

KDOT

Translines

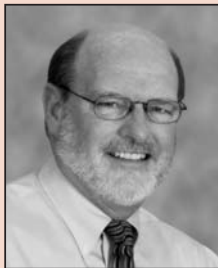
Bureau of Transportation Information

December 2003

Crow selected as new Director of Operations

By Stan Whitley

Thirty-year KDOT veteran Mike Crow has been appointed by Secretary Deb Miller as the new Director of the Division of Operations.



Mike Crow

"I'm looking forward to the challenges presented by this new position," said

Crow, who started as the Division Director on November 3. "I always enjoyed working with the Operations personnel because they are very conscientious and innovative. They are dedicated individuals that take pride in their work."

Crow began his career in 1973 as a member of KDOT's Engineer-In-Training program. He served as a Multi-Modal Planning Engineer in Topeka before being named Area Engineer at Oakley in 1983.

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Governor Kathleen Sebelius speaks at the ceremony celebrating the expansion of US-169 in Miami County on November 19 with former Secretary E. Dean Carlson, Secretary Deb Miller, and Mary Turkington also pictured.

Expansion of US-169 in Miami County is cause for celebration

By Kim Stich

Good things come to those who plan and wait, and the expansion and rehabilitation project on US-169 from Spring Hill to Osawatomie is a very good thing for the citizens and visitors of Kansas.

A ribbon-cutting ceremony highlighting the 21-mile stretch of US-169 in Miami County took place on November 19 in Paola. The north section of the project was opened to four-lane traffic in mid November and the south section of highway will be open in December.

Secretary Deb Miller spoke at a luncheon celebration that day about the project. "Expanding US-169 to four lanes is a major step in providing motorists a greatly improved and safer highway in Miami County," Miller said. "This project is an important part of the Kansas Comprehensive Transportation Program that is working to benefit communities across the state, and continued funding is critical to allow highway improvements like this to be constructed."

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Inside ...

◆ SAFETY IMPROVEMENTS ADDED TO US-59

◆ AGENCY HONORED FOR SEVERAL PROJECTS BY KAPA

◆ MAKING A DIFFERENCE

◆ ROAD TO PROGRESS IS NOT ALWAYS STRAIGHT

◆ CAMPAIGN RAISES FUNDS TO SUPPORT UNITED WAY



Miller's Time

By Secretary
Deb Miller

Celebrating successes

It's hard to believe, but I've been back at KDOT for nearly a year now. It's been a great year for me and while this hasn't been the easiest year for the agency or the state economically, KDOT has continued to work hard and make progress. So with the end of the year in sight, I thought it would be nice to step back and celebrate some of KDOT's many successes in 2003.

This summer I had the chance to visit KDOT offices all across the state. I found what I expected: plenty of dedicated, hard-working folks who care about KDOT and Kansas. It is clear that employees take their jobs seriously and know that what they do is vital to their communities. I've seen this same sense of pride in what we do at headquarters too.

Around the state this year, employees helped solidify KDOT's success in their communities. From tornado clean-up to flood recovery to water crisis relief in Marion County, KDOT was on the scene, going above and beyond to help out. And on a regular basis, KDOT crews answer the call day and night to assist after accidents. Kansas communities know they can count on KDOT to get the job done and that's a major success we should take time to celebrate.

But it doesn't take a disaster to get KDOT going. When

the Department of Human Resources found itself in a budget jam with no way to hire outside help to pave its parking lot, KDOT's District One stepped in to fill the need. Not only did it create a little cross-agency goodwill, it was simply the right thing to do.

Success in teaming with another agency gained KDOT special recognition this fall. The Commerce Department's Travel and Tourism Development Division honored KDOT with its first Partnership Award of Merit. KDOT received the award because of our partnership in promoting tourism through our Wildflower, Native Grasses and Shrubs brochure, the Prairie Passage brochure, and the Tourist Attractions Signing Program. The wildflower brochure illustrates KDOT's efforts to improve the environment and beautify Kansas roadways by restoring the right of way to emulate prairie ecology. The brochures are currently available at 270 different locations in the state.

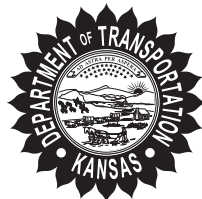
A companion brochure, Prairie Passage, comes out at the end of the year. It includes 66 attractions, including 19 "not to be missed" prairie passages sites along with trail rides, prairie excursions, Flint Hills driving routes, and a list of significant attractions not on the prairie passage corridor. The Tourist Attraction Signage Program is a joint effort between KDOT and Travel and Tourism. The brown signs with white lettering designate cultural, historical, environmental, recreational, and educational attractions around the state. KDOT's sign shop makes these signs and KDOT maintenance crews put them up.

