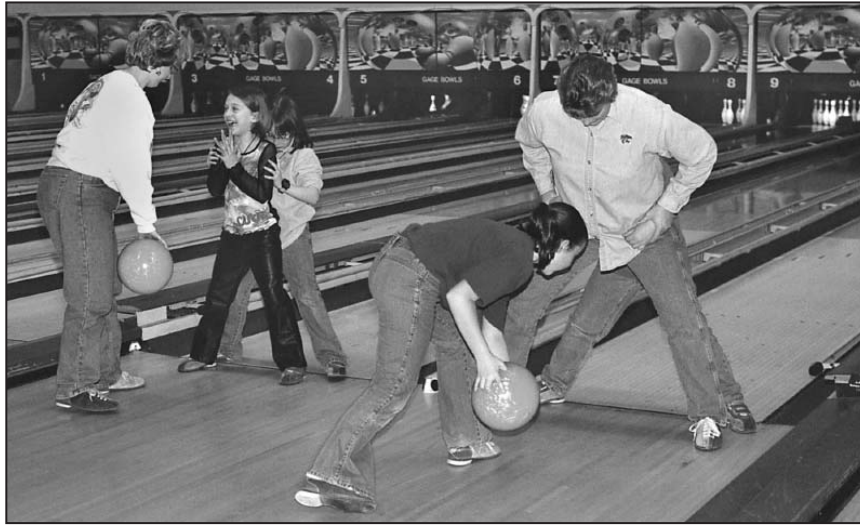
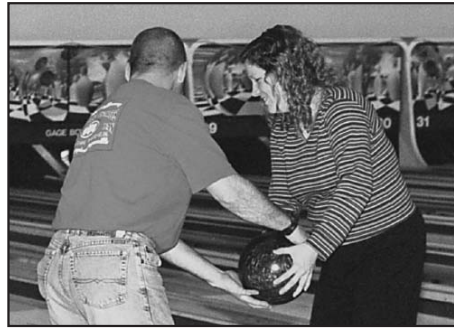
Money raised from the drive will support various agencies in Topeka, including the Salvation Army, Let’s Help, The Topeka Rescue Mission, and the Breakthrough House. - *S.W.*

TOTAL SALES FOR PROJECT TOPEKA

Chilidog Sale	\$ 1,145.47
Miller’s Time Off	\$ 1,010.00
Docking Bake Sale	\$ 247.75
Thacher Bake Sale	\$ 230.00
Thacher Biscuit Breakfast	\$ 101.06
Auction	\$ 786.00
Docking Pie Sale	\$ 176.00
Thacher Pie Sale	\$ 90.00
Craft Sale	\$ 100.00
Flower Sale	\$ 565.00
Thacher Pancake breakfast	\$ 107.24
School Rules	\$ 320.00
Shave Dennis	\$ 213.00
Sporting Clay Pigeons	\$ 78.00
Other donations	\$ 373.66
TOTAL	\$ 5,543.18

Crazy Bowl

Participants at the annual Employees' Council Crazy Bowl had fun with the "crazy" part of the event which involved bowling each frame of the third game with a different twist. Twenty teams participated in the event.



Retirees

The following employees will officially retire from KDOT in April.

Headquarters

Edward J. Brady – Engineering Technician Specialist in Design – 39 years of state service

District One

Leonard L. Hundley – Engineering Technician at Horton, 37 years of state service

Kenneth R. Johnson – Engineering Technician at Marysville, 41 years of state service

Larry K. Cavendar – Engineering Technician at Topeka – 44 years of state service

Joseph A. Stippich – Engineering Technician at Olathe, 29 years of state service

District Two

Daniel R. Rodriguez – Equipment Operator at Ellsworth, 35 years of state service

Dear KDOT:

Yesterday (March 6) my car threw a fan belt on I-35 about 12 miles east of Ottawa - I believe it was about 12:30 or 1:00. I pulled over to the shoulder, put on the hazard lights & started calling to get some assistance. Along came a very kind KDOT fellow. He asked if I needed help then cautioned me to stay in the car as the traffic was very heavy and FAST! He reassured me he would stay until help arrived. He parked behind me with his yellow flashers further protecting me.

When my friend arrived, the young KDOT gentleman (Ben Tush, Engineering Technician at Garnett) was very helpful, giving distance to the next

exit for us to get turned around and followed us with his caution blinkers until we were safely off I-35 and en route to Baldwin City via the County Road.

It is very comforting to know there are such thoughtful and kindly souls in this world! I deeply appreciate the courtesy and protection afforded by this thoughtful KDOT employee. Please try to get this note of appreciation to him and his supervisor. Such acts of kindness should be rewarded!

