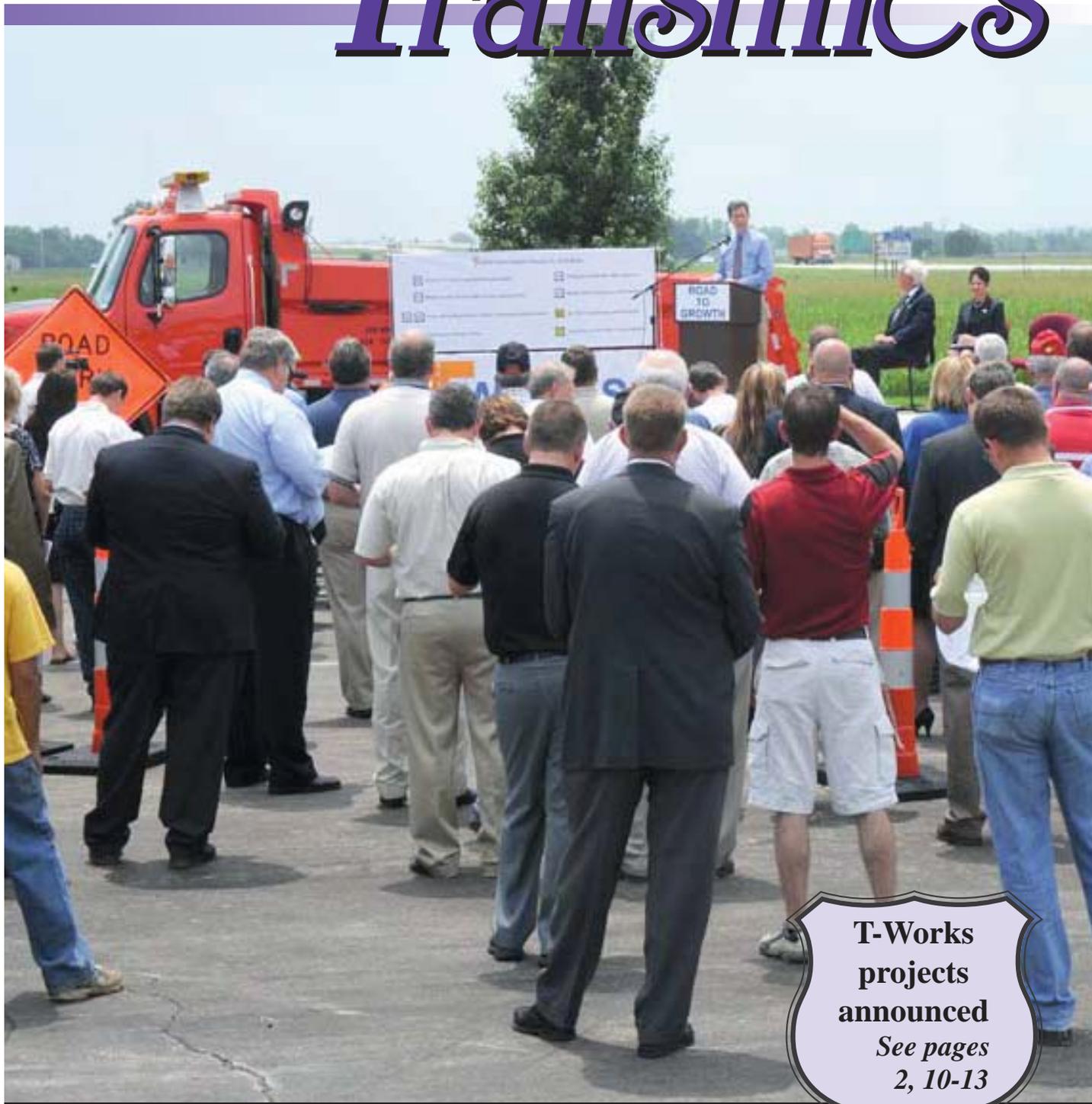


Translines



**T-Works
projects
announced**
*See pages
2, 10-13*

Inside...

- ◆ **Wildflowers planted near Flint Hills signs**
- ◆ **Joplin tornado touches lives of KDOT workers**

- ◆ **New tools improve process with plans**
- ◆ **Kansas routes designated for 75 mph**
- ◆ **State Highway Advisory Commission abolished**



By Secretary
Deb Miller

A great week for Kansas, KDOT

What a great week!

For the four days following the Memorial Day holiday, I was privileged to visit five cities with Governor Brownback to help announce the highway expansion and modernization projects that Kansas will build over the next decade. These are the rock stars of the T-WORKS program, ranging from the large, economic engine projects in the Kansas City area to the significant safety improvements on rural stretches of Kansas highways. By week's end, we had announced \$1.8 billion worth of projects.

If you haven't taken a moment to think about how important those announcements were, now is a good time to consider that:

- ♦ The 37 projects selected will have an estimated economic impact of \$10 billion.
- ♦ More than 250 miles of highway will be expanded or improved.
- ♦ Approximately \$100 million will come from local contributions or other revenue sources.
- ♦ The projects were suggested, refined and selected during a five-year planning process that included nearly 100 public meetings, the participation of more than 2,000 Kansans and untold hours logged by KDOT staff.