Congratulations go out to the Bureau of Computer Services. A big success for them means we're another step closer to the Harrison headquarters. Thanks to extensive planning and preparation, the first of three phases to relocate KDOT's Data Center went off without a hitch in November. The Bureau set aside a weekend to make

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KANSAS DEPARTMENT OF TRANSPORTATION

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



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

Calendar of Events

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

December 12 - 9:30 a.m. Highway Advisory Commission meeting, Seventh Floor Docking State Office Building.

December 17 - 2 p.m. - Construction Bid Letting, Wichita Airport Hilton.

December 25-26 - State employees off for Christmas holiday.

Employees provide support during military efforts

It's the Christmas season. A time for being with family and loves ones and a time for sharing and giving. This Christmas will hold even more importance for KDOT employees who have been called away from their jobs to protect our country.

Agency employees have been called to guard duty over the past year temporarily leaving families and their KDOT jobs. Some have returned and others are still on active duty. Allen Humphrey, KDOT Director of Personnel Services, was activated in February with orders to serve one year.

"Without a doubt the most difficult part is being away from my wife and children," said Humphrey, who is serving as the Executive Officer of the 417 Maintenance Company, in Ft. McCoy, Wis. "While I stay in touch with them by phone, I miss being able to see them each day and share those day to day experiences that I now realized I have taken for granted."

Humphrey believes the most rewarding part of serving is knowing work his unit performs is meaningful and provides tangible benefits to fellow soldiers in the Middle East.

"I would say my experience has been positive," said Humphrey. "I've met many soldiers who believe in what they're doing and like myself are proud to serve our country."

Kirk Meyer, GIS Applications Information Technology Consultant in Planning, was also away from his KDOT job after being activated by the Army National Guard. Meyer had three months of training at Fort Riley before he was stationed at Eagle Base near Tuzla, Bosnia. He served as a Staff Sergeant for the 35th Military Police Company from March to mid September.

"Our main mission was to serve as peacekeepers between the Muslims and the Serbs," said Meyer. "We also did a lot of harvesting – collecting illegal weapons and explosives and destroying land mines."

Meyer has been in the military for 16 years - five years in

the active Army and the past 11 in the Army National Guard. In the past, he has been activated to serve in the National Guard in Kansas, but Bosnia was his initial duty overseas.

Being away for an extended period of time was difficult for the Meyer family. He said there were family support groups available to help his wife and their two elementary age school children while he was gone.

"It was difficult at first because you miss home," said Meyer. "I'm glad to be back now, especially this time of the year. There was always the threat of danger when I was in Bosnia. We had

full body armor and our weapons were loaded."

Meyer said he is happy to return to his job and appreciates the cooperation KDOT has provided.

"The KDOT family has treated me very well," he said. "They've went out of their way to help me get integrated back into my job."

Ed Niemczyk, Engineering Technician at El Dorado, spent six months overseas in Iraq serving with the Navy SEABEES. Their mission was to provide responsive military construction

support.

"Some of the main things we built were seahuts, strongback tents, showers, outhouses and helicopter landing zones," said Niemczyk. "It was an eye-opening experience and made me realize how much we as Americans take our freedom for granted."

Niemczyk said helping the Iraqi nationals recover their loved ones from mass graves was a difficult, but rewarded experience.

"The hardest part was leaving my family and friends," Niemczyk. "We didn't receive any mail for 48 days, but when we did, all the packages were put to good use. I want to thank everyone for their support." – *S.W.*

'The KDOT family has treated me very well. They've went out of their way to help me get integrated back into my job.'

Kirk Meyer



Milestone celebration

Robin "Andy" Anderson is congratulated by Governor Kathleen Sebelius for his 50 years of service to the State of Kansas. Anderson was featured in the October edition of Translines.

Deaths

Condolences to the family and friends of former KDOT employee **Bill D. Ballard**, 73, who died recently in Topeka. Ballard served as an Engineer at KDOT for 40 years before retiring.

He is survived by a sister, one stepdaughter, two stepsons, four granddaughters, one great-granddaughter and one great grandson.

Memorials donations may be made to Good Samaritan Fund, 7220 S.W. Asbury Drive, Topeka, 66614.

Campaign raises funds to support United Way

The United Way of Greater Topeka will have \$23,539 more in its coffers to help support community based agencies thanks to the support of KDOT employees.

"I'm very pleased with the amount of money we raised for the United Way, especially given the current economy," said KDOT United Way Chairperson Rene Hart. "The United Way challenged us this year to reach out and increase the number of people that pledge, even if it was only for \$1 per paycheck. I am excited that we able to meet that challenge."

The majority of funding for the Greater Topeka drive, which ran in September and October, came from pledges with \$20,750 raised. Hart said the pledge sheet participation in the United Way increased this year from 18 to 20 percent.

