

KDOT

# Translines

Bureau of Transportation Information

June 2004

## *A sinking feeling*

# I-70 bridge in Russell County demolished

Isn't it a little ironic that salt can cause a highway to subside to the point that an area must be regraded and repaved? After all, we use salt from that same underground formation in the winter to keep the roads clear. The same salt layer that now causes problems on I-70 in Russell County.

The Hutchinson Salt Member, found 1,300 feet below the Crawford and Witt sinkholes, is no newcomer to the scene. Back in the Permian Period, about 290 million years ago, shallow seas covered Kansas. During the 40-million-year period, the climate was hot and dry, causing lots of evaporation. The salt content of the sea



*A Russell County bridge over I-70 near mile marker 179 comes crashing down on April 28 as part of a project to improve the interstate. One corner of the bridge had dropped more than six feet.*

**Continued on page 10**

## **KDOT, law officers plan one-two punch on seat belts**

KDOT is saturating the airwaves with ads and Kansas law enforcement officials have joined a massive mobilization effort to snare drivers and passengers who fail to use their seat belts. It is the state's most aggressive effort ever to crack down on violators of seat belt laws and, in turn, save lives.

The aggressive Click It or Ticket

**Continued on page 11**

*District Three Bridge Crew Supervisor Kevin Lacy and Subarea Highway Maintenance Supervisor J.D. Fawver explain to a group of kids how the rotary snow blower works at the Phillipsburg Area Office open house on April 15 which took place in conjunction with KDOT's 75th anniversary. See page 6 for more details.*



## **Inside ...**

- ◆ **M**OVING DAY HAS ARRIVED FOR SOME KDOT OFFICES
- ◆ **S**PIN, SPINNING, SPUN

- ◆ **C**D SHARES SIGHTS, SOUNDS, STORIES SURROUNDING KTA
- ◆ **T**AKING CHARGE OF YOUR LIFE BUILDS CONFIDENCE
- ◆ **A** GLIMPSE OF KDOT'S PAST, PRESENT, FUTURE



## Miller's Time

By Secretary  
Deb Miller

# Responsive or responsible?

As a KDOT employee, is your most important charge responsibility for the statewide transportation system or is it being responsive to citizens' requests? I argue that the answer is **both** - even though I know it can at times feel impossible to be both responsible and responsive.

Last fall, senior KDOT managers met to review the progress of the Partnership Project. At that time, Mike Crow wisely suggested that we needed a mantra or a guiding phrase to permeate the agency and help keep our actions focused. Some even suggested that we revise our mission statement.

A Partnership Project sub-team headed by Dave Comstock recommended at the May Board of Directors' meeting that KDOT did not need to revise our mission statement: *To provide a statewide transportation system to meet the needs of Kansas.* Based on input from more than 100 employees, the mission statement is viewed as

an accurate reflection of KDOT's role. It clearly states the product that KDOT provides, or put another way, the *what* KDOT is to provide. And Partnership Project survey respondents gave our transportation system, the physical system, high marks.

However, according to the Partnership Project results, KDOT can do a better job in how we deliver the system and interact with others who have a stake in the system. This is the missing component in our mission statement. It doesn't say *how* KDOT should deliver that transportation system.

Enter the mantra. What the Partnership Project sub-team recommended to the Board of Directors was that KDOT needed a challenging phrase that puts into words the essence of our agency and also gives us guidance as we make daily decisions. And they came up with a good one:

### ***KDOT: Responsible and Responsive***

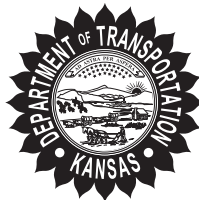
This mantra reminds us that we are responsible for the Kansas transportation system and at the same time we must deliver that system in a responsive way. A natural tension exists between meeting those two charges—and our challenge is to balance both in our decisions and in how we communicate those decisions.

Being responsible doesn't mean we can just hide behind books of codes or standards, or even the agency's SOMs. And being responsive doesn't mean saying yes to every request and throwing important standards out the window. Rather, responsibility and responsiveness meet when we can demonstrate to people that we're focusing on the problem (not the regs), when we're looking at all kinds

**Continued on page 12**

## 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

**June 5** – KDOT summer softball tournament, Gage Park in Topeka.

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

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

**June 16** - 2 p.m. - Construction Bid Letting, Capitol Plaza Hotel in Topeka.

# Moving day has arrived for some KDOT offices

Several KDOT offices have made the move or are moving very soon to the new Harrison Center during Phase One of the relocation schedule. These include all offices located in Thacher, the Division of Operations, the Division of Planning and Development, Division of Aviation, Bureau of Transportation Planning (Docking), Bureau of Program Management, and the Environmental Section of Design. Phase Two will begin in mid-June. Phase Three will begin in early August.

