

Translines



KanDrive
launched for
winter
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By Secretary
Deb Miller

Separating work, home increasingly difficult

Maybe it's always been this way to some extent, but it seems like it's getting harder and harder to separate work life from home life.

iPhones, Blackberries and the Internet blur the line between work and home by making it easy to stay in contact with the office. According to a survey from T-Mobile and Harris Interactive, 60 percent of U.S. workers with online access spend up to an hour a day – before or after work or over lunch – answering work e-mail and phone calls. Forty-two percent of those surveyed wish they could better balance their work and home lives.

Stress from high job expectations and the uncertain economy undoubtedly make it even harder to separate work and home life. If we worry about work at home, we aren't fair to our families or ourselves. If we worry about home issues while we're on the job, we don't do our best work.

So how do we find that balance in our lives that allows us to be our best whether it's at home or work? Here are a few things I found while doing some research on the Internet (on work time – not at home). Maybe one or two will resonate with you.

1. **Don't always be connected.** I know some of us have jobs that don't allow us to not be available after

hours. But when you have the opportunity to be disconnected, put the laptop or phone away and resist the urge to check e-mail from home.

2. **Limit work.** Set working hours, focus on the job, schedule lunch and breaks, and then quit working when you leave the office.

3. **Slow down** – whether you're at work or home – and don't try to cram too much into a small amount of time.

4. **Change into non-work clothes when you get home.**

5. **Consciously make the decision to leave work problems at work and home problems at home.** One woman I read about has a "problem tree" at her home she touches on her way in and out of the house every day, leaving her problems at the tree. Maybe it's not as corny as it seems.

6. **Use the transition/travel time to decompress your mind.** Listen to books on tape, music or a radio program to and from work. But pay attention to driving and don't talk on the phone or text.

7. **The big three.** Get enough sleep, exercise and eat right.

8. **Know what's important to you and what you value.** Here's a novel approach to figuring this out: write your own eulogy. (Relationships will probably be at the top.)

This is the time of year when we typically give more thought to family and relationships, and it's a good opportunity to also consider the relationship between our job and home life. There's no escaping that they are interconnected, but we should think about steps we can take to make sure that one doesn't interfere with our ability to be successful at the other.

We have an amazingly dedicated group of individuals at KDOT and I appreciate that every day. Even when we have healthy differences of opinion in how the agency should approach our mission, I know that we share the same goal of providing a transportation system that's safe and efficient for travelers and commerce. Thank you for that dedication and please have a safe and fulfilling holiday season and New Year.



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On the...

COVER

KDOT crews in District Five use the snow blower from District Three to clear U.S. 160 east of Coldwater in Comanche County after a major snow storm last March. The state has already seen several storms this fall. KDOT uses many tools in its effort to keep the roads clear. See pages 4 and 5 for more details. Photo by Richard Thompson

A KDOT project first

New Webcam launched for AE Bridge construction

By Kim Qualls
District One
Public Affairs
Manager

KDOT, in partnership with the Missouri Department of Transportation (MoDOT), launched a project Webcam in late October that features online photos of construction on the new Amelia Earhart (AE) Memorial Bridge in Atchison. Camera

images, posted at www.ksdot.org/aebriidge, are refreshed every 15 minutes and visitors to the site are able to view time-lapsed images in chronological order for an extended period of time.

Users on the site can zoom in and out on the current construction image as well as see the weather conditions existing at the time each image is posted. The Webcam



Views of the Amelia Earhart Bridge construction similar to the photo above can be seen on the new Webcam. Photo by Kurt Weaverling

is hosted by Earthcam.net, a national company that provides advanced network camera technology for industry and federal, state and local governments. The AE Bridge Webcam is a first for KDOT construction projects.

The new bridge, a four-lane, tied-arch structure, will stretch nearly 2,500 feet and will

replace the existing two-lane structure, which was completed in 1938. It is scheduled to be completed in the fall 2011.

The bridge replacement is a cooperative project funded by KDOT and MoDOT. Of the \$59.4 million construction cost, KDOT will contribute \$30.6 million and MoDOT will contribute \$28.8 million.

KDOT employees donate during season of giving

A slow economy didn't slow down KDOT's season of giving for the United Way of Greater Topeka and Community Health Charities (CHC).