Just as impressive (and this is something I've been saying since the T-WORKS bill passed in 2010) is that we were able to make these announcements in a still fragile econom-

ic climate. These announcements show the nation that in Kansas we believe spending on transportation infrastructure isn't a drain on state resources but rather an investment that will pay dividends during economic recovery and beyond.

During the announcement tour both the Governor and I talked about the short- and long-term economic benefits of infrastructure improvement. In fact, for the first time in the selection of expansion projects, we considered the economic impact of the investment.

While the benefits of good infrastructure are broadly recognized, we haven't been willing nationally to do what it takes to protect our huge investment. Countless news stories have detailed the country's crumbling infrastructure and the benefits of investing in transportation.

A University of California economist, writing in the New York Times, said "government spending on infrastructure raises demand, creates jobs and increases the supply and growth potential of the economy over time. The C.B.O. (Congressional Budget Office) says infrastructure spending is one of the most effective fiscal policies for increasing output and employment and one of the most cost-effective forms of government spending in terms of the number of jobs created per dollar of budgetary cost."

Obviously the majority of the 2010 Legislature and Governor Parkinson believed that when they passed both the T-WORKS bill and the separate funding mechanism. Although T-WORKS was passed under a different administration, Governor Brownback has given unwavering support to the program and I commended him for that at each stop on our barnstorming tour.

Most of the spending during T-WORKS won't be for expansion/modernization projects, but on preservation projects. Over 10 years we will average more than \$400 million in annual spending on preservation projects. And that will allow us to address 100 percent of the system's preservation needs. Remarkable!

As a Kansan, I'm proud that we've committed to preserve and improve our infrastructure while many states have been unable. And as a part of KDOT for 25 years, I'm proud to have helped fulfill that commitment.

You, too, should be proud of your role in building and preserving what has been ranked the nation's top highway system. And that's worth taking some time to consider.

See pages 10-13
for more on
T-WORKS



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Secretary of Transportation: Deb Miller
Chief of Transportation Information: Steve Swartz
Editors: Stan Whitley and Kim Stich

Wildflowers planted near Flint Hills signs

May plantings around the four Welcome to the Flint Hills monument signs will hopefully be blooming next year and offer motorists a beautiful view of native wildflowers and grasses.

The signs were installed in fall 2007 with the area around them seeded to native grass and wildflowers, said Scott Shields, KDOT Environmental Scientist. "We had a heck of a time getting anything to grow, they just didn't take off," Shields said. "The idea of using wildflower plugs was our next option and this was the year to do it."

Cities have had success using plugs, but this is the first time KDOT has tried it, he said. Bee balm, thickspike gay-feather, grey headed coneflower, maximillian sunflower and pale purple coneflower plants were selected because they are common to the Flint Hills, durable and can handle drought conditions.

About \$4,000 was spent on 2,000 plants using District One maintenance funds. KDOT employees from the Alma and Junction City offices took care of the two areas near the I-70 signs while Kansas Turnpike Authority staff was in charge of the areas near the turnpike signs.

The goal was to get them planted this year and get them established. "It's something new we wanted to try," Shields said. "We're excited to see how they do." -K.S.



KDOT employees plant wildflower plugs in front of the Flint Hills signs along I-70.

Lacy receives national AASHTO award

Rod Lacy, Engineering Manager of the State Road Office in the Bureau of Design, received the 2011 AASHTO Subcommittee on Design national award.

He was selected primarily for his work on the AASHTO Technical Committee on Roadside Safety. He has been one of the principal authors of the AASHTO Roadside Design Guide, a national publication.

Lacy is an active participant on the committee and has been a member of AASHTO since 2001. He also is actively

involved with national research regarding roadside safety through National Cooperative Highway Research Program (NCHRP) research panels.

He has worked for KDOT for 18 years serving in District One and Local Projects as well as Design.

The annual Subcommittee on Design meeting took place May 9-13 in St. Louis, Mo.



Rod Lacy



Cables

Construction workers install cable for the median barriers along U.S. 75 in north Topeka on June 15.

On the...

COVER

Gov. Sam Brownback announces transportation projects for southeast Kansas at an event in Fort Scott on June 1. For more details about the announcements across the state, see pages 10-13.



Secretary Deb Miller (front row, second from right), is pictured with members of the CADconform team.

New tools improve process with plans

By Kim Stich

A new set of tools that will assure electronic drawings comply with established graphic standards was the goal of the CADconform team.

The team members were recognized for their efforts as an Example of Excellence for the first quarter of 2011. Secretary Miller attended the ceremony on May 24 in Topeka.

“The CADconform software implementation is important to KDOT. This will improve plan quality as well as make our electronic plan archive usable for a longer period of time,” said Jim Kowach, Bureau Chief of Design. “This project represents the culmination of all the hard work that went into establishing uniform graphic standards to be used on plans by all the different groups within KDOT as well as our design consultants.”

This suite of tools, available for internal and external uses, also allows the user to populate database attributes for a drawing, without requiring access to KDOT’s database. The data is then sent with the drawing for inclusion into KDOT’s ProjectWise database, Kowach said. Providing consistent data also makes checking, storing, retrieving and reusing CADD plan files faster and more reliable.

