DSNWK

Continued from page 1

Hays and Ellis County. Forty-five percent of its riders are disabled, about 25 percent are elderly, and 20 percent are the general public.

“Public transit is playing an increasingly important role in how we address some of the demographic changes we are experiencing in Kansas,” said Miller. “I would expect that many other communities will want to see what you have done here.”

In addition to providing a home for ACCESS, the DSNWK facility will be the home base for another transit service — an intercity bus that travels from St. Francis to Hays five days a week utilizing three different routes.

The building has a 16-bay parking garage, three work bays, and offices. “This transportation facility is a great resource for Northwest Kansas. The service offered from this base is an example for other rural communities of a way to increase the quality of life of its citizens,” said Moran.

The property on which the building sits was once a Kansas Highway Patrol office and it was sold to DSNWK by KDOT in October 2003. Construction of the $1.85 million facility was funded through federal money administered by KDOT.

“This is an important service for the older population in Northwest Kansas,” said Ron Straight of DSNWK. “This facility will allow us to get our buses out of the elements, extend their service life, and make the most efficient use of our funds.”

Later this year a computer dispatch system — Automatic Vehicle Locator — will be installed. The system, which tracks the location of ACCESS buses, will improve efficiency by assuring that the nearest bus always responds to a call.

Secretary Deb Miller and Congressman Jerry Moran, left of Miller, applaud after DSNWK’s Ron Straight officially dedicates his agency’s new public transit facility during a ribbon-cutting ceremony February 7 in Hays. Straight, who is next to Moran, also is flanked by Mokhtee Ahmad, a former KDOT employee who now works for the Federal Transit Administration.

By Steve Swartz

HAYS – The first building to be constructed in Kansas specifically as a rural public transit facility was dedicated February 7 in Hays.

Secretary Deb Miller and Congressman Jerry Moran of Hays joined federal and local leaders to celebrate the opening of the building owned by Developmental Services of Northwest Kansas (DSNWK). The 14,000-square-foot facility will house eight ACCESS buses.

ACCESS provides rural public transportation in Hays and Ellis County. Forty-five percent of its riders are disabled, about 25 percent are elderly, and 20 percent are the general public.

“Public transit is playing an increasingly important role in how we address some of the demographic changes we are experiencing in Kansas,” said Miller. “I would expect that many other communities will want to see what you have done here.”

In addition to providing a home for ACCESS, the DSNWK facility will be the home base for another transit service — an intercity bus that travels from St. Francis to Hays five days a week utilizing three different routes.

The building has a 16-bay parking garage, three work bays, and offices. “This transportation facility is a great resource for Northwest Kansas. The service offered from this base is an example for other rural communities of a way to increase the quality of life of its citizens,” said Moran.

The property on which the building sits was once a Kansas Highway Patrol office and it was sold to DSNWK by KDOT in October 2003. Construction of the $1.85 million facility was funded through federal money administered by KDOT.

“This is an important service for the older population in Northwest Kansas,” said Ron Straight of DSNWK. “This facility will allow us to get our buses out of the elements, extend their service life, and make the most efficient use of our funds.”

Later this year a computer dispatch system — Automatic Vehicle Locator — will be installed. The system, which tracks the location of ACCESS buses, will improve efficiency by assuring that the nearest bus always responds to a call.

Secretary Deb Miller and Congressman Jerry Moran, left of Miller, applaud after DSNWK’s Ron Straight officially dedicates his agency’s new public transit facility during a ribbon-cutting ceremony February 7 in Hays. Straight, who is next to Moran, also is flanked by Mokhtee Ahmad, a former KDOT employee who now works for the Federal Transit Administration.
Continued from page 5

internal focus groups throughout the agency. As we identify our strategic goals and develop the means and methods of measuring our progress, we should all keep in mind that the aim is to strengthen our agency through accountability. Even if legislators aren't asking for these performance measures at this time, we are better off if we tackle this on our own initiative and at our own time. We don't want to wait to do this until someone is mad at us and is demanding justification for what we are doing. Already, we have some performance measures in place, such as our state of the art pavement management system, which is used extensively in our decision making. But other DOTS have been operating with sets of performance measures for years. One of those DOTS is in Washington State. Daniela Bremmer, Washington's director of strategic assessment, has been studying her agency's performance measurement practices. I want to share a little of what she had to say in a recent interview:

“In the past, performance measurement was mostly done to support planning— to help us understand how to meet short- and long-range system needs. That has all changed in the past three to four years. Now, agencies are facing credibility and accountability issues. Taxpayers and state legislators are taking tough stands... Before we give you any more money, tell us what you are doing with the current money,” Bremmer said.

Bremmer also said that her agency's leaders “have the ability to use these measures in different ways for different audiences, and the measures that we have communicate well.” So well, she notes, that she refers to the approach as “Performance Journalism.”

So what shape will our performance measures take and how will they affect you? Those questions I don’t have answers to just yet. And I would expect that the answers will evolve over time. But one thing I can tell you is that our performance measures will be result-oriented, rather than procedure-oriented. Taxpayers are demanding accountability today in ways unlike 10 years ago. I expect that future allocation of state resources will be linked to performance and we need to be ready. The development of performance measures will help us chart a long-term and successful direction for DOTS. I think that DOTS processes will stand up well to our self-examination and where they don’t, we’ll improve them. After all, that’s what successful organizations do and this has always been a successful organization.

The English writer Zangwill knew the value of self-examination to find one’s strengths and weaknesses and to set ways to improve. He maintained that it was an essential process if one was to grow and advance. While Zangwill, who lived in the late 19th and early 20th centuries, was writing of personal growth, there’s a lesson in his words for KDOT, as well. The initial steps have been taken by our senior leaders to formalize our own process of self-examination— performance measures. There are three reasons— at least— to develop performance measures.

