

# KDOT

# Translines

Bureau of Transportation Information

July 2003

## Laser scanning technology can increase safety

By Kim Stich

New technology is helping KDOT increase safety and efficiency while surveying in high traffic areas. The equipment was used on I-135 in Wichita from Pawnee Street north to the south end of the viaduct recently.

A Cyrax laser scanning system is being used to capture 3D surface geometry of the pavement with an infrared laser scan of the area. This equipment is used next to the roadway versus on the actual highway.

“In a high traffic area like I-135 in downtown Wichita, you’re affecting a



*Survey information can be gathered on the side of the highway when using a Cyrax laser scanning system.*

lot of people if you’re restricting that roadway from three lanes to two lanes,” said Bill Haverkamp, Survey Coordinator. “The laser scanning technique allows us to capture information without being

obtrusive to the traveling public. There is minimal to no traffic control required other than

**Continued on page 6**

*Mike Crow swings and gets a hit during the Employees’ Council softball tournament. For more photos, see page 3.*



## Cathcart receives safety award

It wasn’t on the agenda, so it came as a surprise to Al Cathcart when his name was announced recently during a luncheon at the 2003 Mid-States Highway/Rail Seminar in Oklahoma City.

Cathcart, KDOT Coordinating Engineer in the Bureau of Design, received an initial seminar award “In recognition of outstanding and continued achievement in support of highway/rail safety.” Cathcart received his award in the government category and another honor was bestowed in

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## Inside ...

- ◆ PARTNERSHIP PROJECT KICKS OFF
- ◆ CENTERLINE RUMBLE STRIPS INSTALLED ON US-50

- ◆ LOCATION OF NEW PORTION OF US-59 RELEASED IN ROD
- ◆ A DESIRE TO CHANGE CAN BRING OUT THE BEST IN YOU
- ◆ TRANSPORTATION ENHANCEMENT PROJECTS SELECTED



# Miller's Time

*By Secretary  
Deb Miller*

## Change

Change is never easy... especially when it involves, well, your change. But that's what we're being asked to do when it comes to our pay advices. For a long time now, these notifications have been coming in the mail just like a paycheck. It's something familiar and something we're used to. But just like many of us have moved from getting a real check to direct deposit, now our pay advices are making the move online. Starting with the July 3 payday, state employees with direct deposit will get this information online instead of in the mail.

So, if it "ain't broke", why fix it? There are several reasons. First, information will be available sooner. Instead of waiting for the notification that usually arrives by mail on Thursday or later, now you'll be able to get that same information online the Monday before payday. The move online will also let us do more things directly and immediately, like some changes to our personal information or requesting a duplicate W-2 for taxes. And as the state tries to cope with tough financial times, the Department of Administration estimates that taking this service online could save more than \$400,000 a year in postage.

The Governor made her stand on the online changeover very clear in her line-item veto of a proviso that would have allowed state employees to request paper pay advices. The Governor said, "Such a provision, if allowed to take effect, would clearly undermine the efficiency and cost effectiveness of the new policy. I therefore find it necessary to veto this proviso."

So the Governor has made the final decision and I support it. But the move poses a special challenge for us here at KDOT. We are truly a statewide agency with offices in many outlying areas. At many of these locations, daily online computer access just isn't practical. But in true KDOT fashion, we've put our heads together and turned what could have been a roadblock into an opportunity to innovate and adjust.

Here's how: KDOT employees without network sign-ons will be given a generic sign-on to use on KDOT computers. It will take them right to the Access Kansas Employee Self Service Center. From there, they will be asked for their unique employee ID and password to get to their account. KDOT employees already on the network can go right to Access Kansas on the internet to sign in and see their information. Here's the Web address to get to the log-in page: [www.accesskansas.org/employee](http://www.accesskansas.org/employee). And remember, this Web address can be used from any computer with internet access whether it's at KDOT, in your home or somewhere else.

As we talk about making this change, it's important to note that it doesn't affect the amount of your pay, the pay date or payroll process at KDOT.

Changing old habits is never easy, but remember we're all in this together. And when I say together, I'm not kidding. About 85 percent of KDOT employees are enrolled in the direct deposit program. So pick out a password, give it a try, and a year from now we'll wonder why we didn't make the change sooner.