For those who are moving to the Harrison Center, or for those who want to contact people moving:

◆Offices designated to move on that selected week will pack their items by 5 p.m. Friday. All office items will be moved that weekend, and employees will report to work at their new office on Monday to begin unpacking.

◆All telephone numbers for current KDOT employees will remain the same.

◆The address for the Harrison Center is 700 S.W. Harrison, Topeka, KS, 66603-3754.

◆Once you know an office has moved, please begin using the new address. However, if you are not sure, continue to use the old address for the time being. All mail for both buildings will

be picked up at the main Topeka post office and delivered to the appropriate KDOT office.

◆The KDOT parking area, Lot 8A, B, and C, located north and just south of the Harrison Center, has visitor and handicapped parking available (8A is temporarily closed).

◆Once the move is complete, the final location of various offices in the new building will be:

**Basement Level, Tower** - Bureau of Design, Plan File Room

**First Floor, West Building** - Bureau of Support Services;

**First Floor Tower** - Bureau of Personnel Services

**Second Floor, West Building** - Office of the Secretary of Transportation, Office of the Assistant Secretary, Division of Public Affairs, Division of Administration, Office of Management and Budget;

**Second Floor Tower** - Bureau of Traffic Safety, Bureau of Transportation Planning, Bureau of Program Management, Division of Planning and Development, Division of Aviation

**Third Floor, West Building** - Office of Inspector General, Office of Engineering Support, Office of Chief Counsel;

**Third Floor Tower** - Bureau of Transportation Planning

**Fourth Floor, West Building** - Auditorium, training rooms, KDOT Library, exercise facility;

**Fourth Floor Tower** - Cafeteria, lease area for another state agency

**Fifth Floor** - Lease area for another state agency

**Sixth Floor** - Bureau of Construction and Maintenance, Bureau of Traffic Engineering

**Seventh Floor** - Bureau of Construction and Maintenance, Bureau of Fiscal Services

**Eighth Floor** - Bureau of Computer Services, Bureau of Materials and Research, Division of Operations

**Ninth Floor** - Computer Services

**Tenth Floor** - Bureau of Design - Road Section, Bureau of Local Projects

**Eleventh Floor** - Bureau of Design - Road Section

**Twelfth Floor** - Bureau of Design - Coordinating/Utilities, Surveys, Bridge Management, and Division of Engineering and Design

**Thirteenth Floor** - Bureau of Design - Bridge Section, Administration

**Fourteenth Floor** - Bureau of Design - Environmental Services, Bureau of Right of Way



*At left, students from Lakeside Elementary sing a song before the ceremony on April 20 announcing the Economic Development grant award for the US-24/K-181 bypass in Downs. Above, Secretary Deb Miller speaks at the event about the impact the bypass project will have.*

## Safety Conference

*Below, 55 Alive instructor Tim Edwards (left) discusses benefits of driving refresher courses for senior citizens during a break at the Transportation Safety Conference held May 11-12 in Topeka.*



*Above, Coordinator Jan Stegelman explains the Kansas SAFE KIDS Coalition program to a participant at the Transportation Safety Conference in Topeka. The coalition is a group of more than 60 organizations and businesses in Kansas that have joined together to prevent unintentional injury.*

# Taking charge of your life builds confidence

Our ship is sitting low in the water at the dock with a bounty of cargo in the hold awaiting distribution. Even though we can't see the treasure of goods, we expect them to become useful and productive in society. Likewise, each of us has great potential in the hold. We are each capable of great things beyond our wildest dreams. As we bring that potential into manifestation, we experience the energy, health, prosperity, and wisdom that make life truly exciting and fulfilling. Whether it happens on the job, in the workshop, or at the computer, we experience the joy of being fully alive as we make great things happen around us.

It doesn't do much good to have the ship come in if the goods sit in the hold. Knowing what is on the ship's manifest is a good start, but the cargo must be unloaded to be useful. Likewise, believing we have the ability to create great good in the world does not make it happen. To benefit from our potential, we must remove the hatch cover and unload that potential by developing a plan, then putting one foot in front of the other to realize our dream.

How do we become competent to accomplish great things? How do we gain the confidence to begin? When we lack confidence, it is hard to believe we are capable of great things, yet dreams only become reality when we try, and if we refuse to risk and grow, we get swallowed up by life. If we set and accomplish realistic goals, we find success. In other words, attaining competence builds confidence. We also find that when we take charge of just one aspect of our lives, we build on that confidence in other areas of our lives.