1) It is the only way we can know if we are getting the best value from taxpayer’s dollars. Without quantifiable ways to measure our work, how can we be sure we are doing the best we can?

2) While I think we have every reason to feel good about the quality of our work, the public and Legislature demand accountability when we are dealing with taxpayer money. That’s entirely appropriate but we can’t be sure we are spending dollars most effectively without some sort of measurement.

3) When we spend our dollars wisely, we need to be able to demonstrate that and communicate it. But again, without valid measures, how can we make our case?

This spring, performance measures will be discussed in

Miller’s Time
By Secretary Deb Miller

“...You should examine yourself daily. If you find faults, you should correct them. When you find none, you should try even harder.”

—Israel Zangwill, “Children of the Ghetto”

Measuring performances

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

Tim L. Mutschelknaus, 47, died January 18 in Topeka. He was an Assistant Bridge Engineer in the Bureau of Design. He is survived by his wife, Susan Barker, two sons, his father, one brother, and two sisters.

Memorial contributions may be made to the Ian and Drew Mutschelknaus Scholarship Fund and sent in care of Credit Union One of Kansas, 610 SW 10th Ave., Topeka, or the America Cancer Society, 1315 SW Arrowhead, Topeka, 66604.

Wayne F. Minner, 60, died January 25 in Topeka. He worked for the Bureau of Design for 41 years. He is survived by two sons, two daughters, his mother, two brothers, three sisters and seven grandchildren.

Memorial contributions may be made to the Wayne Minner Memorial Fund and sent in care of the Mercer Funeral Home, Holton, P.O., Box 270, Holton, 66436.

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

Tim L. Mutschelknaus, 47, died January 18 in Topeka. He was an Assistant Bridge Engineer in the Bureau of Design. He is survived by his wife, Susan Barker, two sons, his father, one brother, and two sisters.

Memorial contributions may be made to the Ian and Drew Mutschelknaus Scholarship Fund and sent in care of Credit Union One of Kansas, 610 SW 10th Ave., Topeka, or the America Cancer Society, 1315 SW Arrowhead, Topeka, 66604.

Wayne F. Minner, 60, died January 25 in Topeka. He worked for the Bureau of Design for 41 years. He is survived by two sons, two daughters, his mother, two brothers, three sisters and seven grandchildren.

Memorial contributions may be made to the Wayne Minner Memorial Fund and sent in care of the Mercer Funeral Home, Holton, P.O., Box 270, Holton, 66436.

---

Calendar of Events


March 8 - 11 a.m. KDOT Employees’ Council Meeting, Third Floor Eisenhower State Office Building.

March 11 - 9:30 a.m. Highway Advisory Committee Meeting, Eisenhower State Office Building in Topeka.

March 14-17 - ITS Heartland Annual meeting, with MOVITE, Topeka Capitol Plaza. To register, contact vjohnsen2@unl.edu or Shari Hilliard, 785-296-6356.

March 16 - 2 p.m. Construction Bid Letting at the Topeka Capitol Plaza.

March 19 - KDOT Golf tournament - Blueballs Event (two-person scramble), 9 a.m., Village Greens, Ozawkie. To enter, contact Karen Peterson at 785-296-6468 or Kevin Adams at 785-296-5297.

KANSAS DEPARTMENT OF TRANSPORTATION

Governor: Kathleen Sebelius
Secretary of Transportation: Deb Miller
Chief of Transportation Information: Steve Swartz
Editors: Stan Whitley and Kim Stich
Phone/TTY: (785) 296-3585 FAX: (785) 296-0287

KANSAS DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Information Eisenhower Building, 2nd Floor, West 700 SW Harrison, Topeka, 66603-3754

Governor: Kathleen Sebelius
Secretary of Transportation: Deb Miller
Chief of Transportation Information: Steve Swartz
Editors: Stan Whitley and Kim Stich
Phone/TTY: (785) 296-3585 FAX: (785) 296-0287

Truck continued from page 9

make it sound real good,” Elliott said. “We wanted to see what the users actually thought about it, and if they got everything they expected out of it.”

TRIS is a Web-based system that uses up-to-date data provided by Geospatial Information Systems or smart maps.

Since not all Kansas roads or bridges can support trucks with oversized loads, trucks carrying in excess of 80,000 pounds must have a permit and a KDOT-approved route. The routes are determined by using the Web-based TRIS program. Trucks taller than 14 feet, or more than 8 feet, 6 inches wide are also under TRIS’s jurisdiction.

Prior to TRIS, this process involved paper maps and required lengthy time investment on the part of KDOT personnel. As a result, Traffic Engineering, Bridge Evaluation, GIS unit, and Computer Services formed a team and began researching other methods of truck routing in 1999, Jude Butler said.

Butler, Information Resource Specialist, said the team then began developing the TRIS system, which was completed in September 2003.

And, for the most part, KDOT has been happy with TRIS. “Users have three options when making their route selections: they can select by segment, by road name, or by their beginning and ending segments,” Butler said. “TRIS then tells them where they can travel and the bridges or highways they must avoid.”

Lynn Washburn, Bridge Evaluation-squad leader, said that of the state’s 5,000 bridges, there are about 200 that pose problems for oversized loads. However, there are not enough to prevent drivers from getting to their destinations.

“We sometimes have to send them around the horn but they get there,” Washburn said. “I’m sure they don’t like the extra miles, but this is more safer.”

This is an issue for British Columbia to address as well. And Barton-Greig mentioned it will be more difficult given their agency’s performance measurement practices. I want to share a little of what she had to say in a recent interview:

“We sometimes have to send them around the horn but they get there,” Washburn said. “I’m sure they don’t like the extra miles, but this is more safer.”

This is an issue for British Columbia to address as well. And Barton-Greig mentioned it will be more difficult given British Columbia’s terrain.

“Our country has many mountainous and is very rocky, which means we have a lot of areas where there is only one road in and one road out,” Barton-Greig said.