"We tried some new fundraisers this year like the book sale



A Soup-er Cookoff was one of several successful events held to support the United Way of Greater Topeka campaign. The drive at KDOT raised \$23,539.

and the Soup-er Cookoff and we expanded the charity ride," said Hart. "I think these added some variety and we were able to involve people outside of KDOT. The charity motorcycle ride was a huge success and I hope that it continues in the future."

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Set your sights high, then work to make it happen

Thanksgiving is a time when we cultivate our attitude of gratitude and review all the goodness in our lives. As we review what we are grateful for, we push what we want to the back of our minds and concentrate on what we have. With Thanksgiving we reflect on the present as a first step in living the future we desire. With hope we contemplate tomorrow and believe we can have more.

Hope is more than daydreaming in our easy chair. According to C.R. Snyder, Professor of Psychology at KU, hope is a specific, realistic goal with a plan and the will to make it happen. With real hope we believe in more than possibility - we believe in probability. We believe we really can have the desires of our heart, and we take responsibility to do the work.

With high hope we get specific and realistic about our goals. We set our sights on what is important to us - something to make us stretch - and establish a timeline. We may decide to go back to school for our degree, or we may focus on those excess 30 pounds and decide to get in shape. We understand the risks, hard work, dedication, and time required.

With high hope we make effective routes and set our plan in motion. We establish specific markers so we can see accomplishment along the way. We set aside time for doing

the work, and make plans so we're not always interrupted by outside demands. We mentally rehearse and see ourselves reaching the goal in the same way a great basketball player practices free throws in his mind.

With high hope our will sets us in motion, and we take the first step. We enroll in the first class or begin the diet and start walking. In the hope equation willpower is the engine pushing us forward. The will to succeed keeps us focused - asking questions, demanding information and insisting on explanations. Our will directs us around or over stumbling blocks so we refuse to give up. It helps us leap tall buildings in a single bound.

As we experience success we believe in our personal power again. Success boosts our self-esteem and our confidence grows. The recognizable markers - completion of a class or losing that first ten pounds - keep pulling us forward. When family time interferes, we alter our study time. When one exercise plan doesn't work, we try another or move the treadmill to the family room. We don't beat ourselves up when something doesn't work; we just try a new plan. If we need a new skill, we go get it. We cultivate friendships

ALL ABOUT ATTITUDE

By
Carla
Mumma

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Road to progress is not always straight

By Priscilla Petersen

I pulled my car into a space between the orange barrels lining the southeast corner, watching for a few minutes as other vehicles made their way through the US-169/K-47 intersection. We had removed the barriers from the reconstructed three-mile section of US-169 north of K-47 the day before – November 3 - but surely not everyone had heard that joyful piece of news.

The active construction zone just south of the intersection required each motorist to stop twice and make a zigzag before continuing north or south on US-169. Still, I detected no dissatisfaction with the tricky maneuver. Perhaps some of the drivers had heard our news release on the local radio, or had already seen the article and accompanying photo in the daily paper. Most northbound drivers, I imagined, lacked specific knowledge of the highway reopening and were probably negotiating the zigzag with a profound sense of relief. To me, a commuter between my home in Independence and my office in Chanute, that first night of again sailing south on US-169 felt like being reunited with an old friend. I didn't even mind the work zone at Thayer!

US-169 at K-47 had been closed since January. Notice was given well in advance. The official US-169 detour, on K-39 to US-75 to K-47, was designated and signed. Neosho County officials worked with KDOT and made preparations on several county roads that were considered "unofficial" detours. Finally, the barricades went up at the work zone. Complaints and inquires followed, as always, but the majority of drivers made adjustments and accepted the detours for what they were

– tiresome but necessary.

Not that we didn't get letters. For a while I even gained a pen pal. Our correspondence started with a simple question, via email: "How long will it take to fix the 169 highway that is closed south of Chanute?" That was easy to answer: "November." I thanked him for his patience.

He wrote back: "Thank you for your letter with the bad news about Highway 169 – Here are a few things to consider before you close any more

came: "Why do you have a major construction zone in your detour?" My stammering response was something to the effect of the projects being in different administrative areas. Then I found myself somewhat lamely concluding, "We might not have thought this through." My questioner nodded in understanding.

My pen pal's final letter was his most eloquent. He had both US-169 and US-75 on his mind, and he was growing weary. After describing a hazardous situation involving speeding truckers on the dusty milled sections of US-75, he fumed, "I don't know why you are in such a hurry to pave all the roads in southeast Kansas and now even the detour legs ... This project (US-75) could have waited ..."

As a fellow traveler who had also been forced onto US-75 every weekday, I could really "feel his pain" on this issue. My response included various facts, planned actions and assurances. Again I begged his patience. I hope he took heart from my words, but I'll never know. I haven't heard from him since.