According to co-chairpersons of the two campaigns, Ingrid Vandervort and Opal Rodenbaugh, contributions to CHC were \$9,303.50, nearly a 45 percent increase over 2008. And while the overall funds raised for the United Way were down slightly, the amount raised in pledge sheet contributions was up about 17 percent.

Even a \$1 a pay period payroll deduction can really add up, Rodenbaugh said. "That makes a huge difference, a lot of \$26 pledges add up pretty quickly," she said.

Employees from across the state pledging \$25 or more to either CHC or United Way were eligible to participate in a drawing for a paid day off. Four separate days and winners were drawn. The winners were: Marlin Hudson from District Five and Denise House, Mary Salazar and Deb Cormier from Headquarters.



Administrative Specialist Aimee Rosenow tries to win one of the baskets donated for the United Way. Photo by Kurt Waverling

CHC supports more than 40 health organizations such as the American Lung Association, Capper Foundation and the St. Jude Children's Research Hospital. Secretary Deb Miller was the state campaign chairman for the CHC this year. The United Way assists numerous social programs such as the Red Cross, Big Brothers/Big Sisters and Meals on Wheels. -K.S.

New KanDrive travel information portal launched for winter

KDOT has launched KanDrive (www.KanDrive.org), a new online traveler information gateway, just in time for the winter travel season. The “one-stop shop” portal connects travelers to helpful, relevant information to plan safe, enjoyable journeys in Kansas. KanDrive features include:



- ♦An interactive map of Kansas roads, work zones, traffic incidents and surface-related weather conditions. (<http://511.ksdot.org>)

- ♦Camera snapshots from almost 100

cameras along I-70 between Topeka and Colorado, in the KC Scout system, as well as along other highways in the state.

- ♦Important messages displayed on roadside electronic message boards that advise travelers of key weather-related driving issues, traffic accidents, work zones, and AMBER Alerts.

- ♦Links to related helpful transportation resources, including KC Scout; the future Wichita Traffic Management Center (TMC); state, county and city travel maps; links to neighboring states’ travel information, Kansas Turnpike information and resources on preparing for winter travel, rest area locations, Scenic Byways and more.

KanDrive is a portal that displays information from KDOT’s technology devices (highway cameras, electronic message signs and traffic management centers) and intelligent traveler information – 511 phone, online and mobile (<http://511mm.ksdot.org>) as well as Wi-Fi connections and kiosks planned for some rest areas and state parks.

“KDOT created KanDrive to increase awareness among travelers, commuters and truck drivers of our intelligent transportation services, especially the roadside cameras, message signs and 511 system,” said Ron Kaufman, chief of KDOT’s bureau of public involvement. “KanDrive reflects KDOT’s commitment to using technology to benefit the safety, convenience and awareness of motorists in the state of Kansas.”

KDOT offers services such as those available through KanDrive to help travelers make informed travel decisions. Drivers have a responsibility to access the information in a safe manner, Kaufman said. KDOT encourages drivers to plan their trips before they go.



KDOT employees program a message board along I-70 to alert motorists of weather related driving issues. Photos by Sonya Scheuneman

District Three assists many motorists during storm

By Kristen Brands

District Three Public Affairs Manager

On Oct. 29, an early snowstorm hit northeastern Colorado and parts of northwest Kansas. The storm started later in the day, and by 7 p.m. portions of I-70, U.S. 40, K-27 and U.S. 36 were closed due to snow conditions.

The same evening, several high school teams were in the middle of their playoff football games throughout the region. St. Francis High School

was playing in Atwood, and Bird City hosted Golden Plains. According to Area Two Superintendent Joe Capo, the school superintendents called, asking if KDOT could help get their buses home. They plowed the roads ahead of the buses and helped deliver several hundred school kids safely home to their communities.

St. Francis Supervisor Bill Lee said that earlier that night, his crew responded to an Emergency Medical

Service call and plowed ahead of an ambulance.

“Around 8:30 p.m. that night, our guys plowed for an ambulance and literally helped them get to the front Emergency Room doors,” Lee said. “I just want to thank my crew for being loyal and dedicated to the folks in our county and KDOT. We received several calls of appreciation from parents, and we helped save one gentleman’s life.”