Both KDOT and British Columbia are dealing with increased volumes of truck traffic. Elliott said growth and expansion of the oil and gas industries has generated much of the increase in truck traffic. This increase has been a burden on their small staff, he said.

“Currently we have 136,000 permits for oversized loads,” Elliott said. “And we only have three engineers who do routing analysis for the entire province.”

Thus, it was time for a change. And, Barton-Greig said, KDOT’s system seemed to be the right fit. “It’s a state-of-the-art system, that is very cost-efficient,” she said.

Barton-Greig also said she was very appreciative of KDOT’s system. “It’s a state-of-the-art system, that is very cost-efficient,” she said.
Fun Facts and Trivia

Do you know?

1. It’s the oldest U.S. Army fort in continuous existence west of the Mississippi. It is located on the bluffs of the Missouri River and was established in 1827 as a frontier post to protect trade on the Santa Fe Trail. What fort is it?

2. A fort to protect travelers on the Santa Fe and Oregon Trails was needed. Built as Camp Center, this fort was established in 1853, and in 1866, became the site of the formation of the 7th Cavalry Regiment under Lt. Col. George Custer. During the next three decades, soldiers used this fort as a staging area to protect the expanding frontier. What fort is it?

Construction

Continued from page 6

Last year the sinkholes in Russell County were filled and a county bridge spanning I-70 was impressively removed in just seven hours using explosives during the first phase of the two-year project. This year milling and in-place cold recycling with a bituminous overlay will take place on both the eastbound and westbound lanes. The Hays Construction office in Area Three is overseeing the I-70 venture. The 12.35-mile project begins at the Russell/Ells county line and proceeds east to near the Pioneer Interchange exit. APAC Kansas Shears Division – Hays Division is the contractor on the $14.8 million project.

The road will be closed to one lane of traffic in each direction one section at a time. The contractor was given a completion date of November 18, but is expected to be finished before then. Grading, also under the direction of APAC, will be done concurrently once the asphalt is built. K-257 from I-70 to the City of Gorham, as well as a county road, will be paved in conjunction with the I-70 project.

In Area One, work will resume in early spring on 6.4 miles of US-36 west of Norton. The $5.7 million project includes replacing the Prairie Dog Drainage Bridge. Reece Construction, of Scandia, will be replacing the bridge one half at a time with a prestressed concrete beam bridge. Traffic will be reduced to one lane over the bridge using traffic signals during this period.

The shoulders along this stretch of highway will be redone with a fly ash treated subgrade while a cold in place recycle with five inches of asphalt overlay will be done on the mainline. A pilot car will be used to direct traffic through construction while this work is being completed. Venture Corporation of Great Bend is contracted for this portion of the project. Grading will be done simultaneously by Adams Construction, of Arapahoe, Nebraska. Prior to the asphalt paving, B & H Builders of Kingman will add curb and gutter as well as place concrete ditch linings to help control drainage and prevent soil erosion. Work is expected to last through October.

KDOT, city, and contractor find solution for Cimarron flooding issue

By Kim Stich

SYRACUSE - During the spring and summer of 2004, the City of Cimarron experienced street flooding on US-50. The flooding was unusual and apparently due to a plugged storm sewer that ran east and west for a half block under the US-50 pavement. KDOT, the City of Cimarron, and J-A-G Construction partnered together to find a solution to the problem.

Area Three-Cimarron Storm Sewer Repair team members were honored for their efforts in KDOT’s Example of Excellence employee recognition program for the fourth quarter of 2004. Secretary Deb Miller attended the event on February 7 in Cimarron.

“I feel that this project is not only an Example of Excellence but an excellent example of partnering with our local city and contractor,” Thompson said. “Everyone working together was definitely the best solution – together we took a problem and turned it into a win-win situation for everyone.”

Scott Riederer, Vice President of J-A-G Construction Co., Inc. of Dodge City, agreed to provide labor and equipment to replace the pavement at no cost to the City or KDOT. KDOT placed traffic control to begin this project on August 2 and by August 17, US-50 was open to unrestricted traffic.

Members of the Area Three-Cimarron Storm Sewer Repair team as well as partners from the City of Cimarron and J-A-G Construction pose with Secretary Deb Miller at the Employee Recognition ceremony on February 7.
Bridge inspector has his share of comedy, close-calls

By Amy Link

Ever picture yourself in an action movie? Edward Burdiek doesn’t have to. While inspecting a bridge, he had an experience a little too much like a Bruce Willis movie.

Burdiek, Bridge Inspector for the Bureau of Design, was doing a routine bridge inspection on K-99, when his life was put in danger. A driver accidentally struck KDOT’s maintenance truck, which was parked on the shoulder of the bridge. This caused the truck to hit the bridge inspection crew’s Suburban that was directly in front of the truck. Burdiek, who was below the bridge inspecting, looked up to see the suburban flip on its side and skid towards the edge of the bridge.

“It was like being in a Bruce Wil-lis movie. The Suburban skidded into the guardrail and onto the deck block- ing the road,” Burdiek said. “It was enough to scare the hell out of me.” Kansas has about 5,270 bridges that are under KDOT’s jurisdiction, and federal law requires that they be inspected every two years. The primary responsibility of inspectors is to check for problems in the deck, superstructure, substructure, and sometimes inside the bridge. Burdiek started in the Special Bridge Inspection Department, which overseas the inspection of about 700 bridges. Bridges classified as special have unusual features, such as being very tall or having footing underneath a lot of water.

“Being a Special Bridge Inspect- or really requires a lot of courage,” Burdiek said. “Some days you’re 90 feet in the air, and other days you’re SCUBA diving 20 feet below water.”

Now, Burdiek is in the Road Bridge Inspection Section, which is without its own share of danger. For instance, during routine inspections, traffic is not restricted on the bridge, thus inspectors are right along side the vehicles.