So, after 10 long months US-169 in Neosho County is finally open. Over on US-75 a base has at last been applied to the milled sections. Neither project is finished, but traffic is moving through them without major inconvenience. The holidays are approaching, and hasn't it been quite the year?

I loved viewing the unrestricted traffic at US-169/K-47 the other day. There was an order to it. Road construction is progress, and progress is essential. Yet in this crazy, mixed-up world it is grand to see order restored somewhere, even if a zigzag is part of the pattern.

Communication: A Key to Success



Kansas Department
of Transportation

major highways ... If you must close a highway for repair, put up signs months in advance telling people when the highway will close and for how long. This was not done on Highway 169 and made people very upset." That suggestion had merit. I even thought we should have done it, although it was not communicated in my response.

He must have enjoyed writing. The next letter contained work zone signing tips. His third letter promised, "... two questions for you and then I'll quit bothering you." Only he was no bother at all. My pen pal informed me: "Most of us having given up on US-169 now use 75."

In the meantime, our official detour was undergoing rehabilitation and a partial realignment. Milling began out west on US-75, creating driver delays and rough riding. I was at a church meeting when the inevitable question

US-169

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Planning for this roadway expansion actually began in 1969 before the original two lanes were built when the Express Highways and Freeways Act was passed by the Kansas Legislature, according to Jim Brewer, Engineering Manager in Design. The act provided \$320 million for future transportation needs on certain corridors in Kansas in the early 1970s.

“This was the original corridor preservation for the agency and an acknowledgement that two lanes were fine for now, but in the future, it would need to be expanded,” Brewer said. “It was extremely appropriate and very far-sighted on this agency’s part.”

Knowing that the need would eventually come, KDOT bought most

of the right of way necessary for a four-lane road and constructed interchanges instead of intersections.

Brewer said the bridges built over US-169 looked unusual to some because they were very long and went over open ground next to the highway.

In the mid 1990s, the time would

come when the needs on this roadway began to be apparent and US-169 was identified by KDOT as a needed upgrade to four lanes.

Floyd Grimes, Mayor of Paola, has supported the roadway improvement for many years. “I knew some of the people who died on this highway,” Grimes said. “It got to be almost a passion for me. It’s a relief and a

pleasure to see it completed.” Grimes and other area residents concerned about US-169 visited KDOT and the Legislature numerous times to voice their concerns about the safety on US-169 and the need for a new transportation plan. “Rosie Ingram used to say, ‘are you guys back again?’” Grimes

joked.

But perseverance and dedication paid off when House Bill 2071 was passed in 1999 by the Kansas Legislature. It was a \$12.9 billion, ten-year program, the largest public works program in the history of Kansas, and one of the Major Modification projects contained in it was the widening of US-169 in Miami County.

Former Governor Bill Graves officially sign HB 2071 in Paola on May 10. “They picked that as one of the sites to sign and that was a tribute to the community,” said former Secretary E. Dean Carlson. “The Governor wanted them to know that project was a priority. I’m proud of the job that KDOT did and I’m pleased to see it finished.”

KDOT was asked to have the project ready to be let for construction in two years and it was made a top priority, said Bob Hirt, Road Design Leader in Design. “The community as well as the Legislature and the Governor were counting on us,” Hirt said. “It was a tight schedule. There were 1,700 plan sheets on one project and 1,600 on the other, and to get these large sets of plans put together and out there for the contractors

‘If KDOT would have had to start from square one, we could have been in the six to eight-year range just to get the project ready for construction... If we don’t protect the investment, then you basically have to throw it away and start over because of so many access issues.’

Jim Brewer

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US-169 project a major undertaking

The \$91 million expansion project on US-169 in Miami County involved constructing two additional lanes and rehabilitating and reconstructing the existing two lanes along a 21-mile stretch of roadway to make it a four-lane facility in just more than two years. The Hamm Companies of Perry is the prime contractor on the north half of the project and W.A. Ellis Construction Company of Independence, Missouri, is the prime contractor on the south half with numerous subcontractors also working on the project.

This portion of US-169 features numerous safety improvements such as improved stopping sight distance, up-to-date guard fence, new and stronger hand rails to the bridges, highly retro-reflective signing, patterned pavement markings to enhance visibility in all weather conditions, lighting to all seven interchanges along this project, and a new ramp configuration at K-279.

Some interesting facts about the 21-mile project on US-169:

◆ features 18 new bridges and 19 rehabilitated bridges;

◆ included 8 billion, 498 million, 756 thousand, and 727 pounds of excavation – this would make a hole the size of a football field that is 2,213 deep;

◆ used 176,153 cubic yards of concrete on the bridges and pavement – this would build a four-foot wide, four-inch thick sidewalk from Kansas City to Detroit. And this much concrete weighs 616 million, 534 thousand, and 52 pounds, enough to fill a hole the size of a football field more than 95 feet deep;

◆ required 5 million, 136 thousand, and 626 pounds of total reinforcing steel – this volume of steel would build 1,284 cars.