### 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

**July 4** – State employees off for Fourth of July holiday.

**July 8** - 11 a.m. KDOT Employees' Council Meeting, Seventh Floor Conference Room, Docking State Office Building.

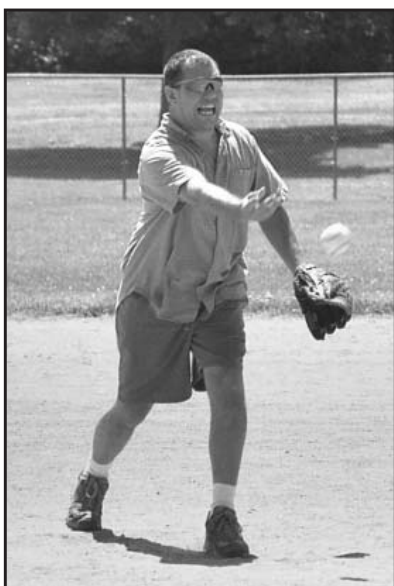
**July 11** – 9:30 a.m. Highway Advisory Commission meeting, Seventh Floor Docking State Office Building.

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



# KDOT softball tournament

*The annual KDOT softball tournament and picnic took place at Gage Park in Topeka on June 14 with 13 teams participating. The "Surveys" team won the tournament and the "Slow: Children Playing" team won the Sportsmanship trophy.*



## Deaths

Condolences to the family and friends of two former KDOT employees who recently passed away.

**John C. Shortt**, 66, died May 29 in Topeka. He worked for the agency 41 years before retiring from the Cartography section of Transportation Planning in 1999.

Survivors include his wife, Alice, his mother, two daughters and one

brother. Memorial contributions can be made to the Epilepsy Foundation and sent in care of Evans Mortuary in Wamego.

**Charles E. Carpenter**, 83, died June 6 in Topeka. He was a Secondary Roads Bridge Engineer from 1963 until he retired from KDOT in 1985.

Survivors include his wife, Dorothy, two daughters, one son, two

sisters, one brother, eight grandchildren and three great-great grandchildren. Memorial contributions may be made to Air Explorer Squadron No. 8 Boy Scouts of America, 3600 N.E. Sardou Ave., Topeka, 66616 or the American Cancer Society, 1315 S.W. Arrowhead Road, Topeka, 66604.





Centerline rumble strip construction on US-50 between Hutchinson and Newton.

# Centerline rumble strips installed on portion of US-50

By Stan Whitley

Cross the centerline on US-50 between Hutchinson and Newton and the noise you hear could save your life.

The 28-mile section of roadway is the first in the state to receive centerline rumble strips. The indentions in the center of the highway alert sleepy and inattentive drivers with a rumbling noise when vehicle tires cross them.

A \$39,733 project was completed last month by Dustrol, Inc., of Towanda to install the centerline rumble strips. The work was tied to an overlay project that was previously completed in the area.

“Our goal with this project is to reduce collisions and enhance safety,” said KDOT Bureau Chief of Traffic Engineering Mike Crow. “We will be looking specifically at the impact the centerline rumble strips may have in reducing left of center and head on collisions.”

Installation of the centerline strips is part of a K-TRAN project that is being

conducted by KDOT and Kansas State University. Twelve different patterns were tested for their effectiveness and two were selected for use. The two patterns are continuous 12-inch on center rumble strips and alternating 12 and 24-inch on center rumble strips. Both patterns were used on the US-50 project.

“Three different tests were done to determine the optimum centerline rumble strip pattern and dimension prior to installation,” said Crow. “Those tests examined interior noise level, exterior noise level and steering wheel vibration.”

The centerline rumble strips were made by a machine grinding indentations into the roadway. Sweepers then cleaned the area before a crew followed to paint the centerlines.

The effectiveness of the strips will be studied by gathering future accident statistics in the area and comparing them with accident statistics prior to the center line rumble strip installation.