“Some of the bridges in the Kansas City area have 130,000 vehicles going over them in a day,” he said. “And while they’re going by they can throw up a lot of gravel at you.”

And that’s just the top of the bridge; underneath it is where the real danger can be.

Burdiek said that crews have found several methamphet- amine labs underneath bridges.

“I would say about 25 percent of our bridges have, or have had, meth labs underneath,” Burdiek said.

KDOT’s Bridge Main- tenance crews have had some instruction with how to handle the meth labs, but usually the inspection crews notify the authorities and then continue with their inspections.

These labs are not only a threat to the inspectors if one of them were to explode, the fire could cause serious damage to the bridge.

“Some people think that a fire can’t harm a bridge but the heat from the fire can cause the concrete to pull away from the steel, which can cause serious damage,” Burdiek said.

Although Burdiek said he doesn’t know of an instance where a meth lab fire has harmed a bridge, he does know bridges have been damaged as the result of a homeless person’s fire getting out of control.

In urban areas, homeless people building homes under bridges are a common occurrence that the inspectors have to deal with. Burdiek said he has surprised several people who have built homes under bridges.

Though he always yells “anybody home” before entering what looks like a home, often people don’t want to reveal their presence. This led to him once walking in on a naked man.

“You really have to have a sense of humor in this job, because you end up in a lot of situations that make funny stories later on,” Burdiek said.

One of those includes a time when he and his crew caught a group of unsuspecting teenagers skinny dipping.

“Those girls were so surprised by us that they took off running and left their class rings and wallets on the bridge,” Burdiek said. “I wondered what their parents thought when the Highway Patrol called and told them that some bridge inspectors had found their kids’ jewelry.”

Burdiek goes to great heights in order to examine a bridge near Kansas City.

Dear Secretary Miller:

Recently, I am sure you are aware that we have had some rather unusual weather conditions. The ice storm that hit us a few weeks ago paralyzed our ability to cope with the thick hardened ice coating on our side streets. Our attempt to remove the ice had very little or no notice- able effect as it was definitely beyond the capabilities of our snow blade that had been all we needed up till now.

I was not made aware until days later that KDOT was offering assistance to rural communities with similar problems and after having found this out, we joined these other communities by submitting our plea for help as well. We submitted our request via telephone for a sand spreader to help lessen the possibility of a bad accident or in case of an emergency, the emergency vehicles may travel the streets safely. Shortly after making these calls for help, the KDOT dump truck with sand and spreader was fulfilling our request.

Speaking for myself and for the Eskridge City Council, I would like to thank KDOT personnel who took part in answering the call. Personnel such as Jeff Komine and his crew of the Eskridge Subarea Office who has done a wonderful job of making sure our highways are treated in and around the city of Eskridge, he got our first phone call. Roy Rissky, District One Engineer, who got our second phone call and also, we are grateful for the cooperation that Area Two Engineer Earl Bosak has given us as well.

Small cities generally have small funds to work with and they can’t possibly afford all that is needed in equip- ment to fight mother nature, especially conditions as rare as these have been in the recent past. It is comforting to know we can rely on KDOT during unusual times such as these rare and dangerous ice storms. Once again, you have our sincere gratitude for coming to our aid.

Sincerely,

Bob Jacobson

Continued from page 4

The following letter was sent to the KDOT web site.

This acknowledgement is long over due. However, I want to make you aware of how helpful David Church was when I was in communication with him about my concerns about the safety of K-4. He always returned my calls and was always pleasant. I also want to thank you for the positive steps KDOT took to improve the safety of K-4 in Meriden. I know some think it was a small gesture to change the road markings in Meriden. That minor change has made a big improvement! Thank you for lowering the speed limit, too. I know you didn’t do it alone; however I want to recognize your contribution.

Thanks,

Pam Vandervoort, Ozawkie

Continued on page 9

The following letter was sent to the KDOT web site.

I just wanted to commend you on the quality of the 2003-2004 Kansas State Transportation Map. I travel all over the country and have seen so many maps that look much like a pile of spaghetti thrown at a piece of paper—the lines for the roads are so wide they obliterate the towns they connect! The older Kansas map I had, from the late 1980s or 1990s, was much like this, so I was pleasantly surprised to see all the improvements in the new map when I visited Kansas this past autumn.

Being a biologist, I was especially delighted to see the physiographic regions outlined on the map, easy to recognize (that is, the colors were sufficiently distinct) but without obliterating any other details.

Your creation certainly serves as an excellent example of what a state map should be!

Sincerely,

Bob Jacobson

Ed Burdiek

People are not the only surprises, bridge inspectors find.

“You’d be amazed at what people will throw over a bridge,” he said.

During his 15 years as a bridge inspector, Burdiek has found empty beer kegs, pornography, needles, stolen purses (some with IDs and credit cards still inside), and countless other items.

But, perhaps Burdiek’s greatest find is a profession he enjoys.

Sure the funny situations make the job interesting, but the most rewarding and challenging part of bridge inspection are being responsible for the safety of the traveling public, Burdiek said. This responsibility makes being chased by dogs, bulls, or getting a dose of poison ivy (or our state flower as Burdiek calls it) tolerable.

That’s why whether it’s a comi- cal day or a Bruce Willis kind of day, Burdiek lives by one motto.

“In this job, you always have to think no matter what the situation is – you can make it,” Burdiek said.
The following employees will officially retire from KDOT on April 1.