“This project was especially notable since staff from

three KDOT bureaus were involved in its success,” Kowach said. “The group did a great job of working together and keeping the overall goal in mind while implementing this tool.”

Team members include Randy Ackley, Gary Cox, Mike Dillner, Rex Kraus, Scott Marquis, Jonathan Mushock, Mark Segelquist and Ron Shurtz.

Do you know of a KDOT group, team, unit, or office that has gone above the call of duty?

Then nominate them for the Example of Excellence award. All KDOT employees are encouraged to suggest ideas and can now fill out Form DOT 1204. Once it is filled out, the nomination is then sent to the selected Division Director, Bureau Chief, District Engineer, Area Engineer, or Subarea Supervisor who can then sign the form and submit the nomination to Transportation Information.

Hard copies of the form are still available by calling Transportation Information at 785-296-3585 and require the signature of one of the supervisors listed above.

The award is given quarterly with nominations for the second quarter due to the Bureau of Transportation Information by June 30. Nominations for the third quarter are due Sept. 30.

KDOT
Employee
Recognition
PROGRAM

Joplin tornado touches lives of KDOT workers

By Priscilla Peterson

District Four Public Affairs Manager

An F5 tornado descended on Joplin, Mo., on May 22. It moved at a snail's pace of 20 miles an hour but packed 200 mph winds in its vortex, leaving a swath of death and destruction as it tore through the community.

Two KDOT employees in the Erie Subarea office, Equipment Operator Cade Myers and Equipment Operator Specialist Terry Smith, have ties to the twister. Their stories follow.

Myers was on his way back to Humboldt from a motorcycle rally in Branson. He stopped at the Joplin Home Depot store to let the storm pass. He returned to the parking lot and pulled his truck under the awning to protect it from hail.

Two employees approached Myers to offer him one last chance to get back inside the store before the doors were locked. As he turned off his truck motor, the radio announced a tornado was on the ground.

Myers and about 40 others took refuge in the break room/storm shelter at the back of the store. Everyone got underneath fold-up plastic tables as the lights went out. "At first it was just wind," said Myers. "Then it sounded like wind inside the store ... it turned into a roar." He heard heavy banging sounds and then saw light: "I knew that wasn't good."

Myers protected his eyes with his hands. He felt the floor shift. One of the employees panicked and was restrained by co-workers. The woman next to him prayed constantly.

After about 45 seconds, he recalled, the wind changed to rain with occasional hail. Myers and the other survivors crawled out of the wreckage. The Home Depot building had been leveled with the outside walls toppled and the concrete floor broken. Although everyone in the break room sustained only minor cuts and bruises, some of those remaining in other areas of the store lost their lives.

In shock, Myers returned to his truck. Both it and the motorcycle were totaled. An older couple whose car had been flipped was next to him, the man bleeding from a cut on his head and the woman crawling across the top of the vehicle. After offering assistance, Myers put on his motorcycle helmet to protect himself from hail. He started walking down Range-line Avenue, noting the eight inches of water standing on the sidewalks. A woman with two dogs stopped and offered him a ride, explaining that since her mobile home was destroyed, all she had left was her dogs and the car.

The woman took Myers to McDonald's in Webb City



KDOT employees Terry Smith (left) and Cade Myers have unique experiences involving the tornado that hit Joplin on May 22.

where his parents picked him up. He arrived home around 10 p.m. but was unable to fall asleep until 2:30 a.m. Myers said his sleep patterns are still affected.

"It was so odd," said Myers about the tornado and its aftermath. "It's all just like a movie." In spite of the mayhem, "I comprehended the situation ... I wasn't letting it rule me."

Smith's daughter, Valerie, is a nurse studying to become a nurse anesthetist at Joplin's Freeman Hospital. Valerie attends school in Kansas City, but until the tornado struck had owned a house on South Moffitt Street in Joplin. The house was located about four miles from St. John's Regional Medical Center. According to Terry, when the tornado hit, the house was blown down and then the remains caught on fire. "It was just charred to nothing," he recalled. In the end, only a packet of 10 to 12 photos was salvaged.

Valerie Smith happened to be at the home of her parents in Hepler when the tornado struck Joplin. She immediately received and responded to a text message that nurses were needed in the storm's aftermath. Terry and Valerie headed to Joplin to check on her house. When they arrived and realized it was gone, they walked to Freeman Hospital and got busy helping the sick and injured.

Terry said they remained in Joplin for four days. Although her home was demolished, his daughter went straight to work that first night and kept on through the next day.

"She bucked up and went on. It's about all you can do," he said.

Terry calls the tornado zone the "worst thing I'd ever seen." On the other hand, he considers all hard-working and caring nurses to be among the very best. He advised, "If you see a nurse be sure to give them a pat on the back."

Kansas routes designated for 75 mph speed limit

The speed limit on rural stretches of Kansas interstate highways, as well as segments of two U.S. routes, will be boosted to 75 miles per hour.