Governor Kathleen Sebelius cuts the ribbon at the US-169 expansion ceremony in Paola with help from others attending the ceremony.

US-169

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to bid on was quite an accomplishment.”

Governor Graves spoke at a ground breaking ceremony that took place on August 1, 2001, in Paola – the same spot where HB 2071 was signed. The \$91 million construction projects along a 21-mile stretch of roadway began soon afterwards with a completion date of November 2003.

But part of the project started before that. KDOT let for construction the structural steel portion of the project nine months early to expedite the bridge work and ensure that the steel would be delivered to the job site when the contractors were ready for it.

The normal procedure for a construction project is to let the contract for the entire project and then the general contractor selects one fabricator to supply all the structural steel. If this normal procedure was used, no one fabricator could have produced this much structural steel on time, and the completion of the project would have been delayed.

A lot of work had to be done to get the project ready for construction, but expediting the upgrade was possible because of the forethought and planning in the 1970s, Brewer said. There were minimal access requirements, upgrades

to the basic interchange and roadway design were needed but did not have to be completely reconfigured, and only a small amount of additional right of way was necessary – all because these issues were planned for more than 25 years earlier.

If KDOT would have had to start from square one, we could have been in the six to eight-year range just to get the project ready for construction,” Brewer said. “The process worked extremely well and as intended. If we don’t protect the investment, then you basically have to throw it away and start over because of so many access issues.”

Governor Kathleen Sebelius continued the transportation tradition on November 19 by speaking at the ribbon-cutting ceremony featuring US-169. The event took place in Paola at the same location the two previous ceremonies occurred.

“The continuation of the Comprehensive Transportation Program is a key factor in the recovery of the Kansas economy,” Sebelius said. “The completion of this major project demonstrates our commitment to that recovery and to improving the capacity and the safety of the State Highway System. It is appropriate that we celebrate this milestone and dedicate ourselves to finishing the job we set out to do when the CTP was approved in 1999.”

Progress continuing on Partnership Project

Progress continues on the Partnership Project. Secretary Deb Miller, the workgroup and the consultant team are reviewing the details of the action plans and strategies put together by four KDOT sub-teams. The plans are based on key areas targeted by the research data collected over the summer.

“It is clear that the teams worked very hard and came up with some innovative ideas to meet the changing needs of our stakeholders,” said Julie Lorenz, Director of Public Affairs.

The four key areas are: building relationships with cities and counties; employee morale; communication with partners; and charting KDOT’s future (i.e. making sure that KDOT is positioned to respond to the changing expectations of our stakeholders).

Each of the action plans and strategies put together by these sub-teams has merit and would be helpful. The Secretary has said that in order for the Partnership Project to be successful, it is important to focus on a few strategies that will improve KDOT immediately and into the future. So the project workgroup decided it was time to step back and look for how to best combine the different parts into a coherent and sustainable plan for improvement.

Information from their work should be available in the very near future. The Partnership Project advisory group gets an update on the project’s progress in December.



Friends come together to celebrate 'Fred Marstall Day' on December 11

December 11 is two weeks before Christmas but for Fred Marstall, former KDOT employee, this day will also be a special holiday. Friends of Fred have formed a "friendship committee" and designated December 11 as "Fred Marstall Day."

Fred worked for KDOT for 20 years. He began as an Engineering Technician in Design, then worked as a Railroad Technician in Transportation Planning, and then was promoted to Transportation System Administrator in Construction and Maintenance.

Fred was diagnosed in August 2000 with amyotrophic lateral sclerosis, (ALS, or more commonly known as Lou Gehrig's disease) and had to leave KDOT in January 2001.

His wife, Tammy, has worked part-time for KDOT for almost five years as an Office Assistant in Transportation Planning. "Fred has many fond memories of working at KDOT and cherishes his friends," she said. "Talking about his former coworkers brings a smile to Fred's face."

Fred worked with numerous people during his years at the agency. "KDOT employees are such good people," Fred said. "I had worked for other agencies,

but KDOT was the best."

One of Fred's supervisors was Jim Kowach, Bureau Chief of Design, when Kowach was the Estimating Engineer in Construction and Maintenance. The two have daughters similar in age and they used to compare notes, according to Kowach. "We decided the best way to deal with teenage daughters was to wait for them to hit their 20s," Kowach joked.

Fred's disease has progressed to where he will need a motorized wheelchair soon as well as other basic items. Suellen Markley, Federal Program Consultant in Planning and Development, and other friends from KDOT decided to help by raising money and holding a bake sale and raffle on December 11.

"Fred's birthday is December 13 and we thought it would be appropriate to name a day near that in his honor," Markley said. "We all have so much to be thankful for, and helping a friend and former coworker is what the holiday season is all about."