If we don't have a goal in life that excites us and makes us feel enthusiastic, we are missing out. Exciting goals release

all sorts of power and energy in us so we don't procrastinate. We let go of attitudes like, "I'm just keeping my options open" or "I'm just riding it out until ...." Exciting, realistic goals that we believe are important motivate us to achieve and accomplish remarkable things. Besides, just think of all those unforeseen events waiting to surprise us and make us glad to be alive.

As we set the goals and begin to take action, inevitably we encounter problems. Along the way it is important to remember that "success is not measured by heights

attained but by obstacles overcome."

Conquering difficulty gives us confidence, accomplishes goals, and brings success.

People who set realistic goals approach life differently. When obstacles are encountered, goal setters see a turn in the road, look beyond the obstacle, and proceed with enthusiasm. In addition, goal setters remember that we only see

obstacles when we take our eyes off the goal.

We are not islands unto ourselves so our goals and actions impact many people. Just as the grandest cargo requires lots of help to unload it, mentors, experts, coworkers, family, and friends assist, support, and encourage us at crucial times. To the extent that we enjoy helping others, they enjoy helping us.

Don't let your potential sit in the hold. With confidence, set realistic goals, make a definite plan for success, take action, and bring your potential cargo into manifestation. When you are tempted to think, "It's not that easy," remember it isn't easy to live without enthusiasm, energy, and vitality either. Besides, that's not really living. So go for it, because it is less dangerous than doing nothing. Unload your precious cargo, and your ship will come in!

ALL ABOUT  
ATTITUDE  
By  
Carla  
Mumma



*Governor Kathleen Sebelius, KDOT representatives, and numerous partners are pictured at a ceremonial signing of House Bill 2756 on April 28. The measure clears the way for KDOT to purchase and lease communication equipment, most notably radio communication towers, to public safety, governmental, and non-governmental entities. The bill expands KDOT's ability to share 800 megahertz resources, help partners, enhance homeland security, and better serve the needs of Kansans.*

## Signing the way to help promote Kansas

KDOT and the Department of Commerce's Travel and Tourism Division have been partners for many years in working to promote the state. A new travel promotion, however, is motivating Kansans in particular to travel the state and see all it has to offer.

Travel and Tourism and KDOT's Bureau of Traffic Engineering review applications for various attractions quarterly to determine if an attraction qualifies as an official Kansas Travel Attraction. As a part of this process, KDOT reviews highway routes near the attraction to verify there is adequate space for signing. Once a place becomes an official Kansas Travel Attraction, and it is determined that there is space for signing, KDOT designs and installs the signs.

"We work to make sure we have the appropriate signing to get them to the attraction," said David Church, Chief of Traffic Engineering.

The Travel and Tourism promotion for this summer, "The Kansas Mega Gigantic Get Away From It All Summer Blastoff You Won't Believe It 'Til You See It Giveaway," is specifically geared towards the citizens of Kansas.

"We created this promotion to encourage Kansans to rediscover their home state and to take advantage of a particularly auspicious year for Kansas, with the Lewis and Clark Bicentennial Commemoration, the Territorial Sesquicentennial, and the 50<sup>th</sup> anniversary of the Brown v. Board decision," said Travel and Tourism Director Scott Allegrucci.



*KDOT's District One, Area Four Maintenance Crew places a sign on I-70 in Topeka directing traffic to the new Brown v. Board National Historic Site in Topeka.*

Church believes this promotion will help citizens see how unique the state is. "I think this new promotion is really going to encourage Kansans to get out and see Kansas more."

To enter the contest, a person must travel more than 100 miles from where they live and take pictures of themselves at a Kansas Travel Attraction. For more information about the promotion, go to the web site [www.travelks.com](http://www.travelks.com) and click on the contest button in the upper right corner of the page. **-K.S.**

# A glimpse of KDOT's past, present, future



*People get to see snow plows and other equipment firsthand at the Area Two office's open house in Mankato. The 17 open houses that took place across the state gave the public and employees an opportunity learn more about KDOT and celebrate the past 75 years of statewide service.*



*Above, visitors check out displays at the open house at the Pittsburg Area Office on April 8. At right, District Six's new derrick truck was a popular attraction at the Syracuse open house on April 23.*



*Trevin and Colton Haug, sons of Construction Manager Jerry Haug, sit on a motorgrader at the Wamego Area Office's open house on April 16.*



*Lots of displays were available to visit for those attending the Dodge City open house on April 9.*