**Headquarters**
- **Richard D. Elliott,** Professional Civil Engineer II in Design – 39 years of state service
- **Robert L. Wandel,** Professional Civil Engineer II Design – 27 years of state service

**District One - Northeast**
- **Fredrick A. Stone,** Professional Engineer Senior at Council Grove – 25 years of state service

**District Four – Southeast**
- **Sharon S. Greve,** Custodial Worker at Chanute – 18 years of state service

KDOT salutes its employees celebrating anniversaries in February

### 10 YEARS

- **Steve Black** – Altamont
- **Jon Evans** – Chanute
- **Kathy Lile** – Ottawa
- **Dennis Grubbs** – Lake Lot
- **Thomas Palmer** – Minneapolis
- **Donald Snyder** – Hutchinson
- **Charles Thimesch** – Pratt
- **Mark Weiser** – Norton

### 20 YEARS

- **Roger Huff** – Norton
- **Oren Johnson** – El Dorado
- **Susan Maxon** – Topeka

### 40 YEARS

- **Dean Testa** – Topeka

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

---

Welcome new KDOT employees!

**Headquarters**
- **Eric Finney,** Engineering Technician, Materials and Research
- **Shari Hilliard,** Engineering Associate III, Transportation Planning
- **Nathan Marshall,** Engineering Associate II, Design
- **Adam Teal,** Engineering Associate I, Bureau of Design
- **District One**
  - **James Metcalfe,** Engineering Associate III, Emporia
  - **Don Wilson,** Engineering Associate I, Seneca
- **District Four**
  - **Susan Zentner,** Administrative Assistant, Garnett
- **District Six**
  - **James Mangen,** Equipment Mechanic, Garden City
  - **The Bureau of Personnel Services** supplies information for new hires to Translines.

**Promotions/Transfers**

- **Darleen Bernhardt,** Senior Administrative Assistant, Materials and Research
- **Brad Henry,** Engineering Technician Senior, Traffic Engineering
- **Larry Rohr,** Highway Maintenance Supervisor, Topeka

- **District One – Northeast**
- **District Four – Southeast**

---

Communication is a two-way street

**By Maggie Thompson**

“Do you sorta talk a lot?”

“How many times have I heard that one before? Trust me, I’ve heard it my whole life. I’ll admit I talk a lot, maybe even too much – this isn’t something new. My family and friends joke that I’ve never met a stranger and I could regale you for hours with stories. I love to make people laugh – I’ll talk to anyone. I guess the ole’ adage about ‘don’t talk to strangers’ never really took hold.

As much as I talk though, I haven’t always been a good listener. Sure, I thought I was – I listened as my parents explained why in high school I couldn’t stay out until 3 a.m. I listened when a friend explained to me his crazy opposing political views. But I wasn’t listening – I didn’t hear what they were saying. Instead I was preparing to tell my side of the story, explain my point of view. We often get caught up in the need to defend our position, the need to explain ourselves. While this is important – it’s not nearly as important as actually listening to what someone else has to say.

Communication is a two-way street. You have to listen to what the other person is saying before you can effectively communicate with them. That can be hard – especially when you don’t think what the other person has to say. We all need to do a better job of effectively listening to others by understanding what that other person is saying.

On top of all of this we also need to hear what people are saying. Hearing means that we not only understand what’s being said but that we’re also willing to change our feelings, opinion, or course of action based on the message. That doesn’t mean we implement everyone’s ideas. That’s not the answer. This simply means that we’re accepting of finding new ideas and that we’re willing to really look at what people are saying.

“Do you sorta talk a lot?”

I’ve been trying to listen more these days and hear what people are saying. It hasn’t always changed my mind, but at least I know where others are coming from and I’m more open to new ideas. As for talking too much – that probably won’t change but at least now when someone says, “Are you listening to me?” I can say “Yes I am.”

-Maggie Thompson is a Public Involvement Liaison at Headquarters

---

Canadian province looks to KDOT for truck-routing ideas

**By Amy Link**

At first glance, British Columbia, Canada, and Kansas couldn’t be more different.

British Columbia has four mountain ranges; Kansas has Mount Sunflower. The BC has about 16,787 miles of coastline; Kansas is land-locked. The BC has avalanches; Kansas has tornadoes.

So what could these two possibly have in common? Answer: the need for a state-of-the-art truck routing system.

To meet the trucking demands of an emerging global economy, DOTs of states, provinces, and countries are searching for more efficient ways to route the increasing amounts of truck traffic. This common goal brought leaders of British Columbia’s Commercial Vehicles Safety and Enforcement Branch to Topeka on January 20 and 21 to view KDOT’s Truck Routing Information System up close.

Doug Elliot, Manager of Commercial Transportation for the BC Provincial Government, said his office had first learned about KDOT’s system at a conference in Las Vegas, and later saw two online presentations about Truck Routing Information System or TRIS. Impressed with the presentations, Elliot and Jane Barton-Greig, Project Manager for CVSE, contacted KDOT to set up a visit.

“Whenever a vendor presents a program, they always...
Construction getting in gear across Kansas

Projects in District One, District Two, and District Three are featured in this edition. Articles written by Joe Bluibaugh, District One Public Affairs Manager; David Greiser, District Two Public Affairs Manager; and Gina Mastin, District Three Public Affairs Manager.

DISTRICT ONE
There are several large projects in District One that will be initiated and continued during the 2005 construction season. Two of the biggest are the realignment of US-75 in Brown County and the 87th Street and I-35/US-69 interchange in Johnson County.

The realignment of US-75 will take place from about 1/2 mile south of Fairview to 1 1/2 miles north of Sabatha. The 7.35-mile project will allow traffic to travel straight north on the new facility from the east junction of US-75/US-36. The project includes two new diamond interchanges - one at the junction of US-75/US-36 and one just east of the city of Sabatha at the US-75/Main Street intersection. Work that has been completed includes widening US-36 from the east junction of US-75/US-36 and lowering US-36 near the new interchange by 16 feet to take the highway under US-75.

One interesting aspect of the project is three 305-meter test sections of perpetual asphalt pavement. The sections vary in thickness from 275 to 325 millimeters and will include sensors embedded just below the pavement to monitor the asphalt. This project is a joint effort between KDOT, Kansas State University, the Kansas Asphalt Pavers Association, the National Asphalt Pavers Association and the Asphalt Institute.