KDOT/travelers partners in readiness for storms

By Stan Whitley and Barb Blue

Stocked and ready to go, KDOT is prepared to battle the elements of winter when Mother Nature strikes.

“Fortunately last winter was, on average, relatively mild and now we are fully stocked with supplies,” said Peter Carttar, KDOT Assistant Bureau Chief of Construction and Maintenance, “and we have shops throughout the state where we can deploy trucks when there’s inclement weather.”

KDOT is responsible for maintaining almost 10,000 miles of roadway on the State Highway System, which consists of Interstate, Kansas and U.S. routes. Technology and roadway pre-treating materials will help the agency stay ahead of potential storms.

The computer road weather information system used by KDOT provides pavement-specific weather forecasts, current temperature and condition of the pavement, as well as radar and satellite imagery. Supervisors in the field use forecasts and other weather tools to deploy maintenance personnel as effectively and efficiently as possible.

Also, many KDOT maintenance vehicles are equipped with infrared pavement temperature sensors, which allow workers to monitor pavement conditions while they are on the road.

“We are in a tight economy, so we will be paying close attention to conserving our resources, using them wisely at

the right time and place,” said Carttar. “However, roadway maintenance during adverse weather conditions will be our top priority.”

KDOT works to stay ahead of the storm by preventing snow and ice from bonding to the pavement. To do this, KDOT has routinely used salt brine on its roadways for snow and ice control since 1998.

“Pre-treating with salt brine helps to minimize the impact of winter storms for motorists,” said Carttar. “Salt brine gets into the pores of the pavement where it sits until needed. Plus, it can’t be blown off by wind or traffic.”

Motorists play an important role in enhancing safety before traveling. KDOT reminds motorists to inspect and winterize their vehicles, allow extra time to travel, drive attentively, and to wear safety belts.

Also before traveling, motorists should be informed about weather and road conditions. Call 511 anytime from



KDOT crews plow snow off of I-470 in Topeka last winter. Photo by Sonya Scheuneman

any phone in Kansas or 1-866-511-KDOT (5368) from anywhere in the U.S. to find out about the latest driving conditions for the Kansas Turnpike and any Interstate, U.S. or state highway in Kansas and Nebraska. Phone numbers for road conditions in other states surrounding Kansas are also provided. Information is provided free from a landline phone; however, for cellular phone users, cell minutes may apply but there should be no roaming fee. For everyone’s safety, please do not call 511 while driving.



KDOT employees assist a motorist who went off of I-70 during a storm. Photo by Sonya Scheuneman



KDOT's major recovery projects making progress

Substantial work is under way on most major American Recovery and Reinvestment Act (ARRA) projects let by KDOT and the good news is there's more money than anticipated to fund the final projects.

"We have been able to stretch our ARRA dollars thanks to a favorable bidding climate," said Jerry Younger, Assistant State Transportation Secretary. "The four state highway projects we've let thus far have averaged 25 percent under estimate."

In April, Koss Construction Co., Topeka, was awarded a \$64.2 million contract for the first major ARRA project - the four-lane expansion of K-61 in McPherson County. The work is part of two projects to expand K-61 to four lanes between McPherson and Hutchinson.

An earlier project, funded with CTP money, is under construction for four-lane paving in Reno County. However, without ARRA funding for the McPherson County portion of K-61, the 23.1-mile expansion would not have been possible.

Total construction cost of the K-61 expansion is \$105.3 million. The work is expected to be completed by early 2012.

In Johnson County, work started this summer to reconstruct U.S. 69 from north of 103rd Street to I-35. Improvements include the rebuilding of Lenexa Drive from 84th Terrace to Farley and the widening of U.S. 69 from two lanes

to three lanes in each direction, as well as improvements to the U.S. 69/95th Street interchange.

New designated exit lanes for 75th Street will move traffic off of I-35 sooner and will utilize the existing tunnel that was constructed as part of the 87th Street/I-35 interchange project in Lenexa.

The \$82.3 million project is scheduled for completion in fall 2011.

Work began late this summer on a project to improve the I-135 and 47th St. South interchange in Wichita. The project involves reconstruction of the I-135/47th Street interchange, improvements to the 47th and Broadway intersection and access solutions along 47th Street between I-135 and Broadway.