# Spin, spinning, spun

By Ron Kaufman

Public Involvement Administrator

There are two questions for which I am sometimes at a loss for a good answer. The first question comes from The Missuz when she asks, “Do you think I look old?” For the record, The Missuz is quite the looker. When she walks into a room, men turn to admire, flowers bloom, lights dim in sheepish submission, and cats and dogs stop fighting. Once, when we toured an art museum, the Mona Lisa stared at The Missuz the whole time we were in the gallery. I agree, I am a lucky guy. The question, however, is fraught with land mines. I have found that no matter what my answer, no matter how carefully I craft a response, I cannot escape the situation unscathed. Many men reading this article have probably faced a similar situation. Sadly, I don’t believe an answer to the question even exists. If the day should ever come when one is finally discovered, humanity will have taken a quantum leap forward.

The other question I often hear is “what is public involvement?” When I reply that it “involves the public,” I get puzzled looks and a resounding, “Well, duh!” Public involvement can be hard to describe. It’s sometimes easier to say what it is not. And, of the things public involvement is not, above all it is not “spin doctoring.” This is a particularly good time to talk about spin doctoring, since this is a presidential election year. We are almost continually faced with political ads, political news stories, political pundits, political talk shows, political op-ed

pieces, and so on and so on and so on and... Well, you get the picture. The people behind the people in the headlines are often called spin doctors. If the volume of political rhetoric is any indication, spin doctors are as common and as respected as blow flies on road kill. Spin doctoring gives the impression that a story is being twisted in a way that benefits the subject but not the public. We are often left feeling that the truth lies somewhere other than in the words we are hearing or reading.

Here’s why public involvement is not spin doctoring. First, public involvement is all about honest answers and truthful information. Public involvement respects people’s ability to take valid, straightforward information and use it in ways that help them make good decisions. Furthermore, it also does this in reverse, in that the public can offer us valid insight that we can use to make good decisions. Second, public involvement is not afraid of the “Dark Side” - the world of information that we might be tempted to protect because it could be embarrassing or difficult to understand. In the political world, exposing the Dark Side could cost votes. In the KDOT world, revealing the Dark Side helps build trust and demonstrates our integrity. Finally, public involvement is based on hearing people’s stories, not on telling stories.

It’s about listening to learn, not about talking to persuade.

So, now that I’ve separated substance from spin, it seems I might have answered the second question that I find so hard to face. What about the answer to that first vexing question? I wonder how a spin doctor would answer The Missuz’s question, “Do you think I look old?” It seems that I’ll never find out. You see, since I’m not a spin doctor, I wouldn’t know.

## Communication: A Key to Success



Kansas Department  
of Transportation



*KDOT employees Troy Hickman (front), Pat Cobos (left), and Chuck Kincade pass out information at the KDOT District One booth at the Buy Kansas First Expo in Topeka. The booth was honored as the Best in Show, Most Unique, of the 120 booths at the event.*

## Kansas trucking portal wins award

The Kansas trucking portal ([www.truckingks.org](http://www.truckingks.org)) was recently awarded a Government Solutions Center Pioneer Award from the E-Gov Institute. The portal was one of 15 technology projects to receive an award out of more than 160 submissions by all levels of government.

The Kansas trucking portal project brought several agencies together to find the best solution for motor carriers who operate in Kansas. The portal allows motor carriers to visit one Web portal to quickly locate and meet the requirements of several agencies that regulate the industry. The portal also houses several online applications that allow motor carriers to submit data, pay fees and print credentials from their home or business.

The portal is a collaborative effort between KDOT, the Kansas Department of Revenue, the Kansas Corporation Commission, and the Information Network of Kansas.

# CD shares sights, sounds, stories surrounding KTA

The ominous roll of distant thunder and comforting assurances of a spring rainstorm greet the listener of a new CD issued by the Kansas Turnpike Authority. *Voices in the Wind* is a collection of the sights, sounds, and stories found along the toll road.

As the Kansas shower lessens, the trickle of running water and a gentle breeze through tall prairie grass is heard and almost felt. Celebrating the richness found as the turnpike winds through the Kansas landscape, listeners are treated to interesting snippets about oil production seen from the highway, coal beds that were mined 50 years ago, glacier leavings found from Topeka to Kansas City, the rolling sea of grass such as the Tallgrass National Prairie Preserve, and the running water of spring-fed creeks that vein the countryside.

Amid the mooring of cattle and snorting of horses, a cowhand tells of the reverence he holds for the historical life to which he clings – and loves. He tells how the turnpike follows the old Chisholm Trail from the Oklahoma line to Wichita; how in the 1800s more than four million cattle were herded along the route to be put on trains in Abilene and other rail towns to the north. And that now, after spring burns encourage the prairie grasses to flourish, cattle are trucked into the Flint Hills each spring to be fattened on the rich grass.