Donations for "Fred Marstall Day" can be sent in care of Rachel Bennett, Map Sales Coordinator in Transportation Planning, DSOB, Room 830, Topeka, KS, 66612-1568.

**Welcome
new KDOT
employees!**

Headquarters

Jared Barta, Right of Way Agent I, Right of Way

Jonella Disidora, Administrative Assistant, Design

Dominic Escobar, Computer Operator III, Computer Services

Denise House, Administrative Specialist, Right of Way

Bonnie Lee, Applications Programmer Analyst IV, Computer Services

Darren Miller, Equipment Planning Technician II, Construction and Maintenance

Tim Mayfield, Engineering Technician, Design

Jonathan Mushock, Engineering Technician, Traffic Engineering

Sonja Scheuneman, Photographer Senior, Support Services

Carmen Shultz, Engineering Technician, Design

District One

John Smith, Utility Worker, Topeka

Mark Webber, Utility Worker, Topeka

District Two

Scott Jensen, Installation Service Supervisor, Salina

District Five

John Bauer, Equipment Mechanic, Hutchinson

Brian Shippert, Equipment Mechanic, Great Bend

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

M I L E S T O N E S

KDOT salutes its employees celebrating anniversaries in November

10 YEARS

Kirk Elliott Emporia
 Scott King Topeka
 Tom Meissner Topeka
 Brad Prester Russell

30 YEARS

Frank Ortega Topeka

20 YEARS

Michael Bergen Hutchinson
 Robert Fryatt, Jr. Leavenworth
 Milton Jamison WaKeeney
 Chad Morgan Hutchinson
 Boyd Proffitt Garden City
 Michael Tanney Bonner Springs
 Max Tate Concordia
 Todd Tompkins Oberlin
 Christopher Williams Kingman

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

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the move, but ended up getting it done by Saturday afternoon. The other phases are scheduled to be completed by the end of the year.

KDOT's work to revive the short line rail system in Kansas is another success story. When the company running 906 miles of short line rail in Kansas decided to abandon it, KDOT's John Rosacker and John Maddox stepped in to find a company to take over the lines. Watco Cos. now runs the lines and KDOT was able to work out a deal to offer the company \$11.5 million in grants over six years to keep the project on track. With a bumper wheat harvest this season, farming communities welcomed the short line as a way to get the grain moving in central and western Kansas.

The Governor helped us celebrate the completion of a big project in the Comprehensive Transportation Program (CTP). On November 19, we cut the ribbon on the new four-lane US-169 from Spring Hill to Osawatomic. This road had been dubbed by locals as "Heartbreak Highway" due to the number of crashes and fatalities. KDOT was asked to make the project a priority and we did – getting literally thousands of plan sheets completed in just two years so that the projects could be let to construction.

So let's pause for just a bit and celebrate the good work that KDOT is doing. As we wrap up 2003, I want to say thank you for what you do to make KDOT successful. I look forward to the great things we'll be able to accomplish together in 2004.

Making a difference

The work KDOT does makes a difference in Kansas. Sometimes in the midst of our daily duties, that message gets lost. So here's a look at some ways others say KDOT is making a difference.

"KDOT absolutely saved the day and we are very appreciative of the sacrifices made by their employees." That's what Hillsboro Mayor Delores Dalke had to say after KDOT crews delivered water around the clock for 13 days this summer during a water crisis in Marion County.

After tornadoes ripped through the eastern part of the state on May 4, KDOT crews went into action helping with the clean-up. Shortly after Governor Kathleen Sebelius said, "I've been in both Southeast Kansas and Kansas City and want to compliment the KDOT workers on their rapid response. In each of the storm locations, the local officials have been so delighted with the response of the state – quick, helpful, ready to work. I don't think there's any question that the immediate attention from your agency has helped a lot of victims begin to recover."

KDOT received kudos for its work with Travel and Tourism. The agency was honored for its efforts in promoting tourism in the state in several ways, including the Wildflower, Native Grasses

and Shrubs brochure. So far 315,000 copies have been printed. By the end of the year, a companion brochure called Prairie Passages will also be available. KDOT partners with Travel and Tourism to promote the state through the Tourist Attraction Signage Program. The signs that recognize Kansas attractions are created and put up by KDOT crews. In awarding KDOT the first Partnership Award of Merit, Travel and Tourism Director Scott Allegrucci said, "This award is given to an outstanding partner who has gone above and beyond the call of duty to further develop and enhance tourism efforts in Kansas."