Work on the \$16.1 million project is expected to be completed by fall of 2011.

In Gove County, a 'practical improvement' approach will

be used to update 16 miles of the K-23 corridor. The narrow, 50-year-old road lacks shoulders, has steep side slopes and dates back to a depression-era Works Progress Administration (WPA) project. When complete, the roadway will have 12-foot driving lanes and two-foot wide paved shoulders containing rumble strips.

Major work on the \$7.8 million project will

begin in April 2010 with completion expected in September.

In March 2010, the final major stimulus project will be let when bids are accepted for Phase I work to construct a K-18 four-lane freeway between Ogden and Manhattan. Money saved from low bids on the previous major stimulus projects will provide extra funds for the K-18 construction, although it will not be sufficient to finish the project.

The improved roadway will be a welcome addition in an area that has had explosive growth due to the return of the Big Red One at Fort Riley and the new National Bio and Agro-defense Facility. — S.W.



Work is under way on U.S. 69 this fall. It is one of the state's major American Recovery and Reinvestment Act projects. The \$82.3 million project should be finished in fall 2011, weather permitting. Photo by Kurt Weaverling

New project selection process supported

By Julie Lorenz

KDOT's recent efforts to pilot the expanded project selection process were quite successful. Three years of meetings around the state have paid off. We've listened, drawn the right conclusions and created an expanded selection process that Kansans support. The expanded process includes considering engineering factors along with regional priorities and economic impacts when evaluating highway expansion projects.



Julie Lorenz

Through a combined effort of the Divisions of Planning and Development and Public Affairs, District staff and Area Engineers, eight local consultation meetings were held across the state in October. From a statewide perspective, the new approach is being well received. People we met with think it's appropriate to evaluate economic impacts, regional priorities and engineering for expansion projects. As expected, we were asked questions about specific project scores and were asked to analyze additional projects. Based on feedback about local traffic and economic conditions and perceptions, we are currently reanalyzing some project scores and will analyze some additional projects that were not included in the initial analysis.

We presented summaries of input we received during local consultation meetings at the T-LINK meeting

that took place on Nov. 17. The proposed weighting of factors for expansion projects was based on 50 percent engineering, 25 percent local consultation and 25 percent economic impacts.

We received a number of comments saying that the weighting is just right, while others indicated that engineering should have less weight and the other two factors should receive more weight. For the modernization projects, there were several comments suggesting that the weighting should be adjusted so that engineering is 75 percent and regional priorities are 25 percent instead of the proposed 80/20 split. After much discussion, T-LINK members recommended that the expanded process should be based on the proposed weights and no adjustments to the weights should be made.

What happens after the November T-LINK meeting? The recommendations of the Task Force will be shared with Governor Parkinson and the Special Committee on Transportation that is meeting to consider a new transportation funding program. While there's no way to know what action will be taken by the Legislature next year, what is clear from the meetings we held in October is that:

- 1) there is an appetite for new highway projects, and
- 2) the expanded selection process meets the mandate to consider regional priorities and consider economic impacts so the state's investment gets the biggest bang for the buck possible.



KDOT employees and transportation partners from numerous organizations discuss various issues at a recent local consultation meeting in Topeka. Photo by Kurt Weaverling

K-TOC sees membership, activity greatly increase

Thanks to KDOT's recent round of local consultation meetings across the state, the Kansas Transportation Online Community (K-TOC) saw the most active month in its short history in October.

According to Community Administrator Patrick Quinn, the community registered more than 3,500 visitors in October, almost half of them first-time visitors. Most of them visited the site to view or download some of the hundreds of documents posted to the community as part of KDOT's 2009 pilot project focused on the expanded project selection process.

"K-TOC now hosts economic impact analysis summaries, overall project score sheets and dedicated discussion groups for more than 85 proposed transportation projects across the state," Quinn said. "Area Engineers collected information from local transportation stakeholders to complete the economic impact surveys, which produced an economic impact score for each project. Those scores have been combined with scores derived from engineering factors and regional priorities to produce an overall score for each project."

A Project Information Profile sheet is available on K-TOC and displays the combined score for each project. Also on the community are informational sheets detailing the level of spending in each Kansas county over the 10-year course of the Comprehensive Transportation Program.