The two-season project started in September 2003 and is scheduled to be completed by November 18, 2005. Dobson Brothers Construction of Lincoln, Neb., is the contractor on the $24 million project.

The 87th Street and I-35/US 69 Interchange project in Johnson County is designed to improve traffic flow along the I-35 corridor near 87th Street and US-69 and address the continuing traffic congestion problems in this area. The project involves design work for bridge improvements and one mile of reconstruction along the highway from Quivira Road to Goddard Street through Lenexa and Overland Park.

The bridge improvements and reconstruction will provide a 50 percent increase in lane capacity. Improvements will include an additional through lane in each direction on 87th Street and a new single point urban interchange (SPUI) with dual left turns to replace the diamond interchange. The SPUI will be the first in the Kansas City area.

The 87th Street and I-35/US-69 project is a $50 million System Enhancement Project being carried out in partnership between KDOT, the City of Lenexa, the City of Overland Park, and Johnson County. It will be completed in full 2006. Please visit the project website at www.87thkc35.org to learn more about this project.

DISTRICT TWO
2005 in District Two should show little let up in construction. This is the first year of an I-70 reconstruction project in Dickinson County. The eight-mile project will replace the eastbound lanes and ramps replaced this year. Next year westbound lanes will be reconstructed along with new westbound ramps, and a new bridge at the Solomon interchange. Koss Construction Company of Topeka is the contractor on the approximately $34.4 million project.

Another major project starting in 2005 is a Major Modification project on US-77/US-36 from the Florence city limits north to a point just south of the US-56/K-150 junction. The total project length is 8.3 miles. The project involves grading, asphalt resurfacing, several box culverts, and a span bridge over the Cottonwood River. Traffic will be detoured from Florence east and north on US-50 to K-150 then west to the US-56/K-150 junction a distance of 36 miles. That project is scheduled to start in March with a completion date on or about September 29, 2006, weather permitting. Venture Corporation of Great Bend is the contractor on the $11.5 million project.

DISTRICT THREE
Numerous projects will be under way during the 2005 construction season in all four areas of District Three. Two of these include the final phase of the two-year Interstate 70 project west of Russell and the US-36 project west of Norton.

Child Passenger Safety Week designed to increase awareness

It only takes a matter of seconds and proper restraint in a vehicle can save a child’s life. That was the important message delivered by transportation officials during National Child Passenger Safety Awareness Week in Kansas, February 13-19.

“Child Passenger Safety Awareness Week has a very important ongoing mission – to increase safety and reduce vehicular fatalities involving children,” said Secretary Deb Miller. “Studies show that only 60 percent of Kansas children are restrained in any fashion while traveling. That means almost half of all Kansas kids are put into very dangerous situations when riding in a vehicle.”

Secretary Miller, Kansas Highway Patrol Superintendent Col. William Seck, along with representatives from the Kansas Motor Carriers Association, Kansas SAFE Kids, and National Highway Traffic Safety Administration gathered to encourage child passenger safety during a media event at the Kansas Expocentre on February 14.

Motor vehicle crashes are the number one killer of children. But children ages 4-8 who use booster seats and safety belts are 59 percent less likely to be injured in a car crash than children who are restrained only by a safety belt. Special emphasis was placed on reminding adults that children under 4’9″ should be in a booster seat while traveling in a motor vehicle.

“Many parents are under the false impression that children who have outgrown child safety seats can move right into booster seats, but nothing could be further from the truth,” said Miller. “Safety belts, which are designed to fit adults, won’t fully restrain a child in a crash.”

National Child Passenger Safety Week is an appropriate time to remind all parents, grandparents, child care providers, and other adults in charge of children that if kids are under 4’9″ tall, they need a booster seat.

Most toddlers are now regularly restrained, but the problem is not enough kids ages 4-8 who are properly and safely restrained. Only 10-20 percent of kids ages 4-8 who should be using booster seats are actually in them. This puts children at an unnecessary risk of being killed or injured in crashes because they are simply in the wrong restraint for their size.

Proper usage of restraints drastically helps to reduce severe injury and death. In fact, studies show that when correctly used, child restraints reduce infant fatalities by 71 percent and toddler fatalities by 54 percent.

“In Kansas during 2003, more than 600 kids ages 4 to 8 were injured in vehicular accidents and five children were killed,” said Miller. “KDOT has developed a four-pronged strategy to address this problem, encouraging adults to make sure kids are properly restrained.”

The strategy includes:

- Seat Distribution - Two times each year KDOT furnishes more than 1,300 child safety seats and booster seats to child passenger safety technicians across Kansas for distribution to lower income families.
- Education – KDOT continually works to educate the public on the importance of proper restraints for children.

The agency also provides education to Kansans through the Booster to Belts program, which has reached approximately 10,000 people in 23 Kansas counties to date.

- Collaboration with Law Enforcement through the Special Traffic Enforcement Program, or more commonly known as the STEP Mobilization. This includes the Kansas Highway Patrol and other law enforcement officers who look specific for children who are riding unrestrained without child safety restraints or seatbelts.
- Media effort – An aggressive two-week radio campaign was mounted to promote Child Passenger Safety, with 7,504 ads running statewide. KDOT also ran $54 of the ads in Spanish.

It is a primary law in Kansas that all children under age 14 must be protected by a safety belt and that all children under four must be in a federally-approved child safety seat.
Construction getting in gear across Kansas

Projects in District One, District Two, and District Three are featured in this edition. Articles written by Joe Blu-ibaugh, District One Public Affairs Manager; David Greiser, District Two Public Affairs Manager; and Gina Mastin, District Three Public Affairs Manager.

DISTRICT ONE

There are several large projects in District One that will be initiated and continued during the 2005 construction season. Two of the biggest are the realignment of US-75 in Brown County and the 87th Street and I-35/US-69 interchange in Johnson County.