Another chapter of history is heard from a retiring engineer who had a hand in the building of the Kansas turnpike. He remembers breaking ground on a winter day in 1954 and, with a touch of pride, he reminisces about the completion of

236 miles of highway in less than two years. He states that the road now handles 120,000 vehicles per day and the KTA provides many safety measures such as a median barrier, six service areas, travel advisories broadcast on 1610 AM, plus cell phones users can receive help by calling \*KTA.

With that many miles of highway through mostly rural areas, travelers often see a variety of wildlife along the turnpike. Prairie chickens, hawks, deer, coyotes, ducks, and geese are featured in a section about this rich, natural abundance. Bison and pronghorn are mentioned as “stilled voices” although sighting pronghorn is still possible because of an Antelope Reintroduction Program initiated many years ago. River species are not ignored on the CD, with references to the rare Neosho madtom and the largest flathead catfish taken from Kansas waters (over 86 pounds), both from the Neosho River near Emporia.

Farmers are a dominant voice in Kansas lore and their story is also told. As the top producing state, Kansas farmers produce 20 percent of the nation’s wheat – that’s 500 million bushels each year! Even peaches are celebrated, with the Haysville area growing half of the state’s crop.

Kansas has a rich history of famous people, too. Dwight D. Eisenhower was our 34<sup>th</sup> president, Dr. James Naismith shared the new game of basketball at



Dear Editor



## LETTERS TO THE EDITOR

**To:** Paul Gripka

**Subject:** Thanks for the help

I received a call from a motorist who stated that on April 14 he was driving on I-70 at I-435 when he experienced mechanical problems. He said he pulled into a work zone and Charlie Stevens and other project personnel were extremely helpful getting his problem taken care of. He said he wanted to thank Charlie and the other KDOT people for their help.

Tell Charlie and the others thanks for the good deed and for putting a good face on KDOT.

Sincerely,  
Mick Halter  
Kansas City Metro Engineer

# Welcome new KDOT employees!

### Headquarters

**Nathan Jeffries**, Engineering Associate I, Design

**Melissa Keller**, State Auditor II, Inspector General

**Joe Kitchen**, Labor Supervisor, Support Services

**Jamie Morton**, Applications Programmer Analyst III, Computer Services

**Joan Myer**, Environmental Scientist II, Design

### District Four

**Clark Davis**, Mechanic, Garnett

### District Five

**Randy Shaw**, Equipment Mechanic, Winfield

*The Bureau of Personnel Services supplies information to Translines.*

**Continued on page 12**



# P2 board gets update

On May 10, the Partnership Project Board of Directors met for an update on the top to bottom review of the agency. Secretary Deb Miller opened the meeting acknowledging the progress so far and the job ahead. She said, "There have been a lot of folks working very hard and I welcome the opportunity to get reinvigorated on these issues that are so important to the future of our agency."

The team examining KDOT's guiding statements briefed the Board on its progress. After compiling hundreds of suggestions, the group led by David Comstock recommended keeping KDOT's current Mission Statement and adopting a new mantra: "KDOT: Responsible and Responsive" (for more on this see Secretary Miller's monthly column on page 2). Comstock said the new mantra helps verbalize what KDOT employees are doing now and what the agency will continue to do. He said, "We know there are daily trade-offs in what we do and this should help us remember to balance those." Board members approved the recommendation.

Sub-team leaders have been selected to help chart KDOT's Roadmap for Continued Success. They are: Al Cathcart, Multi-modal workgroup; David Comstock, KDOT Mission; John Harold, Succession Planning; Ron Seitz, State Aid Programs/KDOT's Investment in Local Roads; Sally Howard, Turnback Policy; Martin Miller, Local Consult; David Church, City Connecting Link Mark Taylor, Project Selection; Chriss McDiffett, Sharing Resources with Stakeholders; and Ron Kaufman, Broader Involvement in Decision Making.

Jim Kowach reported on his team's work looking at issues under KDOT's control in the area of pay and benefits. In looking into flex-time/alternative work schedule options, one of the keys would be to make sure that offices are still able to provide services as needed. Several District Engineers reported that they are already offering schedule flexibility where it makes sense. As the team wraps up its investigation into this issue, it hasn't found an across the board answer, but Rosie Ingram, who is a member of the Partnership Project's management team, said it's something that may need to be considered on more of a case by case basis. She said, "We may not have found solutions yet, but managers need to be willing to listen if employees have new ideas for alternative work schedules."