**Welcome  
new KDOT  
employees!**

**Headquarters**

- Joseph Blubaugh**, Program Consultant II, Public Affairs
- Lindy Holmes**, Professional Civil Engineer I, Local Projects
- Kim Huxman**, Engineering Technician Specialist, Design
- Parizod Parav**, Senior Administrative Assistant, Personnel Services
- Kim Rollenhagen**, Research Analyst III, Planning

**District Five**

- Christopher Byrd**, Engineering Associate I, Wichita
  - Amanda Hansen**, Engineering Associate I, El Dorado
  - Michael Longshaw**, Professional Civil Engineer I, El Dorado
- The Bureau of Personnel Services supplies information for new hires to Translines.*

## BROWN BAG

**LUNCH**

**Topic:** SBG (Harrison Center) Renovation and the Upcoming Move

**Speaker:** Richard Bauman, Project Manager, Division of Administration

**Date:** Wednesday, July 2

**Time:** Noon to 1 p.m.

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

*All employees are invited to attend.*

## Location of new portion of US-59 released in ROD

After years of study, there's now an official path for a new US-59 between Lawrence and Ottawa. KDOT and the Federal Highway Administration (FHWA) have released the Record of Decision (ROD) for US-59 in Douglas and Franklin counties.

The ROD outlines the reasons for selecting the location of a new four-lane, access-controlled freeway from Lawrence to Ottawa. The selected location places the freeway approximately 300 feet east of the current US-59. The estimated total cost of the project (in 2007 dollars) is \$214 million.

"After extensive study of various alignment options and a great deal of public comment, I believe we have made a responsible decision," said Deb Miller, Kansas Secretary of Transportation. "It is essential that we move as quickly as possible to improve the safety of this highly-traveled road."

The proposed US-59 freeway will be approximately 18 miles long and will generally parallel existing US-59, except where it bypasses to the east of Pleasant Grove and near Ottawa. At Ottawa, the plan is for the new US-59 to connect with I-35 at a new interchange northeast of the city.

KDOT estimates that it will be about five years before a construction contract is let on this project and construction begins. When the new freeway is completed, remaining portions of existing US-59 will be turned over to Franklin and Douglas counties.

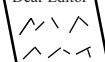
Although the project's completion date is several years



*FHWA Division Administrator J. Michael Bowen listens to Secretary Deb Miller speak at the US-59 news conference.*

away, Miller said KDOT will immediately take steps to improve safety. "We have a serious problem and we have a duty to solve it," Miller said. Immediate improvements include: adding rumble strips on US-56 to warn drivers approaching the highway's intersection with US-59; periodic placing of portable signs to warn drivers when they exceed the speed limit; funding from KDOT's Traffic Safety Bureau to help with speed limit enforcement; and installing reflectors on stop signs on county roads that intersect with US-59. **-K.R.**

Dear Editor



### LETTERS TO THE EDITOR

#### Dear KDOT:

Re: Richard Deeds and Terry Thompson

Just a note to let you know how helpful these two young men were to me.

They stopped and helped me just south of Emporia, Tuesday morning. I was going to Emporia to mow and trim trees at my daughter and son-in-law's home. They are moving here from Hays and I had a flat tire on my small trailer and could not get the tire off and needed a new tire before I could make the trip. They went out of their way to help me out and I really did appreciate their kindness. It made my day a better day.

Thanks again to them.

Sincerely,  
Robert W. Harris  
Madison

#### Dear KDOT:

Reference my letter of November 2002 and your reply November 20, 2002 - subject, Ellsworth rest area (west) on I-70.

I just returned from my visit to my home state of Kentucky and stopped once again at the Ellsworth (west) rest area on I-70.

I would like to commend the maintenance staff on the corrected action taken at that dump station. The area had a fresh coat of yellow paint approximately eight feet square and a metal grate inserted in the lower part of the drain hole. The curb area was also repainted and was in very neat and presentable form.

I was really impressed and wanted those responsible to know. They certainly have pride in their work. I am sure you don't hear often from those who use these facilities. Again thanks for taking care of that problem so soon and in an excellent matter.

Sincerely,  
John Orr  
Colorado Springs, Colo.

# Partnership Project kicks off

*Editor's note: To keep you informed about the progress of The Partnership Project, watch for updates each month in Translines.*

Have some ideas about ways to make KDOT better? The Partnership Project is ready to hear them. The project designed as a top-to-bottom review of the agency kicked-off on June 10 in Manhattan with the first meeting of its Advisory Group.

Group chair Mike Lackey described the mission like this: "To make sure, number one, that KDOT serves the citizens of the state better." Secretary Deb Miller echoed that sentiment saying that the goal of the project is to help KDOT provide better customer service and become a more efficient agency.