The 75-mph routes include:

- ♦I-70 from the Colorado state line to just west of Topeka in Shawnee County.
- ♦I-135 from a half-mile north of the 85th Street interchange in Harvey County to I-70 near Salina.
- ♦I-35 from U.S. 50 just east of Emporia to a mile east of the Sunflower/Edgerton Interchange in Johnson County.
- ♦U.S. 81 from I-70 near Salina north to K-106.
- ♦U.S. 69 from just six-tenths of a mile north of the north junction of U.S. 54 in Bourbon County to the 199th Street Interchange in Johnson County.
- ♦The Kansas Turnpike from the Oklahoma state line to K-7 in Wyandotte County.

The new maximum speed limit was passed by the 2011 Legislature, authorizing the Secretary of Transportation to consider any separated, multilane highway for the new speed limit. All of the routes chosen for the increased speed limit are freeways, which have controlled access and interchanges. No expressways, which have at-grade intersections with cross traffic, were selected. A total of 807 miles of roadway will have the 75-mph speed limit.

“These routes were selected by a task force made up of KDOT representatives and the Kansas Highway Patrol. The Kansas Turnpike Authority has also approved the speed limit changes,” said Chris Herrick, Director of the Division of Planning and Development and a member of the task force.

“We considered a number of factors, such as traffic



Sign Shop Worker Joyce Poitevint adheres the numbers 75 to sign blanks to prepare for the speed limit change.

volumes, crash history and roadway geometrics, to determine where to raise the limit. We will continue to monitor these routes under the new speed limit and consider whether it makes sense to increase the maximum speed on other highways.”

KDOT will begin the process of affixing aluminum overlays with the new 75-mph speed limit to the existing 70-mph signs on June 30. However, it will not be legal to travel at 75-mph until the new law takes effect on July 1.



LETTERS TO THE EDITOR

Dear Sir:

We were traveling west along I-70 through Kansas about one month ago. I want to commend your state for the very good condition of I-70 in your state. Also, the number of rest areas and the cleanliness of them along I-70 was very convenient and a pleasant surprise.

The above, plus the unexpectedly varied topography across the state, made the drive enjoyable.

Mary Anderson

Calendar of Events

July 4 – State employees off for Independence Day holiday.

July 12 – 11 a.m. KDOT employees’ Council Meeting, Third Floor, Eisenhower State Office Building.

July 16 – KDOT Employees’ Council annual fun day and picnic, Gage Park, Topeka. Call Cathy Gorman at 785-296-3756 for tickets and information.

July 20 – 1 p.m. Construction Bid Letting, Fourth Floor West Wing, Eisenhower State Office Building.

State Highway Advisory Commission abolished

By Stan Whitley

Call it a sign of the times. The State Highway Advisory Commission (SHAC), established in 1975 with the formation of the Kansas Department of Transportation, has been abolished.

“The beauty of advisory committees is the personal commitment that members bring to the task,” said Secretary Deb Miller. “Transportation in Kansas has definitely benefitted from that personal commitment and the public service provided by the many members who have served the State Highway Advisory Commission during its 36-year history.”

The Kansas Legislature established KDOT and transferred to it all of the powers, duties, obligations and functions of the preceding State Highway Commission. Legislation also called for creation of a State Highway Advisory Commission (SHAC).

Its 12 members were to be appointed by the Governor to serve four-year terms. The SHAC was authorized to meet monthly “to review, propose and recommend improvements to the state highway system.”

The SHAC’s initial task was to improve the public’s understanding of the state’s transportation needs. They urged a three-point campaign be launched to address the following:

- ♦Where money for highways was going.
- ♦What benefits could be expected from those expenditures.
- ♦Why projects require so much time to complete.

The Commission also had the authority to disapprove,

by a two-thirds majority, a decision by KDOT with regards to highway location and the construction and reconstruction of any highway. That responsibility was exercised only once, according to former Program and Project Management Bureau Chief Rosie Ingram, who was involved closely with the SHAC for many years.

Like many advisory commissions the role and focus of the SHAC changed greatly over the years and many members found that their role was outdated and the need to have such a committee was unnecessary.

KDOT has taken on a multi-modal focus since the SHAC was formed with Department programs evolved to include rail, transit and aviation in addition to highways. Developing multiple methods for communicating with the public also changed.

Those have been achieved through creation of the Bureau of Public Involvement, various working groups and task forces around specific topics to gain input and technological advancements. KDOT has also worked very closely with industry and public partners to ensure that programs are meeting their needs.

“Over the years, some very fine people have served on the Highway Advisory Commission. Many came in enthusiastic about transportation and most left enthusiastic about transportation,” said Miller. “KDOT appreciates the commission members who have served and the commitment they have shown in ensuring that the public’s concerns were recognized and acted on by the department.”

Highway Advisory Commission by the numbers

- ♦**First business meeting** – Sept. 23, 1975
- ♦**Last business meeting** – June 10, 2011
- ♦**Served under** – Nine governors and 10 secretaries
- ♦**Format** – 12 members, two each from KDOT’s six districts
- ♦**Term** – Four years appointed by the governor

Kids learn about KDOT



Kids and adults learn about different areas at KDOT during the Employees’ Council annual Bring Your Child to KDOT day on June 8. Two of the tours included learning about bridge building by using gum drops and toothpicks (left) and seeing how a paint stripe machine works (right).

District News...