Cordially,
Miss Pat
Lyons' Victorian Mansion Bed
& Breakfast
Fort Scott



LETTERS TO THE EDITOR

I just wanted to say what a fabulous and informative web site you've got for road condition information. I live in Texas and my parents live in Kansas; when I plan trips I know exactly what to expect on Kansas roads. Keep up the good work.

Thank you,
Laurie Baalman

Conference

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transportation policy and practice. Guest speakers will share innovative technology covering a full range of transportation disciplines.

The conference will be held in the Kansas State Union. KDOT's new Secretary of Transportation Deb Miller will provide an agency update from 9-9:30 on the opening day of the conference.

Besides Secretary Miller, 11 other KDOT employees will provide presentations. On the initial day the KDOT presenters and their topics will be:

◆ Chris Huffman - Ghosts and Gadgets: What Corridor Management Has Been Up to Lately.

◆ Tamela Kerwin - Electronic Accident Data Collection and Reporting

◆ Rod Lacy – Design, Installation and Implementation of new Temporary Concrete Safety Barrier.

◆ Ken Gudenkauf – Pre-Pass Electronic Screening with Kansas CVISN Update.

The second day KDOT conference presenters and their topics will be:

◆ Robert Blackmore – Reconstruction of I-135 through Newton.

◆ David Schwartz – Kansas Long Range Transportation Plan.

◆ Rosemary Ingram – KDOT's Priority Formula.

◆ Ron Seitz – Kansas Implementation of the AASHTO Guidelines for Geometric Design of Very Low-Volume Local Roads.

◆ Bill Jacobs – A View from the Road: Kansas Scenic Byways Program.

◆ Mary Beth Pfrang – Traveler Information in Kansas.

◆ Linda Voss – Road Safety Audits in Kansas.

The noon luncheon speaker will be Mike Handelman, National Director of Sports Architecture for HNTB Corporation, who will discuss planning, designing and construction of sports stadiums. Banquet speaker Shirley Lueth will be the featured dinner speaker - *S.W.*

McLean

Continued from page 3

under fire in recent years for not being responsive to communities. People tell me that words like “arrogant” and “dismissive” have occasionally been used in the newspapers to describe the agency. It doesn't matter whether this reputation is deserved. What matters is that the perception exists. Our Public Involvement Program is the best tool we have to remold this perception into one that's favorable for KDOT. Since its inception more than five years ago, the program has taken us quite a ways down the road towards success. I think now is a good time to review what we've done so that we can build on our strengths and identify areas where we can still improve.

Translines: One of the key concepts of Public Involvement has been that every KDOT employee plays a role. Do you agree with that concept?

McLean: I strongly agree with it. The idea that each and every employee is an ambassador for KDOT can't be stressed enough. Every customer contact

has the potential to either improve the public's perception of us or damage it.

I'd like KDOT employees to think of us as a retail operation. We may not sell shoes, or groceries, or computers, but we do have a product to sell: safe, efficient transportation. Sometimes I think we can lose sight of that because we do have sort of a monopoly on the field. I mean, who else can people call to build or fix a highway? But that's the kind of thinking that can be fatal.

We do have competition -- and that competition is every other place the state of Kansas can spend tax dollars. If we don't keep our customers happy, those customers will let their legislators and the Governor know about it. And that could have negative consequences for the agency. We need to treat the public well and always take their desires and concerns into consideration when we're planning and designing projects. Community “buy-in” on a project is crucial.

Based on what I've seen so far, most KDOT employees understand that and more importantly practice it everyday. They don't do it because it's part of some

program- they do it because they're good public servants who want to help their friends and neighbors and who truly believe in KDOT's vision: to be the best in everything we do.

Translines: You've talked about how putting this approach to work can result in a win-win-win situation? Can you explain that?

McLean: Sure. If we're successful in practicing real public involvement, people win because their concerns have been addressed and communities get projects that fit their needs. We win because we get safer roads. And everyone benefits from a process that promotes a free-exchange of ideas and dispels what unfortunately is a widespread perception that large government agencies can't be responsive to their constituents, the folks who pay the bills.

Translines: Anything else you'd like to add?

McLean: Just that I'm excited to be part of KDOT and to say thanks to all of the many folks who've helped me so far and thanks in advance to the many more who'll be helping me in the months ahead!



Members of the Kansas International Order of Odd Fellows and Rebekahs present a plaque to Secretary Deb Miller for KDOT's involvement in the Coffee Safety Breaks the group sponsors on July 4 and Labor Day. The group promotes driving safety with Coffee Safety Breaks at five rest areas across the state. They encourage motorists to stop for a minute and take a break, especially on national holidays when many people are on the road.

What a great gift idea!!

KDOT COFFEE MUGS



These microwavable mugs are clear glass with a gold rim on top and a blue KDOT seal on one side.