The Partnership Project's Advisory Group is made up of a cross-section of KDOT employees and business partners. The members are helping guide a project that could set KDOT's course for the future. Even though it sounds like a tall order, Jim McLean, Director of the Division of Public Affairs, is confident that this group is up to the task. He said, "We picked people who could come in, roll up their sleeves and really help us get the job done."

After getting a brief overview of the Partnership Project and KDOT,

Advisory Group members got down to business by identifying key issues to explore. Among those mentioned: better communication internally and externally, expanding the role of public involvement and examining the Agency's decision making processes.

Secretary Miller said one issue she'd



Honest Assessments...Real Results

like to see examined is the opportunity for cultural changes within KDOT.

"It's not, in my mind, huge changes. Instead it's more like tweaking, but it can have an enormous impact on how we do business," Miller said.

From here the project moves into the data gathering phase. Interviews and

focus groups with KDOT employees and business partners are underway. Plus, McLean says KDOT employees play a crucial role in the project's success.

"We are ready for your thoughts on what things the Agency does well and should not be changed and what areas need improvement," he said. The Partnership Project has several ways this can be done. First, by clicking on the Partnership Project icon on either KDOT's Internet or Intranet page, people will be able to offer input through the "Honest Assessment" form. For employees who don't have easy access to a computer, a pre-addressed assessment form is printed in this edition of Translines. These forms are also available at KDOT offices around the state. Those who don't want to write out their comments can call 1-866-222-1506 and mention they are providing Partnership Project input. This line is answered by KDOT Bureau of Personnel staff.

Miller said she's excited about what this project could mean for the Agency.

"There are a lot of good ideas out there that maybe people didn't feel like they could bring up. Now they have a chance to really get involved and help make a great state agency even better," she said.

## Retirements

The following employees will officially retire from KDOT in July.

### Headquarters

**Kenneth J. Gudenkauf** – Professional Civil Engineer II in Traffic Engineering – 35 ½ years of state service

**Carlene A. Maag** – Administrative Specialist in Design – 29 ½ years of state service

**John F. Thornton** – Application Programmer/Analyst IV in Computer Services – 27 years of state service.

### District One

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

### District Two

**Rodney E. French** - Highway Maintenance Supervisor at Minneapolis – 32 years of state service

## Survey

**Continued from page 1**

warning signs advising motorists that there are surveyors working within the right of way."

Normally a survey crew would use a prism pole to measure elevations and these must be used in the roadway within a work zone area with traffic control and a closed traffic lane to protect the workers and motorists. Time would be spent setting up and taking down the traffic control as well as conducting the survey.

"When you are dealing with almost 90,000 vehicles a day, it's important to get the work done safely and as quickly as we can," Haverkamp said. "We try to minimize the opportunity for accidents whenever possible because it only takes one person looking away for an instant."



(Fold this panel inside.)

Partnership Project  
915 SW Harrison  
Topeka, KS 66612-1568

Place  
postage  
here

**Partnership Project  
Kansas Dept. of Transportation  
915 SW Harrison  
Topeka, KS 66612-1568**



# ***A desire to change can bring out the best in you***

We can all continue living our same old story or we can choose to live a new tale. If our old behavior is creating success for us, great! If not, we need to make the necessary changes, and change, whether desired or forced on us, is about making a decision, adopting a new attitude and learning new behavior.

When we decide to learn something new like dancing, putting a diaper on a new baby or running a motor grader, we practice, learn, and make mistakes. We breakdown the tasks in small pieces so we can understand, remember and accomplish small goals. This is also true when we change personal behavior and responses. Of course, we expect to get better as time goes by. We accept the need to practice and improve our skills, always doing our best and feeling clumsy at times.

Personal change can feel pretty clumsy too, but if we choose to look at ourselves, we begin to understand our motivations and our behavior. We see that we sometimes justify our impatience, allowing cutting remarks to slip out, even resorting to jealousy, anger, or revenge. We see that we are

sometimes authoritarian, manipulative, and pessimistic. After all, we tell ourselves, "We are doing our best. It's human nature. We're only human." But, is it really our best? The contradiction

## ALL ABOUT ATTITUDE

By  
Carla  
Mumma

between "I'm doing my best" and "I need to change" can make us resist and keep us from moving on. It is hard to change, even when we want to, and nearly impossible when we are resisting.