The realignment of US-75 will take from about 1/2 mile south of Fairview to 1 1/2 miles north of Sabetha. The 7.35-mile project will allow traffic to travel straight north on the new facility from the east junction of US-75/US-36. The project includes two new diamond interchanges - one at the junction of US-75/US-36 and one just east of the city of Sabetha at the US-75/Main Street intersection. Work that has been completed includes widening US-36 from the east junction of US-75/US-36 and lowering US-36 near the new interchange by 16 feet to take the highway under US-75. One interesting aspect of the project is three 305-meter test sections of perpetual asphalt pavement. The sections vary in thickness from 275 to 325 millimeters and will include sensors embedded just below the pavement to monitor the asphalt. This project is a joint effort between KDOT, Kansas State University, the Kansas Asphalt Pavers Association, the National Asphalt Pavers Association and the Asphalt Institute.

The two-season project started in September 2003 and is scheduled to be completed by November 18, 2005. Dobson Brothers Construction of Lincoln, Neb., is the contractor on the $24 million project.

The 87th Street and I-35/US 69 Interchange project in Johnson County is designed to improve traffic flow along the I-35 corridor near 87th Street and US-69 and address the continuing traffic congestion problems in this area. The project involves design work for bridge improvements and one mile of reconstruction along the highway from Quivira Road to Goddard Street through Lenexa and Overland Park.

The bridge improvements and reconstruction will provide a 50 percent increase in lane capacity. Improvements will include an additional through lane in each direction on 87th Street and a new single point urban interchange (SPUI) with dual left turns to replace the diamond interchange. The SPUI will be the first in the Kansas City area. The 87th Street and I-35/US-69 project is a $50 million System Enhancement Project being carried out in partnership between KDOT, the City of Lenexa, the City of Overland Park, and Johnson County. It will be completed in full 2006. Please visit the project website at www.87thks.org to learn more about this project.

DISTRICT TWO

2005 in District Two should show little let up in construction. This is the first year of an I-70 reconstruction project in Dickinson County. The eight-mile project will expand lanes and ramps replaced this year. Next year westbound lanes will be reconstructed along with new westbound ramps, and a new bridge at the Solomon interchange. Kess Construction Company of Topeka is the contractor on the approximately $34.4 million project.

Another major project starting in 2005 is a Major Modification project on US-77/US-36 from the Florence city limits north to a point just south of the US-56/K-150 junction. The total project length is 8.3 miles. The project involves grading, asphalt resurfacing, several box culverts, and a span bridge over the Cottonwood River. Traffic will be detoured from Florence east and north on US-50 to K-150 then west to the US-56/K-150 junction a distance of 36 miles. That project is scheduled to start in March with a completion date on or about September 29, 2006, weather permitting. Venture Corporation of Great Bend is the contractor on the $11.5 million project.

DISTRICT THREE

Numerous projects will be under way during the 2005 construction season in all four areas of District Three. Two of these include the final phase of the two-year Interstate 70 project west of Russell and the US-36 project west of Norton.

The strategy includes:

- Seat Distribution - Two times each year KDOT furnishes more than 1,300 child safety seats and booster seats to child passenger safety technicians across Kansas for distribution to lower income families.
- Education – KDOT continually works to educate the public on the importance of proper restraints for children.
- Media effort – An aggressive two-week radio campaign was mounted to promote Child Passenger Safety, with 7,504 ads running statewide. KDOT also ran 554 of the ads in Spanish.

It is a primary law in Kansas that all children under age 14 must be protected by a safety belt and that all children under four must be in a federally-approved child safety seat.

Child Passenger Safety Week designed to increase awareness

It only takes a matter of seconds and proper restraint in a vehicle can save a child’s life. That was the important message delivered by transportation officials during National Child Passenger Safety Awareness Week in Kansas, February 13-19. “Child Passenger Safety Awareness Week has a very important ongoing mission – to increase safety and reduce vehicular fatalities involving children,” said Secretary Deb Miller. “Studies show that only 60 percent of Kansas children are restrained in any fashion while traveling. That means almost half of all Kansas kids are put into very dangerous situations when riding in a vehicle.”

Secretary Miller, Kansas Highway Patrol Superintendent Col. William Seck, along with representatives from the Kansas Motor Carrier Association, Kansas SAFE Kids, and the National Highway Traffic Safety Administration gathered to encourage child passenger safety during a media event at the Kansas Expocentre on February 14. "Many parents are under the false impression that children who have outgrown child safety seats can move right into safety belts, but nothing could be further from the truth," said Miller. "Safety belts, which are designed to fit adults, won’t fully restrain a child in a crash.”

National Child Passenger Safety Week is an appropriate time to remind all parents, grandparents, child care providers, and other adults in charge of children that if kids are under 4’9” tall, they need a booster seat.

Most toddlers are now regularly restrained, but the problem is not enough kids ages 4-8 who are properly and safely restrained. Only 10-20 percent of kids ages 4-8 who should be using booster seats are actually in them. This puts children at an unnecessary risk of being killed or injured in crashes because they are simply in the wrong restraint for their size.

Proper usage of restraints drastically helps to reduce severe injury and death. In fact, studies show that when correctly used, child restraints reduce infant fatalities by 71 percent and toddler fatalities by 54 percent.

“Kansas during 2003, more than 600 kids ages 4 to 8 were injured in vehicular accidents and five children were killed,” said Miller. “KDOT has developed a four-pronged strategy to address this problem, encouraging adults to make sure kids are properly restrained.”

The agency also provides education to Kansans through the Booster to Belts program, which has reached approximately 10,000 people in 23 Kansas counties to date.

- Collaboration with Law Enforcement through the Special Traffic Enforcement Program, or more commonly known as the STEP Mobilization. This includes the Kansas Highway Patrol and other law enforcement officers who look specifically for children who are riding unrestrained without child safety restraints or seatbelts.