KDOT assists Reading

On May 21, an EF3 tornado hit the City of Reading (located on the east edge of Lyon County) causing devastation to the Kansas community - population 231. The tornado was three blocks wide and stayed on the ground for about four miles. Its destruction left behind two injured and one dead, and at least 56 of 110 homes and 14 of 21 businesses destroyed.

Immediately following the tornado, KDOT employees in Osage City assisted with traffic control on K-170 through the city as the highway was closed for several days

to allow for clean-up efforts. K-170 itself didn't sustain any physical damage from the tornado, but all highway signage along it through the city had to be replaced.

District One

On June 10, Area Engineer Earl Bosak presented Lonnie Atchison, Mayor of Reading, a donation of KDOT surplus equipment. It included a tandem axle dump truck, a Ford F350 utility bed truck and three computers to aid city staff with recovery efforts.

Clay County roads flood

In the early hours of June 2, up to nine inches of rain fell across parts of Clay County causing the Republican River and area Creeks to raise above flood stage, which flooded streets and damaged shoulders.

District Two

The Clay Center Subarea crew, along with members of the Area crew, the Washington Subarea

crew and the Abilene Subarea crew, worked through the night closing roads and flagging traffic on K-15 and K-80. Several crews split shifts to deal with



Area Engineer Earl Bosak (left) is pictured with Reading Mayor Lonnie Atchison in front of a surplus vehicle being donated to the city.

the anticipated flooding into Thursday evening.

Dry Creek overflowed its banks closing K-80 into Morgantown until mid-day. In Clay Center, several city streets were closed due to flooding from Huntress Creek. Just south of Clay Center water from the Republican River crossed K-15 but traffic was allowed to pass through once KDOT had flaggers on site controlling traffic.



K-15 experiences flooding on June 2.

K-15 was returned to normal operations about 4 a.m. June 3 with shoulder repair taking place later that day.

I-70 upgrades begin

A three-year project to reconstruct I-70 from the Colorado/Kansas state line to Caruso (Exit 12) began May 31.

The 12-mile project includes removal of the existing pavement, new concrete pavement and replacement of the lights at the interchanges. The ramps at Caruso, Ruleton, and Kanorado will also be upgraded to current standards.

Five of seven bridge locations along the project have been restricted to one-lane traffic as Bridges Inc., of Newton, replaces bridge rails and guard fence.

"The process to rebuild the actual driving lanes of I-70 will not begin until next construction season," said Mathew Withington of KDOT's Atwood office.

The project will take more than two years to construct with a completion date of Oct. 11, 2013 – when the roadway will re-open to unrestricted traffic. The project will shut down from approximately October to April each year.

District Three

While the roadway is being reconstructed, traffic will be reduced to one lane in each direction. The westbound lanes will be rebuilt in 2012 and the eastbound lanes will be rebuilt in 2013.

Koss Construction of Topeka is the contractor of the \$46 million project. The work is funded by T-WORKS, the transportation program passed by the Kansas Legislature in May 2010.

Continued on page 9

District News

Continued from page 8

K-146 work under way

Motorists on K-146 east of the Walnut community are driving around a bridge replacement project by way of a one-lane gravel shoofly detour. Shoofly detours are fairly common on highway projects, but the gravel surfacing is a first for KDOT projects in the region.

The project plans called for the gravel detour as a cost-cutting measure. Although the rains of late spring hampered construction of the temporary

District Four

road, since the shoofly opened on June 9 traffic appears to be flowing smoothly along it.

The bridge being replaced spans the Big Walnut Creek drainage area. The one-lane traffic on the shoofly is controlled by signals and the speed limit is reduced to 35 miles per hour. Beachner Construction of St. Paul, is the contractor on the \$264,000 project.

K-146 travelers can expect to use the detour until late summer.

Funds help transport

On June 2, the Siemens Wind Power manufacturing plant in Hutchinson shipped 22 nacelles (wind turbines)

District Five

with matched blade hubs by railcar. This is the second shipment from the new Siemens plant, on its way

to Puget Sound Energy's Lower Snake River Wind Project in Pomeroy, Wash.

Previous to these two shipments from Hutchinson, nacelles had been



A truck makes its way along the one-way gravel shoofly detour on the K-146 bridge replacement project in Crawford County.

shipped from Denmark to begin construction of the 149-turbine wind farm in Washington. KDOT provided \$844,000 of American Recovery and Reinvestment Act (ARRA) funding to assist with the installation of the rail siding needed to bring the Siemens manufacturing plant to Kansas.

U.S. 50 four-lane open

The opening of the 8.5-mile long project on U.S. 50 took place on June 14 when traffic was switched to the recently-completed westbound lanes and opened the new interchanges at U.S. 83 on the northwest side of Garden City and at Big Lowe Road in Holcomb.

KDOT selected this project as a System Enhancement under the Comprehensive Transportation Program in 2000 after Garden City and Finney County applied for the four-lane improvement. The city and county contributed \$3.83 million of the \$48 million construc-

tion cost. This is the last CTP project to be completed in District Six.

This stretch of U.S. 50/400 carries about 10,000 vehicles a day. The new four-lane segment begins near the intersection of the old IBP Road (which is now closed) about one mile west of the new Big Lowe Road interchange at Holcomb, and ends just east of Third Street at Garden City. The speed limit on the new four-lane section is 70 mph.