When we think of new behavior as "practice," we don't resist, expect perfection, or feel the same irritation as we attempt to change. No one expects to get it right the first time they drive a golf ball or react perfectly to a rebellious teenager. Learning to retrieve leave balances or pay information on the computer may be frustrating, but it becomes second nature with practice even though we don't like it. Likewise,

changes in personal behavior become less stressful with an attitude of practice.

When one of our children or a new employee just can't get it right or a coworker rubs us the wrong way, our impatience requires that we look at ourselves and our reactions. Maybe there is a new policy we really don't like, but we must adjust whether we like it or not. Tolerance is required today more than ever before and resistance to change adds stress that hurts us and those around us. It delays positive progress. Imposed change requires that we change our attitude, look at ourselves and practice new ways of behaving. There is no doubt life gives us plenty of opportunities to practice.

As we look openly and honestly, we see ourselves as others see us. We see the thorns as well as the roses. We breakdown our resistance, evaluate irrational emotions and begin to react responsibly. With a desire to change, an attitude of openness, and practice of the desired behavior, doing our best becomes second nature and the very best part of our human nature. It allows us to live a new story and tell a new tale.

## **Transportation Enhancement projects selected**

Forty-eight projects have been selected by KDOT for inclusion in its Transportation Enhancement program for Federal Fiscal Years 2004 and 2005.

KDOT received 93 applications from local units of government for funding consideration totaling over \$51 million. The applications for Federal Fiscal Year 2004 and 2005 projects were accepted during an application period of August 2002 through November 8, 2002.

Transportation Enhancement projects under this federal program include facilities for pedestrians and bicycles; pedestrian and bicycle safety and education activities; acquisition of scenic or historic easements and sites; scenic or historical highway programs; landscaping and scenic beautification; historic preservation; rehabilitation and operation of historic transportation buildings, structures or facilities; conversion of abandoned railway corridors to trails; control or removal of outdoor advertising; archaeological planning and research; and establishment of transportation museums.

Total cost for the 48 selected projects is \$23.5 million. The projects selected were:

### **Historical Projects**

**Salina** – Relocate and rehabilitate Lakewood Park bridge; **Emporia** – Union Street brick restoration; **Chanute** – Energy conservation in the old Santa Fe Depot; **Kansas State Historical Society** – Preservation of Kaw Mission State Historic Site in Council Grove; **Troy** – Restoration of historical brick streets; **Kansas State Historical Society** – Exterior restoration and interior rehabilitation of Fort Hays guardhouse; **Waterville** – Rehabilitate interior of Weaver Hotel; **Madison** – Repairs on Sandpipe Hill Road brick street; **Wellington** – Acquisition and rehabilitation of old Santa Fe Division Office Building; **Manhattan** – Phase III rehabilitation of the Union Pacific Depot; **Kansas State Historical Society** – Digitize photographs for historical properties inventory database; **Topeka** – College Avenue brick restoration between Huntoon and SW 17<sup>th</sup> Street;

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# Just ask

By Ron Kaufman

One of the activities I eagerly anticipate each spring is spying on nesting birds. I think it's interesting to watch parent birds raise their young ones. In fact, watching birds raise their little ones inspired this column. What intrigues me is how much communication has to occur between baby birds and their parents in order for the little ones to eat. You see, birds have no way to force their nestlings to eat. The best the parents can do is to provide the opportunity to eat when they bring a tasty bug to the nest. They don't necessarily know if any of the chicks are hungry. It's only if the chicks signal their parents that they are hungry – by opening their mouths and chirping – that they get fed. The chicks that are the most aggressive and have the biggest mouths are the ones that get the most food and have the best chance for growing up. You won't find a mother robin gingerly trying to coax a sleepy chick to eat or prying open its mouth to stuff it full of grubs. There is no "here comes

the airplane, open the hangar doors" mealtime game. The communication between chicks and their parents is instinct-driven. The baby has to be aggressive enough to "ask" for food. If a chick doesn't open up, the opportunity to eat is lost. The chicks that are too weak to "ask" for food are doomed.

OK, people aren't birds, but perhaps we can learn a lesson from

little chance of getting any information.