Thanks to KDOT's help, short line rail service is back on track in Kansas. When KDOT's Rail Affairs found out hundreds of miles of rail lines were going to be abandoned, they went out and found a company to take the short lines over. They were also able to offer \$11.5 million in state funded grants to the new owners, Watco Cos. Their work couldn't have come at a better time. This summer, thanks to a bumper wheat crop, more than 1600 grain cars rolled on the Watco lines. It was a major switch from three years ago when 65 percent of wheat left elevators on trucks.

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Kids appreciate safety prizes

Statewide and regional Put the Brakes on Fatalities Day events took place in Kansas in October.

As part of the awareness campaign, kids participated in a poster contest. Following are three letters KDOT received from various winners.

◆ *Thank you for the new bike and helmet. I have been enjoying them a lot. I had a lot of fun and learned a lot about car safety.*

Sincerely,
Briana Caspers
Topeka (District One winner)

◆ *Thank you and the Kansas Department of Transportation for sponsoring & helping to organize the poster contest. I am really excited about winning the bike and the helmet! Thanks again!*

Sincerely,
Sam Small
Hutchinson (District Five winner)

◆ *Thank you for the bike and helmet. I know that they will come in good use. Well, thanks again.*

Adam Bowman
Phillipsburg (District Three winner)

First half of I-70/I-635 project winding down

Look for traffic to be moving a little easier along a couple of major Interstates in the Kansas City area as KDOT heads into the holidays. The first half of the I-70/I-635 reconstruction project is winding down for the year. During the winter months, driving lanes closed for construction last spring will be open again.

The work involving three adjoining projects is the largest contract ever let by KDOT at a cost of nearly \$90 million.

The largest of the three projects involves redoing about 2 ½ miles of I-635 from K-32 to State Avenue. This year, crews reconstructed the northbound lanes. The southbound lanes will be rebuilt starting next spring. This project also included reconstructing the interchanges at K-32, I-70, and US-24 (State Avenue). To help make the US-24 interchange more functional, Clarkson Construction Company agreed to complete both westbound and eastbound State Avenue in 2003.

At the I-635 interchange, three new bridges have been

built. Work continues on repairing and widening the bridge from eastbound I-70 to northbound I-635 and the I-635 bridges over State Avenue and 43rd Street.

The second project involved replacing pavement on I-70 from east of the 38th Street interchange to the Rock Quarry

Access Road (west of the I-635 interchange). The eastbound lanes are complete.

The third project will repair the northbound and southbound I-635 bridges over the Burlington-Northern/Santa Fe Railroad yard. Work on the northbound bridge should be done by mid-December. Next year, the southbound bridge will be repaired.

So for now, drivers

can enjoy a winter free of major construction zones in the I-70/I-635 area, but keep in mind that similar construction detours return in March when Clarkson is back to complete the other half of the projects. -By John Swihart, Public Involvement

Liaison



Work to pour the concrete deck on the northbound I-635 bridge over the railroad yard takes place in early November.

United Way

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Rebecca Rochelle, co-chairperson for the KDOT United Way Drive, said the motorcycle ride was done on a Sunday and raised \$600, while \$268 was raised through the sale of donated books.

KDOT employee Susan Maxon coordinated the motorcycle poker ride. She said there were 41 motorcyclists in the event that covered a 150-mile stretch of northeast Kansas highways to raise United Way funds. The poker ride allowed participants to stop and draw a playing card at one business each in Dover, Eskridge, Alma, Maple Hill and Topeka. Winning poker hands received donated prizes.

"I feel we had a successful campaign and I am grateful to all employees that gave money this year

to the United Way through the pledge sheets or special events," said Hart.

Secretary Deb Miller also thanked employees for supporting the Greater Topeka drive and stressed how important it is for employees to support United Way drives throughout the state.

"Sooner or later we will all need a service provided by a United Way agency," said Secretary Miller. "When that need arises it will be important to you that the necessary service is in place. Supporting United Way insures that the needed services will be there should your family ever need them."

The theme for this year's campaign was "What Matters". Funding from the 2003 campaign will go toward supporting 34 agencies serving the greater Topeka area. Included in the area are Shawnee, Douglas, Jackson, Jefferson, Osage, Pottawatomie and Wabaunsee counties. -S.W.

Difference

Continued from page 9

"The work KDOT has done serves as a model for public/private partnerships for other states," said Watco's Ed McKechnie.

In Olathe, KDOT is partnering with the city and Burlington Northern Santa Fe to eliminate rail crossings at three key thoroughfares. Olathe Mayor Michael Copeland says about 3,200 vehicles are delayed an hour and a half at these crossings every day. In addition to the convenience, he says the projects will be an economic boon for Olathe and one that couldn't have happened without KDOT's help.

"I think the leadership, from the Secretary on down, has really focused on improving KDOT's relationship with local units of government and we appreciate that tremendously," said Copeland.



District Five employees Nick Squires and Mike Fairleigh accept a first place Full Depth Paving Award for the US-54 project in Kingman County.