The materials available on K-TOC are available for visitors to download even if they aren't registered members of the community, Quinn said.

"Anyone visiting the site (www.



ktoc.net) is free to visit all of the discussion groups and download any materials posted to the community," Quinn said. "Registered members have the additional ability to post comments and questions to K-TOC in the community's many discussion groups."

K-TOC surpassed 900 registered members in early November, a total that far surpasses the best-case estimates offered at the time of the community's launch, Quinn said.

"Discussion group activity is up sharply as a result of the project selection outreach," he said. "The increased community activity reflects substantial statewide public interest and involvement in the work of the Governor's T-LINK Task Force, which met Nov. 17 in Topeka (see page 7)."

In addition to the project selection program, K-TOC recently hosted a series of safety-related blogs to mark Put the Brakes on Fatalities Day. Among the 20 contributors were Gov. Mark Parkinson, Cherie Sage, State Director for Kansas Safe Kids, and Shirley McDonald, the mother of KDOT employee Scotty McDonald, who was killed in a work zone crash in 2005. This blog will remain on K-TOC and can be viewed by visitors at any time.

Welcome
new KDOT
employees!

Headquarters

Bruce Duffin, Engineering Technician Specialist, Local Projects
Adam Fernsler, Engineering Technician Specialist, Local Projects
Stephanie Watts, Planner, Transportation Planning

District Four

Jeremy Gaston, Equipment Operator Trainee, Independence
Paul Kwek, Network Service Technician II, Chanute

District Six

Calvin Carter, Program Consultant II, Garden City
Rodney Davis, Equipment Operator Trainee, Cimarron
Michael Higgins, Equipment Operator Trainee, Ashland
Carl Thomas, Equipment Operator Trainee, Bucklin
Brett Yates, Equipment Operator Trainee, Liberal

Calendar of Events

Dec. 8 - 11 a.m., KDOT employees' Council Meeting, Third Floor, Eisenhower State Office Building.

Dec. 10 - 9 a.m.-1 p.m. - KDOT holiday blood drive, Fourth Floor Auditorium A.

Dec. 11 - 9:30 a.m. - Highway Advisory Commission meeting.

Dec. 16 - 1 p.m. Construction bid letting, Fourth Floor, West Wing, Eisenhower State Office Building.

Dec. 25 - State employees off for Christmas.

Jan. 1 - State employees off for New Year's.



By _____

Jeff
Stewart

TRANSPORTATION
TALK

Take the road less traveled

Many people hit the road for their holiday travels in December. For many drivers, their trip takes them from point A to point B; and in northwest Kansas, Interstate 70 seems to be the most common path in between. I understand that time is precious. I also plan my travels with time-efficiency as a priority. But, I want to point out that there are many other routes out here that offer a refreshing change of pace.

One such route that takes you away from the “big” road is K-232, which also happens to be the Post Rock Scenic Byway. I grew up just to the south of this region, so this is a route that I am quite familiar with.

Though the corridor is noted by many to be known for the limestone fence posts, they do not stick out in my mind. What I do remember is taking this road many mornings, hours before dawn to go fishing on Lake Wilson. At that time of day (lack of artificial lighting) the stars were far more visible than any fence posts.

A metal building with the painted letters “Lake-

side” stands just north of the I-70 turnoff. It also remains clear in my mind. It is now hard to believe that years ago music groups such as Nazereth and Joan Jett put on concerts there.

Traveling on north and cresting a gentle hill, the deep canyons carving their way toward the Saline River Valley are revealed. As you make several gentle curves winding your way down a ridge, Lake Wilson comes into sight. Willows and cottonwoods, which disappeared with the floods of the 90s, are now growing back in abundance and line the rocky shorelines.

Traveling by the lake, the area adjacent to the highway is now becoming a housing development. Just a few decades ago this area was void of development, with the exception of one bait shop. The rough character of the man who ran it fit in well with the windswept hillsides where the short grasses and wildflowers mostly covered the rocky soil.

Crossing the dam, one can look down to their left and notice the clarity of the water. The rock rip rap on the dam doesn’t just meet the water and end. Rather, the rock extends many feet below the surface. Don’t get a ticket for driving left of center.