I'm especially interested in KDOT employees being able to serve our public. But what can you do if someone asks a question for which you don't know the answer? Please don't say, "I'm sorry, no one ever tells me anything, so I don't know the answer." Guess what you'll sound like? Instead, offer to find the answer or have someone get back to the person. Then, follow up and go asking for information. Not only could you learn something, you will be doing the person a great service. If you don't feel comfortable in this role, ask someone else to follow up. In an organization the size and complexity of KDOT, there isn't any one person you can turn to for

answers to all your questions. In some cases, the information you might need is available on the Intranet or through others in your district or bureau. At other times, you may have to seek help from a different part of the agency. It's been my experience that most people in KDOT are very willing to share their knowledge. But please don't be afraid to ask for information. It's what the birds do.

## Communication: A Key to Success



Kansas Department  
of Transportation

our feathered friends. Throughout my working life, I have heard people complain that the information they need isn't forthcoming from others who have it. Well, here's what the birds can teach us: if you need information, take the lead and ask for it. Unless there is a prior arrangement, we can't expect others to be mind readers and keep a steady supply of information coming for our benefit. You might not get what you want when you ask, but until you make your needs known, you'll stand

### Step Back in Time



*An inspector car  
pauses in McPherson  
in 1912 on a trip to  
inspect conditions on  
the border-to-border  
Meridian Road.*



*Official Meridian Road Inspection Car  
McPherson, Kansas, Sept. 1912*

# Cathcart

Continued from page 1

the industry category.

"It was a nice surprise, I had no idea an award was even going to be given," said Cathcart. "I'm honored to be recognized by my peers."

The Mid-States region covers 15 states including Kansas, Oklahoma, Colorado, Missouri, Nebraska, Iowa, Texas, New Mexico, South Dakota, Wisconsin, Minnesota, Ohio, Illinois, Michigan, and Indiana.

Cathcart has spent his engineering career at KDOT, starting work for the agency in 1970 after graduation from the University of Nebraska. He has been in his current position as Coordinating Engineer since 1994. Cathcart has been a state chairman for the Professional Engineers in Government, and has been actively involved in the Kansas and National Society of Professional Engineers.

The KDOT Coordinating Section which Cathcart oversees is involved with railroad companies in two areas. One area of involvement with the railroads is KDOT's management of a



*Oklahoma Lt. Governor Mary Fallin presents Al Cathcart a plaque in recognition of outstanding and continued achievement in support of highway/rail safety.*

Railroad/Highway Safety Improvement Program. All 6,400 plus public at-grade railroad/highway crossings are inventoried and ranked according to crossing characteristics. This ranking system is used in administering approximately \$10 million of FHWA Section 130 funds and \$300,000 of Kansas State highway funds annually.

Also, KDOT highway improvement projects require easement agreements

with railroad companies when joint use of railroad right-of-way is required. This may require adjustment to railroad, communication lines, signal systems, drainage structures, grade separation structures, and railroad/highway crossing surface. Through this agreement process, railroads are involved at major steps and are provided opportunities to review and approve plan details that impact their operation. *S.W.*

## Kudos

### to KDOT employees

KDOT Intern **Adam Stodola** was named the Kansas Society of Professional Engineers (KSPE) Engineering Intern of the Year at the KSPE annual conference on June 12 in Overland Park.

**Reed Davis**, Assistant to the Director of Administration, received the Bronze Pelican award from the archdiocese of Kansas City in Kansas at Christ the King Church in Topeka on June 1. The award is given by the Catholic Church to Scouts for promoting religious development in scouting programs. Reed serves on the Religious Emblem Development Team for the Jayhawk Area Council of the Boy Scouts of America.

## M I L E S T O N E S

### KDOT salutes its employees celebrating anniversaries in June

#### 10 YEARS

Stephen Copeland . . . . . Wichita  
 Max Dirks . . . . . WaKeeney  
 Thomas Ford . . . . . Osage City  
 Wilbur Jay, Jr. . . . . LaCrosse  
 Jace Loewen . . . . . Ulysses  
 Darrin Petrowsky . . . . . Independence  
 Roger Wilcoxon . . . . . Winfield

#### 20 YEARS

Corwyn Chessmore . . . . . Atwood  
 Vicky Johnson . . . . . Topeka  
 Joseph Parker . . . . . Colby  
 Jeffrey Romine . . . . . Eskridge  
 Roberto Sosa II . . . . . Hugoton

#### 40 YEARS

Neil Caudell . . . . . Iola  
 John Cooper . . . . . Grainfield

#### 30 YEARS

Marlene Bebb . . . . . Norton  
 Danny Dulin . . . . . Garnett  
 Michael Mitchell . . . . . Topeka  
 Richard Olmsted . . . . . Marysville

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



## TE projects

Continued from page 9

**Goodland** – Replace brick intersections at 11<sup>th</sup> and Main and 12<sup>th</sup> and Main; **Sedan** – Restoration of Bradford Hotel.