The Partnership Project's Listening Log offered opportunities for employees to ask questions, raise issues and exchange information. That log is now closed, but responses

to questions and issues raised there are still being posted. Based on this success, Kowach's team is working on an ongoing way for employees to exchange ideas through some sort of electronic suggestion box.

Julie Lorenz heads the team looking into ways to educate others and find better ways to tell KDOT's story. She said her team developed a matrix of events that could be used as illustrations of the important, beneficial work that KDOT is doing around the state. She said, "We were overwhelmed by the amount of good things we could talk about, so now we're working to prioritize these events and target the ones we'd like to see as good news stories for each District."

The team working to redefine the role of Area Engineers and the Districts' involvement in decision making is lead by Don Drickey. He said his group agrees that Area Engineers should be the initial KDOT contact and resource for most communities. Drickey said, "Area Engineers need to expand their relationships with local communities and those relationships are built one at a time." To help build skills, Drickey's group is working on a checklist outlining additional training to make Area Engineers more comfortable and effective in their expanded roles. The list can be used on an individual basis with Area Engineers to assess areas for growth.

The role of KDOT's Public Involvement Liaisons has been expanded. They are now Public Affairs Managers. Instead of focusing primarily on public involvement in support of projects, their role now includes the full range of public affairs, including governmental relations,

all done in a much more proactive fashion. Bob Cook, who led the group shaping this change, said the Public Affairs Managers will be responsible for initiating media contacts and establishing relationships with the media. He said, "It's important to talk to the media. Keeping them informed is a good way to avoid bad media coverage." Cook said his group is now working on a curriculum to make sure the new Public Affairs Managers have information about agency issues like access management and set aside programs that they need to be able to successfully communicate for KDOT.

In wrapping up the meeting, Secretary Miller said she was very impressed with the work, innovation and enthusiasm that the Partnership Project teams are displaying.

"This is an extremely positive direction for the agency. We're getting a lot of bottom line work done with the advances in things like the Area Engineers and Public Affairs Managers. They are changes that will free people up to be more proactive which will help move KDOT forward and serve us well in the years to come," Miller said.



Honest Assessments...Real Results

Policy;

## Bridge

**Continued from page 1**

water increased and thick layers of salt built up on the sea bottom.

According to the Kansas Geological Survey, it takes about 80 feet of sea water to produce a foot of salt so it must have taken thousands of years to accumulate the thick salt deposits of central Kansas. At the Crawford Sink, the salt layer is 300 feet thick!

Part two of the story involves human activity that pierced the salt layer. In the 1920s, oil was a hot item. Demand was increasing and money could be made. The Gorham Oil Field became an earthly pincushion as drilling for “black gold” was commonplace. R.F. Walters reported in 1978 that almost 1,600 oil and gas test holes had been drilled in the 45-square-mile Gorham Field.

Some of the drilling operations found oil below the Hutchinson. In 1937, oil wells were installed at both the Crawford and Witt locations. They were abandoned in the 40s and 50s. Capping these drill shafts properly is important to keep the disturbed layers intact and it is assumed that inadequate attention to this detail may be the cause of our current-day sinkhole problems. As water now moves between these layers, it contacts the salt layer, the salt readily dissolves and the resulting saltwater flows laterally or deeper into the earth. This void weakens the support of the rock layers in the 1,300 feet of rock above the Hutchinson formation and a gradual subsiding has occurred (approximately 4-5” per year).

Enter the Kansas Highway Commission and a nationwide plan to build an interstate highway system. When the final grade of I-70 through Russell County was completed in 1966, no one had any worries about the unknown sinkholes. The Beatles were singing about odd colored submarines, Pontiac introduced a fast car nicknamed The Goat, and a guy with pointy ears premiered on a TV show about space exploration.