District One employees Michael Law, Mark Morrison, and Ruben Noguera accept a first place Overlay Award on the US-69 project in Johnson County.



District Five employee Brent Terstriep accepts a second place Overlay Award on the US-54 project in Butler County.



District Two employee Jon Halbgewachs accepts a first place Director's Award for the I-135 project in McPherson County.

Department is honored by KAPA

A total of 20 projects were nominated by nine hot-mix asphalt paving contractors for the 2003 Kansas Asphalt Paving Association awards program on November 13 in Lawrence. KDOT was honored in several categories. Representatives from those offices are pictured on this page. Assistant Secretary/State Transportation Engineer Warren Sick presented the awards.

Crow

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He was promoted to the District Six Construction/Materials Engineer at Garden City in 1986 and stayed in that position until October of 1989.

Crow was selected as KDOT's first Topeka Metro Engineer in 1990. He was then selected as the Bureau Chief of Traffic Engineering in 1992 and worked in that capacity until he was appointed to the Director of Operations position.

Crow will be responsible for overseeing activities in the Bureaus of Construction and Maintenance, Materials and Research, Traffic Engineering, and all six KDOT districts. The primary function of Operations is to develop and maintain engineering/management programs for construction and maintenance of the State Highway

System.

"Initially, it will be a learning process to find out what's going in Operations and then help each district and our bureaus accomplish their mission," said Crow. "I don't want to reinvent the wheel because the districts and bureaus are doing a great job."

Crow wants to balance the responsibilities of his position at Headquarters by spending time with the field personnel.

"This position needs face time in the districts," said Crow. "I've worked in the field at three districts and I'm very impressed with the caliber of those folks. I have a great admiration for the work they do."

Crow is a 1972 graduate of the University of Missouri at Rolla with a Bachelor of Science degree in Civil Engineering. He later received his

Masters of Science in Civil Engineering from Kansas State in 1976. He succeeds Steve Woolington, who retired in October.

Crow and his wife, Martha, have two grown children, David 24, and Christy, 23.

BROWN BAG

LUNCH

Topic: The Marysville Project

Speaker: Rex Fleming and Al Cathcart

Date: Wednesday, December 3

Time: Noon to 1 p.m.

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

All employees are invited to attend.

Promotions/Transfers

Headquarters

Tammy Kerwin, Applications Programmer Analyst IV, Computer Services

District One

Darleen Bernhardt, Office Assistant, Topeka
Glen Fager, Professional Civil Engineer II, Topeka
Robert Fuller, Professional Civil Engineer I, Topeka
Kenneth Teal, Highway Maintenance Supervisor, Holton

District Four

James Ward, Highway Maintenance Superintendent, Pittsburg

District Five

Jerry Baker, Highway Maintenance Supervisor, Medicine Lodge
Gary Phillips, Engineering Associate III, Great Bend
Jason Wright, Equipment Mechanic, Wichita
The Bureau of Personnel Services supplies information for promotions/transfers to Translines.

Mumma

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when we need help. At times we become discouraged. We fear failing and looking foolish; we even think there is no point. Because of hope, our will kicks in to propel us forward.

Life is more about “getting there” than arriving, so it is important that we enjoy the process and attend to the little things. We think of problems as challenges and concentrate on previous successes when we get stuck. We laugh at ourselves and remember we are not unique - everyone has problems. If the original goal becomes impossible, we look for another way or another goal.

Research shows that high-hope employees are conscientious about their jobs. They are helpful and courteous toward other workers and refrain from blaming when difficulty arises. They are good sports when others receive promotions or recognition. High hope employees set clear work goals and motivate themselves, especially under difficult circumstances.

High hope organizations assure two-way communication between

managers and employees. KDOT’s Partnership Project solicited and listened to employee feedback while setting specific, important priorities, and employees planned and recommended the routes and timelines to accomplish those goals. It is clear that employees will carry out solutions, and KDOT will be successful because employees are conscientious about their part in the process.

Hope is not a Pollyanna view of life, but it does affirm life. It is not grounded in an extreme, counterproductive illusion. With hope our inner dialog is positive self-talk affirming our possibilities and capabilities. We remember all we have accomplished, and how we have dealt with loss, pain, illness and even death. Research shows high hope raises effort, lowers pain, and increases the generation of alternative strategies and the ability to deal with setbacks.

Hope and gratitude are the internal partners we all need for a positive, productive life. Gratitude grounds us in the present with appreciation. Hope draws us toward the tomorrow of our dreams with anticipation. Happy Thanksgiving!

<p>Kansas Department of Transportation <i>Bureau of Transportation Information</i> 915 SW Harrison - Room 754 Topeka, KS 66612-1568</p>		<p>PRE-SORTED STANDARD U.S. POSTAGE PAID TOPEKA, KS PERMIT No. 157</p>
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