Continuing over the hill and out of the canyon is when the term Post Rock finally comes into my mind. The fence posts, houses and other buildings – all made of the region’s quarried limestone – are ever present.

One such structure is the “log” cabin at the Garden of Eden in Lucas. It is constructed of limestone, yet carved in the shape of logs. This oddity is only one of the many creations of Samuel P. Dinsmoor, an eccentric Civil War Veteran, who found the time to construct more than 100 sculptures that represent his views of the world’s creation, history and politics. His Garden has been a historic attraction since 1907.

So, as Kansans set off on their holiday travels, I hope they find the time to take a road less traveled. There are many unique things to see in our state and the Post Rock Scenic Byway is a good place to start.

Jeff Stewart is the District Three Engineer

*Fun Facts
and Trivia*

Do you know?

Celebrating New Year's Eve in New York

♦The first rooftop celebration atop One Times Square, complete with a fireworks display, took place in 1904.

♦The New York Times produced this event to inaugurate its new headquarters in Times Square and celebrate the renaming of Longacre Square to Times Square.

♦The first Ball Lowering celebration atop One Times Square took place on Dec. 31, 1907, and is now a worldwide symbol of the turn of the New Year, seen via satellite by more than one billion people each year.

♦The original New Year's Eve Ball weighed 700 pounds and was five feet in diameter. It was made of iron and wood and was decorated with 100 25-watt light bulbs.

Source: <http://www.inspirationonline.com/Brainteaser/newyear.htm>



Artist Stan Herd speaks with a visitor at an event in Matfield Green on Oct. 10 while promoting the Kansas Scenic Byways. Photo by Sonya Scheuneman

Scenic Byways program touted across Kansas

Kansas artist Stan Herd has spent the past several months promoting the state's nine scenic byways through a partnership with KDOT and the Department of Commerce.

Since May, \$2 Painted Byways lottery tickets have featured Herd's drawings. Non-winning tickets could be entered in a "second chance drawing" for one of the nine original paintings of the Kansas Scenic Byways. Kansas First Lady Stacy Parkinson drew the winning tickets at the second chance drawing on Nov. 13 at the Kansas Museum of History.

"This promotion has taken us to various events across the state to feature our Kansas Byways through the Painted Byways promotion," said KDOT Scenic Byways Coordinator Sue Stringer. "One of the often-repeated statements is how proud folks are to be from Kansas and that it is about time others become aware of the beauty of our state."

At the drawing, Lottery Director Ed Van Petten announced that a rendition of Herd's painting of the Flint Hills National Scenic Byway would be featured on the official Kansas Christmas Ornament that will hang on the National Christmas Tree in Washington, D.C.

The Lottery's Painted Byways scratch ticket and ornament have been a great partnering and marketing effort between several public and private entities, Stringer said. The Kansas Lottery; Department of Commerce, Travel & Tourism; KDOT; Kansas Arts Council; Artist Stan Herd; SouthWind Gallery; local Kansas Scenic Byway committees and many businesses or events have been involved in or hosted activities across the state.

KDOT Computer Training

— from the KCTC

Increase your efficiency!

FOCUS: Access

Backing up a Database

You store critical data in Access databases every day. Have you considered whether you're taking appropriate actions to protect your database in the event of a hardware failure, disaster, or other data loss? Access provides built-in functionality to help you back up and protect your databases.

Here's how to back up a database:

1. Open the Microsoft Access database that you'd like to back up.
2. Click the Microsoft Office button.
3. Click the Manage menu item.
4. Click the Back Up Database menu item.
5. Access will now open a file dialog. Choose an appropriate location for your backup. You'll also need to give the backup a file name. Access will suggest a default option of your database name with the current date appended.
6. Click Save to create your backup.
7. Open the backup file in Microsoft Access to verify that it completed successfully.

Check out the shared calendar: KCTC for on-going classes. Contact the KCTC at kctc@ksdot.org or call Ingrid Vandervort 785-296-8993.