To Order:

Headquarters: contact your Employees' Council rep.

Districts/Retirees: mail completed form (or photocopy of form) and checks to: Darlene Osterhaus, Transportation Planning, 217 SE 4th - Thacher Building, Topeka, KS, 66603.

Checks payable to KDOT Employees' Council.

Cost: \$5 per mug

Number ordered: _____

Amount enclosed: _____

Name _____

Work

Address: _____

(Retirees: home address)

For more details, call Darlene Osterhaus at 785-296-7121

Work phone: _____

AAH

Continued from page 1

1,700 groups participating in the program. Many of the urban stretches of roadway have been adopted, but numerous sections in the rural areas are obtainable as well.

“It is amazing how much trash collects along the highway right of way over time. Without the involvement of these citizens in the program, we would have some very ugly roadsides,” Cushing said. “There is a very distinct difference in the appearance of those highways that are regularly cleaned up versus those that are not adopted by a group”

Some groups that participated when the program began 13 years ago are now rejoining and getting involved in the program again. “Organizations find that the Adopt-A-Highway program is a great way to be active in the community,” Cushing said. “They can help the environment while improving safety and making Kansas

look great all at the same time.”

Groups clean their sections of roadway three times a year at their convenience. Most choose to schedule a clean-up time in the spring, summer and fall. A lot of groups combine the work with play – after they clean the roadway, they schedule an activity such as a picnic or a softball game.

Adopt-A-Highway groups are gearing up for the annual Clean Up Kansas Campaign which will take place during the month of April. The event is sponsored by KDOT.

Any non-profit group that does not discriminate upon the basis of race, religion or sex can adopt a section of roadway. Youth groups with members at least 11 years old are also eligible. KDOT provides each group with safety training, trash bags, orange vests, and signs for their adopted stretch of highway.

For more information, contact the KDOT office in your area.

**Welcome
new KDOT
employees!**

Headquarters

Willis Bourquin, Engineering Technician, Transportation Planning
Tina Cramer, Applications Programmer Analyst III, Computer Services

Bryan Grieg, Engineering Technician, Materials and Research

William Heptig, Engineering Associate I, Design

Karen King, Administrative Assistant, Traffic Engineering

Thomas Nordin, Engineering Technician, Materials and Research

District One

Brett Shurtz, Equipment Mechanic, Olathe

District Two

William Lundy, Engineering Associate I, Marion

District Six

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

BROWN BAG

LUNCH

Topic: Introduction to Roadside Management

Speaker: Fred Markham

Date: Wednesday, April 2

Time: Noon to 1 p.m.

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

All employees are invited to attend.

M I L E S T O N E S

KDOT salutes its employees celebrating anniversaries in March

10 YEARS

Wesley Hall El Dorado
Terry Hendrickson Lincoln
Terry Huehl Salina
Rick Lange Marion
Daniel LaShelle Topeka
Ron McMurry Topeka
Michael Smith Hutchinson

20 YEARS

James Bennett Great Bend
Floyd Dinning Atwood
Marvin Neukirch Topeka
Paul Stout Oakley
Michael Strait Belleville
Robbie Weishaar Atchison

30 YEARS

James Hoover Topeka

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

Promotions/Transfers

Headquarters

Lee Alvarado, Engineering Technician Specialist, Construction and Maintenance

Terry Blackwell, Engineering Technician, Design

Travis Combs, Information Technology Consultant III, Computer Services

Eric Henderson, Engineering Technician, Materials and Research

Raymond Jennings, Engineering Technician, Design

Shannon Moore, Professional Civil Engineer I, Construction and Maintenance

District One

Vincent Grier, Equipment Operator Specialist, Oskaloosa

District Three

Dale Luedke, Engineering Associate III, Atwood

Edger Miller, Highway Maintenance Supervisor, Hoxie

John Riggins, Engineering Associate II, Hays

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

Training Opportunities

◆ New Employee Orientation, April 3, May 1, DSOB in Topeka.

Legal Issues for Supervisors, April 8 and 9, Salina.

◆ BEST - Week 2, April 15-18, Kansas State Historical Society in Topeka.

◆ Giving Recognition, April 17, DSOB in Topeka.

◆ Transition to Leadership, April 22-24, District One, Topeka.

◆ Using E-mail to Improve Your Job Performance, April 28, Salina; May 1, Salina.

◆ Smart Tips for Interviewing, April 29, Salina.

◆ So You Think You Want to be a Supervisor?, April 30, Salina.

◆ Leadership Basics, May 13-15, Kansas State Historical Society in Topeka.

Kansas Department of Transportation

Bureau of Transportation Information

915 SW Harrison - Room 754

Topeka, KS 66612-1568

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