### Scenic/Environmental Projects

**WaKeeney** – Streetscape improvements in downtown area; **Garden City** – Streetscape improvements along Depot Street; **Anthony** - Streetscape improvements in downtown area; **Dighton** - Streetscape improvements in downtown area; **Jetmore** - Streetscape improvements in downtown area; **Parsons** - Streetscape improvements in downtown area; **Hutchinson** – Streetscape improvements on Main Street from Avenue A to Avenue C; **Wichita** – Improvements to trailhead and parking lot on K-96 bicycle trail; **Topeka** – Streetscape improvements on Washburn Street from 12<sup>th</sup> to 21<sup>st</sup> and Lane Street from 12<sup>th</sup> to 17<sup>th</sup>; **Kansas Department of Wildlife and Parks** – Construction of Cheyenne Bottoms Visitor’s Center.

### Pedestrian/Bicycle

**Topeka** – Pedestrian/bicycle path adjacent to Lake Shawnee; **Olathe** - Heritage Park multi-use path ½ mile west of Pflumm Road south to south of 159<sup>th</sup> Street; **Overland Park** – Multi-use path along Tomahawk Creek from Metcalf Avenue to Antioch Road; **Olathe** – Eastbrook multi-use path from north and west of Pflumm Road and 127<sup>th</sup> Street north to 133<sup>rd</sup> Street; **Lindsborg** – Multi-use path

## Promotions/Transfers

### Headquarters

**Larry Colcher**, Public Service Administrator I, Support Services  
**Kevin Harshbarger**, Engineering Technician Senior, Design  
**Steven Beale**, Engineering Technician Senior, Materials and Research

### District One

**Brian Saragusa**, Engineering Technician Senior, Bonner Springs

### District Four

**Lynn Ging**, Highway Maintenance Supervisor, Independence

### District Five

**Ricardo Peralez**, Highway Maintenance Supervisor, Wellington  
*The Bureau of Personnel Services supplies information for promotions/transfers to Translines.*

on rail-banked Union Pacific right of way along the east side of the city; **Ottawa** – Extension of the Prairie Spirit Rail-Trail from the north end north to the old Santa Fe Depot Museum; **Haysville** – Multi-use path in the Nelson and Old Oak Estates additions and business district; **Wichita** – Extension of I-135 corridor multi-use path from Stafford to Wassall Street to George Washington Boulevard; **Dodge City** – Multi-use path from St. Mary complex to Legends Park; **Kansas Department of Wildlife and Parks** – Convert rail-banked right of way to multi-use path between Welda and Iola; **Wichita** – Multi-use path from Central/Waco to 15<sup>th</sup> Street North and Broadway; **Topeka** – Shunga Creek multi-use path from 10<sup>th</sup> Street to Golden Avenue; **Emporia** – Pedestrian and bicycle bridge over I-35 at Graphic Arts Road; **Marysville** – Multi-use path in central Marysville; **Iola** – Phase III Prairie Spirit Rail-Trail to Co-fachique Park; **Bureau of Indian Affairs** – Prairie Band of Pottawatomie pedestrian and bike path; **Wichita** – Multi-use path along Pawnee from Woodlawn east to Rock Road; **Garden City** – Multi-use path along Taylor and 11<sup>th</sup> Street and within Forest Lake Park; **Atchison** – Lewis and Clark campsite pedestrian and bike bath; **Mulvane** – Multi-use path along 11<sup>th</sup> Street from Rock Road to Webb Road; **Lenexa** – Multi-use path from Coon Creek Lake to Olathe Elementary School; **Syracuse** – Multi-use path from School Complex to Outdoor Wildlife Learning site; **Augusta** – Multi-use path from Shryock to Garvin Park; **Atchison** – Expansion of pedestrian walk way for Lewis and Clark bicentennial. – *S.W.*

**Kansas Department of Transportation**  
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