District Six

Information for the District news briefs section is provided by the District Public Affairs Managers.



U.S. 50/400 traffic travels westbound from Garden City to Holcomb on the newly-opened four-lane highway.



The rail siding partially funded by KDOT is seen as the 96-ton nacelles and 25-ton hubs are moved from the Siemens plant.

T-Works projects announced

Gov. Sam Brownback and Secretary Deb Miller went on a four-day, five-city tour to announce the selection of major highway expansion and modernization projects from May 31 to June 3. The announcements were made in Wichita, Fort Scott, McPherson, Dodge City and Kansas City.

The projects will be funded under the new state transportation program T-WORKS.

“These projects will create thousands of jobs and benefit local communities during construction. But more importantly for the overall success of our state, these projects will provide the infrastructure needed to create or take advantage of economic opportunities that will have a lasting impact on the Kansas economy,” said Gov. Brownback.

The projects range from large, economic engine projects in the Kansas City area to important safety improvements, such as passing lanes, expanded shoulders and geometric improvements,

on rural stretches of Kansas highways.

“The projects were widely supported by Kansans. Over the last five years, we conducted dozens of public meetings around the state with thousands of Kansans and you told us what was important to you,” said Secretary Miller.

“Local input was a significant factor in the selection process of these projects, along with engineering considerations and economic impacts.”

Highlights from each district are listed below. For the complete listing of projects in each district, go to the T-WORKS website at <http://www.ksdot.org/t-works/>.

District One highlights - the first two phases of the Johnson County Gateway project at I-435/I-35/K-10, one of the biggest bottlenecks in the state; and the long-discussed South Lawrence Trafficway.

District Two highlights - a new interchange at I-135 and Mohawk Road in McPherson, opening the industrial park to additional development, and

expansion at Fort Riley by turning K-18 into a four-lane freeway between the fort and Manhattan.

District Three highlights - the 15-mile reconstruction of U.S. 281 in Russell County, and alignment and shoulder improvements on 26 miles of K-383 in Phillips/Norton counties.

District Four highlights - a four-lane, upgradable expressway from Arma to Fort Scott at an estimated cost of \$47 million, and dollar-stretching practical improvement projects such as the construction of passing lanes – an important safety feature – on U.S. 400.

District Five highlights - a \$116 million improvement on I-235 at the Kellogg interchange and a four-lane reconstruction of U.S. 54 in Sedgwick County.

District Six highlights - four-lane expansion projects on U.S. 50 and U.S. 54 that will address issues associated with high truck traffic, and a four-lane expressway on 16 miles of U.S. 50 from Dodge City to Cimarron.



Attendees at the project announcement event for western Kansas in Dodge City show their support of the project to improve the alignment and improve shoulders along K-383 in Phillips and Norton counties.



Secretary Deb Miller speaks to more than 230 people gathered at the T-WORKS event at Kansas Speedway in Kansas City.

Dear Editor
 / / /
 / / /

LETTERS TO THE EDITOR

Dear KDOT:

Thinking the process of “fair and equitable” was lost in American politics, the T-WORKS announcement Governor Brownback made yesterday for Southeast Kansas proved my thinking a little flawed. I can’t tell you the relief I personally felt when I saw and heard the approved projects for the entire SEK area.

I would like to thank you and the Governor for making sound business decisions that have a positive impact on this wonderful state of ours, especially the southeast corner that I hold near and dear to my heart.

Thank you again, and please pass along my appreciation to Governor Brownback.

Debbie Puryear

Tourism Director, Convention & Visitors Bureau
 Independence



Gov. Sam Brownback discusses the importance of the projects selected in south central Kansas at the event in Wichita.



Gov. Sam Brownback, left, talks with KDOT Supervisor Leland Nelson at the event in McPherson.

T-WORKS by the numbers

- 5-year planning effort
- 95+ meetings conducted
- 2,000+ Kansans participated
- \$1.7 billion in T-WORKS Expansion Modernization funding
- About \$100 million in local contribution and other revenue
- 37 construction projects selected totaling \$1.8 billion
- 6 preliminary engineering projects selected
 - 253 miles will be completed
 - An estimated \$10 billion in economic impact will be generated



Above, Gov. Sam Brownback talks with people before the event in Fort Scott. At right, Fort Scott Mayor James Adams welcomes the more than 200 people who attended the southeast Kansas project announcement event.



The Prairie Rose Rangers, from the Prairie Rose Chuckwagon Supper, help celebrate the project announcements in Wichita.

Kansans can track progress of projects on website

Kansans will be able to view scheduled transportation work in their area thanks to a new website, www.ksdot.org/tworks launched by KDOT.

The T-WORKS website displays all highway, transit, rail, and aviation work that is scheduled under the state's transportation program, T-WORKS. This site will enable Kansans to see how much money has been invested in their county, when projects are scheduled to be completed, maps of the projects and the latest news in Kansas transportation. It also allows users to create customizable project lists and maps based on their interests.