***It took about 6 1/2 hours to remove the bridge and reopen I-70 in Russell County.***

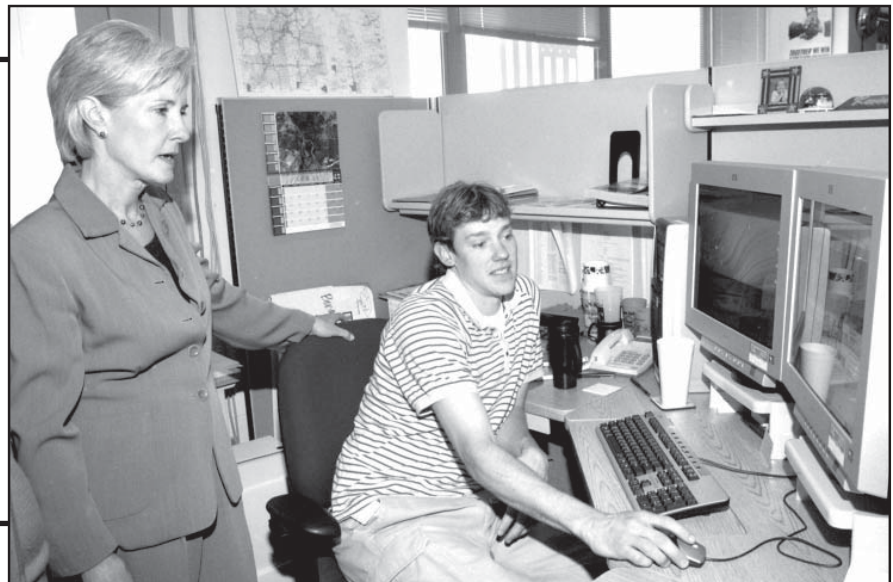
But something was wrong with the grade of that road.

From the first day asphalt was laid on I-70 at mile marker 179, the sinkholes have been influencing the ribbon of highway that crosses the area. KDOT has regraded and repaved a couple of times, but a county bridge over the interstate prevented further fixes. One corner of the bridge had dropped over six feet and that severely restricted clearance when the road was brought back up. So it was decided that the bridge would come down.

In a matter of minutes on April 28, strategically placed dynamite reduced the bridge to a pile of concrete plates and twisted rebar. It took the contractor 6 ½-hours to haul off the debris and reopen head-to-head traffic on the north lanes of the highway. Through the summer months, the south side of the sinks will be built up and new asphalt will be laid. Then the process will be repeated on the north side.

When both lanes are open and traffic is humming along through the old Gorham Oil Field, the Hutchinson Salt Member will continue dissolving away and, you guessed it, the highway will start to sag again. **-By Tom Hein, District Three Public Affairs Manager**

***GIS Applications Programmer/Analyst Kevin Hennes shows Governor Kathleen Sebelius what weather and road conditions look like on the KanRoad application during Public Service Recognition Week. This week in May honors Kansas employees in every agency who work together as a team to make government work.***



## Retirees

The following employee will officially retire from KDOT on June 1.

### Headquarters

**Ahmad Bahari**, Engineering Associate III, Design, 26 years of state service.

The following employees will officially retire from KDOT on July 1.

### Headquarters

**Connie S. Nordstrom**, Administrative Officer, Secretary of Transportation, 36 years of state service.

### District One – Northeast

**Paul E. Keller**, Highway Maintenance Supervisor, Troy, 36 years of state service.

# M I L E S T O N E S

## KDOT salutes its employees celebrating anniversaries in May

### 10 YEARS

Lynn Berges . . . . . Topeka  
 Todd Hashemi . . . . . Topeka  
 Kegan Hemel . . . . . Atwood  
 Sandra Jenkins . . . . . Ashland  
 Gregory Laflen . . . . . Washington  
 Edward Lewis . . . . . Topeka  
 Timothy Nichols . . . . . Syracuse  
 Joseph Pasek . . . . . Wichita  
 Clinton Shirley, Jr. . . . . Wamego  
 Christine Ward . . . . . Chanute  
 Stan Young . . . . . Topeka

### 20 YEARS

L.R. Lacey . . . . . Hutchinson  
 Terry Smith . . . . . Horton  
 Lillian Vogan . . . . . Salina

### 30 YEARS

Russell Ash . . . . . Topeka

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

## Click It

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advertising and enforcement campaign is being funded by a \$600,000 grant from the National Highway Traffic Safety Administration (NHTSA).

Television and radio ads hit the airwaves May 10 and will run through the first week of June. They feature actual law enforcement officers who acknowledge that active enforcement of seat belt laws will not win them any popularity contests. But, the officers proclaim: "I'd rather see them angry than dead."

Pete Bodyk, chief of KDOT's Bureau of Traffic Safety said that's to be expected. Officers witness first-hand the tragic consequences of the failure to wear seat belts.

"If our law enforcement officers seem passionate and serious in the Click It Or Ticket commercials, it's because they are the ones who have to respond to traffic crashes in which unbelted victims needlessly lose their lives," Bodyk said.

The statewide Click It Or Ticket effort ties in with the annual national observance of Buckle Up America Week, May 24 to June 1. During that week, participating law enforcement agencies throughout Kansas, supported in part by the NHTSA grant, are mounting a concentrated effort to ticket motorists who are traveling un-

belted.