Meal time masterpiece

Burton's quilt featured in book

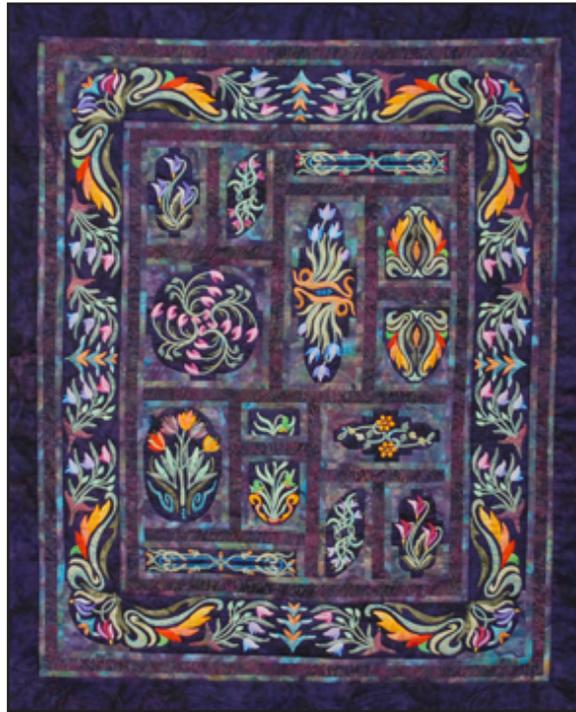
By Kim Stich

If you're outside the Eisenhower State Office Building around lunch time, you may see Railroad Technician Jill Burton working on one of her recent quilting projects.

Burton started quilting with her mother about 30 years ago. Her grandmother and great-grandmother also quilted. "It's been a long family tradition, and it's something that I share with my mom."

One quilt in particular is now featured in a book called *Garden Nouveau Quilts* published by the American Quilter's Society. The book's author, Vicky Lawrence of Overbook, is a friend of Burton's and published the book with her design patterns. Burton worked with one pattern and hand-quilted everything except setting the blocks together.

"I've also challenged myself – I



reduced the original pattern to one-third size," she said. "It's too big to be considered a miniature, but it's smaller scale than it was originally designed."

This is the first time Burton's work has been published, but it isn't her first success with quilting. She entered the Kansas State Fair domestic art department quilt block competition for the first time this year and won first place.

*Jill Burton created the quilt above that is featured in the *Garden Nouveau Quilts* book. At left, Burton puts finishing touches on a quilt while relaxing at lunch.*



MILESTONES

**KDOT salutes employees
celebrating state
anniversaries in November**

10 YEARS

Charles Black Mound Valley
William Holthaus Centralia
Roger Houchin Fredonia
Jason Mead Garden City
Kirk Meyer Manhattan
Mary Beth Pfrang Wamego
Terry Rink Pittsburg
Isabell Ruiz Holcomb
Ronald Stoll Meade
Kerry Streit Holton
James Struble Minneapolis
Stephen Woodbury Salina

20 YEARS

Gerald Haug Manhattan
Keith Horinek Topeka
Richard Looper Olathe
Russell Penn Topeka
Lonnie Riley Chanute
Jaci Vogel Topeka

30 YEARS

Terry Baker Robinson
Edward Clark Mound City
Kathleen Lucero Mayetta
Deborah McCaskill Eskridge

State service anniversaries are compiled by Personnel Services. Employees and home towns are included in this list.

Retirees

The following employees will officially be retiring from KDOT in December.

Headquarters

Ron Holthaus, Systems Software Supervisor, Computer Services

John Jenkins, Applications Developer II, Computer Services

Mary Salazar, Computer Operations Manager

Sue Swartzman, Technical Support Manager, Computer Services

District Five

Donald S. Mincks, Public Service Administrator I, El Dorado

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

Kansas Department of Transportation
Bureau of Transportation Information
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Topeka, KS 66603-3754

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KDOT/ACEC conference



Top left: American Council of Engineering Companies (ACEC) of Kansas Executive Director Scott Heidner speaks at the KDOT/ACEC annual partnering conference in Topeka on Oct. 28. Above: District Five Engineer Bob Cook, Area Four Engineer Rod Lacy and Steve Berland with BG Consultants in Manhattan chat at the conference. At left: Brett Wood with George Butler and Associates, District One Engineer Clay Adams and Scott Uhl with Bartlett and West Engineers talk after a session. Photos by Kurt Weaverling