"The T-WORKS website makes our agency more transparent to citizens than ever before," Secretary Deb Miller said. "This site allows Kansans to see if a project is on-schedule, holding us accountable for delivering projects on time."

Since T-WORKS is a 10-year program and not all projects have been selected, the site will be updated continuously with new projects. It will also provide timely updates on existing projects as they develop. Road projects listed on the site are either on the state highway system or KDOT plays a role in administering them. Information about most city street and county road projects will not be available on this site.

The T-WORKS site also allows Kansans to provide comments or ask questions regarding any project or issue.

"Thousands of Kansans provided input that was essential for the development of T-WORKS," Secretary Miller said. "Our goal with this site is to keep them informed of our progress and provide them the opportunity to give us input on how the program is being delivered. Together, we can make sure Kansans are getting the most out of their investments."

What's next for T-WORKS?

While the announcements made May 31 to June 3 were focused on highway expansion and modernization projects, it's important to realize those projects represent just more than 21 percent of the total program. Through the planning process, KDOT heard that preserving the existing system is a priority for Kansans - and T-WORKS reflects that. More than half of the \$8 billion program is dedicated to preserving the roadways and bridges the state already has.

*See page 2
for more on
T-WORKS*

In addition to highway investments, T-WORKS is about making sound investments in other modes of transportation. Transit, aviation and rail will all see increases in funding thanks to this program.

Updates will be made each year as KDOT announces new highway preservation and other modal projects made possible through the T-WORKS program.



Gov. Sam Brownback (left) chats with Kansas City, Kan., Mayor Joe Reardon before the event in Kansas City.

T-WORKS funding

Below is breakdown of how much funding each program will receive over the 10 years of the program.

Highway Preservation Projects.....	\$4.4 Billion
Highway Modernization & Expansion Projects	\$1.7 Billion
Economic Development Program.....	\$100 Million
Transit Services.....	\$100 Million
Aviation Projects.....	\$46 Million
Rail Projects.....	\$40 Million
Special City County Highway Fund (Local Roads)....	\$1.6 Billion



Above, a member of the City of McPherson Pipe Band performs for attendees at the project announcement. At left, Secretary Deb Miller discusses transportation issues with attendees at the Dodge City event.



Fun Facts and Trivia

Do you know?

Kansas Fun Facts

1. Candy creator Russell Stover was born near what Kansas town? A. Chanute B. Marysville C. Abilene D. Alton
2. This basketball player, who started his career at the University of Kansas, scored 100 points in a single NBA game. Who is he?
3. Who was the first woman Chief Justice of the Kansas Supreme Court? A. Kay Naismith B. Kay McFarland C. Carrie Nation D. Carrie Ingalls
4. Name two unique natural formations in Gove County.
5. What byway in Kansas follows the route used by the Army to transport troops and supplies between the forts?
6. The east-west span of Kansas is great enough that the sun rises and sets on the west border how many minutes later than on the eastern end? A. 14 minutes B. One hour, six minutes C. 57 minutes D. 30 minutes
7. Kansas was once the bed of a huge inland sea, and now there are vast deposits of this throughout the state.

Answers on page 16

Retirees

The following employees will officially retire from KDOT in July.

Headquarters

- Glenn Larson**, Professional Civil Engineer I, Planning
- Brian C. Logan**, Applications Developer Supervisor, Planning
- Paul P. Myers**, Applications Developer III, Computer Services
- Kent D. Schneider**, Engineering Technician Senior, Transportation Safety and Technology

District One

- James A. Bernica**, Engineering Technician, Topeka
- James B. Jasper**, Equipment Operator Senior, Troy
- Johanna Terry**, Public Service Administrator III, Topeka
- Larry L. VanDonge**, Equipment Operator Senior, Holton

District Two

- Loren R. Groth**, Equipment Mechanic, Salina

Gerald Huehl, Highway Maintenance Supervisor, Lincoln

Harvey L. Roush Jr., Equipment Operator Senior, Lincoln

District Three

- Gerald E. Casper**, Public Service Administrator II, Hays
- Joseph M. Deckman**, Engineering Technician, Hays

District Four

- Margaret M. Dent**, Administrative Specialist, Chanute
- Beverly J. Wagner**, Administrative Assistant, Iola

District Five

- Eva Bauer**, Administrative Assistant, Wichita
- James D. Templin**, Equipment Operator Specialist, Anthony

District Six

- Larry F. Burrows**, Equipment Operator, Hugoton
- Craig D. Craghead**, Equipment Operator, Dodge City



Unveiling

A sign dedicating K-18 from U.S. 81 west to the Lincoln/Russell county line as the Donald K. Ross Memorial Highway is unveiled during a ceremony on May 27. Ross, a native of Beverly, was the first man awarded the Congressional Medal of Honor during World War II.

★ ★ ★
KDOT salutes our troops
 ★ ★ ★

KDOT would like to recognize its employees who have returned home from military service. Employees are listed by district and their branch of service.

James Dones, Equipment Operator, District One, Area Six, Army

The Bureau of Personnel Services supplies military information to Translines.

KDOT coordinates law enforcement/aviation seminar

The first-ever Kansas Law Enforcement Operations on Airports seminar took place June 14 at the El Dorado – Captain Jack Thomas Airport. It provided legal and tactical information to guide encounters that law enforcement agencies may have at a Kansas airport.