"The law enforcement community is on a mission to save lives," said Lt. John Eichkorn of the Kansas Highway Patrol. "If you get pulled over for a traffic violation and you or your passengers are not in compliance with Kansas occupant protection laws, you will get a ticket. Period."

Kansas law requires all vehicle drivers and front seat passengers to be buckled up. All children under age 14 must be properly restrained. Children under four must be properly secured in an approved child safety seat.

The Click It Or Ticket campaign is being mounted to improve the generally poor compliance with the state's occupant protection law. Kansans are less likely to use seat belts than residents of most other states. The children of Kansans also are less likely to comply with occupant protection laws. Observational surveys conducted by KDOT over the past two years reveal that only 55 percent of children under age 14 were using some form of occupant protection.

"Kansas ranks 46<sup>th</sup> in the nation in safety belt use and that is translating into lost lives and preventable injuries," Bodyk said. A 2003 survey showed only 64 percent of Kansans wear seat belts. The national average is 75 percent.

According to just-released estimates by NHTSA, 43,220 persons were killed

in traffic crashes in the United States in 2003. Of those victims, 60 percent, or 25,932 persons, were not wearing seat belts.

"That's equivalent to a typical crowd at a Friday Kansas City Royals game," Bodyk said.

The Click It Or Ticket program, combining public awareness with high-profile enforcement, has proved successful in other states. KDOT is hopeful the Click It Or Ticket campaign will have similar results in Kansas.

## Kudos to KDOT employees

KDOT won the "2004 GeoSpatial Innovations in Transportation Award" from Intergraph Mapping and Geospatial Solutions for our KanRoad and KGATE Enterprise Web Portals at the 2004 GIS-T Symposium in Rapid City, South Dakota, on March 30. The award recognizes outstanding achievements in GIS web-based technologies. Other DOTs that won were Tennessee, Nebraska, Hawaii, and Alberta, Canada.

## Promotions/Transfers

### Headquarters

**Susan Barker**, Professional Civil Engineer I, Materials and Research

**Abe Rezayazdi**, Professional Civil Engineer II, Construction and Maintenance

**Kent Farmer**, Engineering Associate I, Design

### District One

**Jerrie Loader**, Public Service

Administrator III, Topeka

**Robert Mangelsdorf**, Engineering Technician Senior, Bonner Springs

**Justin Noll**, Engineering Associate I, Topeka

**Kris Thompson**, Engineering Associate I, Topeka

**Theodore Quast**, Engineering Associate I, Topeka

*The Bureau of Personnel Services supplies information to Translines.*

### District Four

**Charles Clay**, Equipment Mechanic Specialist, Chanute

### District Six

**Heather DeVaney**, Administrative Specialist, Syracuse

**Eddie Rixon**, Equipment Operator Specialist, Sublette

## CD

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Allen Fieldhouse on the campus of KU, and William Allen White wrote biting prose at the Emporia Gazette. Being the Air Capitol of the World, Kansas has provided a rich list of aviation pioneers, too: Clyde Cessna, Walter Boeing, and of

course, Atchison native Amelia Earhart, the first woman to be granted a pilot's license and the first to fly solo across the Atlantic Ocean.

*Voices in the Wind* is a wonderful audio glimpse of the Kansas Turnpike and the richness of the state it serves. It is available in CD or cassette format for \$10 from the KTA by calling 316-682-4537

ext. 2272 or e-mailing [kts-pr@ksturnpike.com](mailto:kts-pr@ksturnpike.com). Proceeds will benefit the Tallgrass National Prairie Preserve near Strong City through the National Park Trust, a non-profit land conservancy dedicated to preserving and protecting America's parkland. **-By Tom Hein, District Three Public Affairs Manager**

## Miller

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of solutions, when we're listening to and responding to their concerns in a more direct and personal way, and that we're being as flexible as we can responsibly be.

You have a difficult job and I know it. Citizens are suspicious of big government, and usually will say that the so-called experts (us, when it comes

to transportation) have to prove they are right. However, when our answer isn't always no and when we show that we will listen and give thoughtful consideration to other view points, then we build credibility. For, as Emerson pointed out, "Nothing astonishes men so much as common sense and plain dealing."

Over the next few months we will be looking for opportunities to "roll" out our new mantra to our employees

and for ways to incorporate the mantra into how we do business. In the meantime, when confronted with a difficult decision in your job, I want each of you to ask yourself, "Is this a *responsible* decision?" and in the same breath ask, "Am I being *responsive* to my stakeholders?" I'm already doing that and have found it very helpful when I'm confronted with a difficult decision. I hope you find it helpful too.

### Kansas Department of Transportation

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