Airports in Kansas serve a vital role in the economic livelihood of the state, generating more than \$10.4 billion in on-airport economic impacts. They also serve an important role in the routine and emergency transportation of patients by air ambulance. However, like other public facilities, airports can also be a target of illegal activity.

“This seminar is a great example of several agencies working collaboratively toward a common goal of public safety,” said Jesse Romo, KDOT Aviation Manager of Federal-State Affairs. “It’s important for all public agencies to understand the importance of community airports as well as have an understanding of the nuances of airports operations.”



KDOT Aviation Director Ed Young (right) speaks to law enforcement officials during the seminar about illegal activities that can involve airplanes.

The program featured speakers from the Drug Enforcement Administration (DEA), the Transportation Security Administration (TSA), the city of El Dorado and KDOT’s Division of Aviation.

Deaths

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

Warren H. Fitch, 89, died June 3 at Chanute. He was a materials inspector at KDOT prior to his retirement and worked for the agency over 40 years.

Survivors include his wife, Martha, one daughter, two sons, six grandchildren and seven great-grandchildren.

Memorials in his name may be made to the Methodist Church or the Chanute Senior Citizens Center and may be left with the Penwell-Gabel Johnson Chapel in Chanute, 101 North Highland, Chanute, Ks., 66720.

**Welcome
new KDOT
employees!**

Headquarters

Cynthia Archuleta, Administrative Specialist, Construction and Maintenance

Marisol Romo, Human Resources

Professional II, Personnel
Traci Ward, Administrative Specialist, Transportation Information

District One

Thomas Trull, Sign Shop Worker, Topeka

The Bureau of Personnel Services and Districts supply information for new employees to Translines.

Upcoming KDOT Training Courses

Classes at Headquarters

- ♦Ouch! That Stereotype Hurts, July 13
- ♦New Employee Orientation, July 14
- ♦On Second Thought, July 19
- ♦Ouch! That Stereotype Hurts, Aug. 4
- ♦Ouch! That Stereotype Hurts, Aug. 26
- ♦BEST Training Week II, Aug. 8-12
- ♦Advanced Resource Training, Aug. 23-25
- ♦New Employee Orientation, Sept. 8
- ♦Ouch! That Stereotype Hurts, Sept. 20
- ♦Ouch! That Stereotype Hurts. Sept. 28
- ♦Ouch! That Stereotype Hurts, Sept. 29

Classes at District Offices

- ♦Ouch! That Stereotype Hurts, July 6, Hutchinson
- ♦Ouch! That Stereotype Hurts, Aug. 29-Sept. 2
- ♦Transition to Leadership/You’ll Catch on/ Ethics, Aug. 15-19, Salina
- ♦Leadership Basics, Sept. 13-15, Salina

KDOT Computer Training

- from the KCTC

LiveMeeting - Part Two

Have you heard of Microsoft Round Table?

Last month the KCTC and the Bureau of Computer Services featured LiveMeeting and Office Communicator technology.

Many of you are already scheduling and or joining in on LiveMeetings via Outlook and adding video from low-cost Web Cams. But did you know that the compatible Microsoft Round Table exists and acts as a "big camera" handy for larger meetings joining participants from conference rooms and their desks?

The RoundTable actually installs two USB camera devices. The first is the Active Speaker which uses the RoundTable's six microphones to locate the active speaker. Once users join a previously initiated LiveMeeting invitation, they can see the entire conference room. The other video view is the "active speaker" and it changes to whoever is speaking. The video transfer process from speaker to speaker is very fast and accurate.

There are three RoundTable units available for use in the ESOB and each District Tech also has a unit available. One of the ESOB RoundTable units resides in the 4th Floor Tower Conference Room (please contact Support Services for any help) and the other two are available for check-out with the IT Service Desk. All you need is a conference room, a RoundTable unit and a laptop (updated to the network).

Aug. 17 - LiveMeeting/ RoundTable Demos.

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

Kansas Department of Transportation
Bureau of Transportation Information
 Eisenhower State Office Building
 700 SW Harrison, Second Floor, West
 Topeka, KS 66603-3754

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M I L E S T O N E S

KDOT salutes employees celebrating state anniversaries in July

10 YEARS

Cameron Archer Norton
 Montie Bates Sublette
 Michael Beale Topeka
 Dan Ferrin Wilmore
 Jason Gerstner Hays
 Diane Handke Huron
 Beth Helsel Hutchinson
 Rickey Lacy Wichita
 Justin Luedke Welda
 Dale Pitchford Hutchinson
 Scott Woodburn Eureka

20 YEARS

Frank Blancarte Louisburg
 Kathy King Topeka
 Vernon Lister Eudora
 David Nagy Topeka
 Vicki Shanley Silver Lake
 Susan Turner Viola
 David Weirich Garnett

30 YEARS

Timothy Hatch Chanute
 Gloria Pontious Wakarusa

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

- Answers
 1. A. Alton
 2. Will Chamberlain
 3. A. Kay McFarland
 4. Castle Rock and Monument Rock
 5. Frontier Military Scenic Byway
 6. D. 30 minutes
 7. Limestone