- Media effort – An aggressive two-week radio campaign was promoted to launch Child Passenger Safety, with 7,504 ads running statewide. KDOT also ran 554 of the ads in Spanish.

Child Passenger Safety Week is an appropriate time to remind all parents, grandparents, child care providers, and other adults in charge of children that if kids are under 4’9” tall, they need a booster seat.
The following employees will officially retire from KDOT on April 1.

**Headquarters**
- Richard D. Elliott, Professional

**Civil Engineer II in Design** – 39 years of state service

**District One - Northeast**
- Robert L. Wandel, Professional

**Civil Engineer II Design** – 27 years of state service

**District Four – Southeast**
- Sharon S. Greve, Custodial Worker

Champlin – maybe even see a slight growth,” said Pollock. She also thanked the Governor and the 2004 Legislature for preserving the CTP when the state’s economic downturn and other factors threatened the funding for the program. But she cautioned against complacency.

“Sharon S. Greve, Custodial Worker

at Chanute – 18 years of state service

It was only last year that the Legislature renewed their commitment to this program, they won’t consider raiding the highway fund a viable option.”

By Amy Link

**Communication is a two-way street**

By Maggie Thompson

“You sure do talk a lot.” How many times have I heard that one before? Trust me, I’ve heard it my whole life. I still admit I talk a lot, maybe even too much – this isn’t something new. My family and friends joke that I’ve never met a stranger and I could regale you for hours with stories. I love to make people laugh – I’ll talk to anyone. I guess the ole’ adage about ‘don’t talk to strangers’ never really took hold.

But I wasn’t listening – I didn’t hear what they were saying. Instead I was preparing to tell my side of the story, explain my point of view. We often get caught up in the need to defend our position, the need to explain ourselves. While this is important – it’s not nearly as important as actually listening to what someone else has to say. Communication is a two-way street. You have to listen to what the other person is saying before you can effectively communicate with them. This is important – it’s not nearly as important as actually listening to what someone else has to say. Communication is a two-way street. You have to listen to what the other person is saying before you can effectively communicate with them.

By Amy Link

**Canadian province looks to KDOT for truck-routing ideas**

By Maggie Thompson

“Public Involvement Liaison at Headquarters

Welcomenew KDOT employees!

**Welcome new KDOT employees!**

**Headquarters**
- Eric Finney, Engineering Technician, Materials and Research
- Shari Hilliard, Engineering Associate III, Transportation Planning
- Nathan Marshall, Engineering Associate II, Design
- Adam Teal, Engineering Associate I, Bureau of Design
- James Metcalf, Engineering Associate III, Emporia
- Don Wilson, Engineering Associate I, Seneca
- Susan Zentner, Administrative Assistant, Garnett
- James Mangan, Equipment Mechanic, Garden City
- The Bureau of Personnel Services supplies information for new hires to Translines.

“Headquarters

Darleen Bernhardt, Senior Administrative Assistant, Materials and Research
- Brad Henry, Engineering Technician Senior, Traffic Engineering
- Larry Rohr, Highway Maintenance Supervisor, Topeka
- Mandy Bartnett, Engineering Technician Senior, Iola
- John Berndsen, Equipment Operator Specialist, Winfield
- Jeremy Groth, Engineering Technician, Garden City
- Dale Ludloe, Professional Civil Engineer I, Dodge City

Continued on page 11
Bridge inspector has his share of comedy, close-calls

By Amy Link

Ever picture yourself in an action movie? Edward Burdiek doesn’t have to. While inspecting a bridge, he had an experience a little too much like a Bruce Willis movie.

Burdiek, Bridge Inspector for the Bureau of Design, was doing routine bridge inspection on K-99, when his life was put in danger. A driver accidentally struck KDOT’s maintenance truck, which was parked on the shoulder of the bridge. This caused the truck to hit the bridge inspection crew’s Suburban that was directly in front of the truck. Burdiek, who was below the bridge inspecting, looked up to see the swing flip on its side and skid towards the edge of the bridge.

“It was like being in a Bruce Wil- lis movie. The Suburban skidded into the guardrail and onto the deck block- ing the road,” Burdiek said. “It was enough to scare the hell out of me.”

Kansas has about 5,270 bridges that are under KDOT’s jurisdiction, and federal law requires that they be inspected every two years. The primary responsibility of inspectors is to check for problems in the deck, superstructure, substructure, and sometimes inside the bridge.

Burdiek started in the Special Bridge Inspection Department, which oversees the inspection of about 700 bridges. Bridges classified as special have unusual features, such as being very tall or having footing underneath a lot of water.

“Being a Special Bridge Inspec- tor really requires a lot of courage,” Burdiek said. “Some days you’re 90 feet in the air, and other days you’re SCUBA diving 20 feet below water.”

Now, Burdiek is in the Routine Bridge Inspection Section, which is without its own share of danger. For instance, during routine inspections, traffic is not restricted on the bridge, thus inspectors are right along side the vehicles.

“Some of the bridges in the Kansas City area have 130,000 vehicles going over them in a day,” he said. “And while they’re going by, they can throw up a lot of gravel at you.”

And that’s just the top of the bridge; underneath it is where the real danger can be.

Burdiek said that crews have found several methamphetamine labs underneath bridges.

“I would say about 25 percent of our bridges have, or have had, meth labs underneath them,” Burdiek said.

KDOT’s Bridge Maintenance crews have had some instruction with how to handle the meth labs, but usually the inspection crews notify the authorities and then continue with their inspections.

These labs are not only a threat to the inspectors if one of them were to explode, the fire could cause serious damage to the bridge. “Some people think that a fire can’t harm a bridge but the heat from the fire can cause the concrete to pull away from the steel, which can cause serious damage,” Burdiek said.

Although Burdiek said he doesn’t know of an instance where a meth lab fire has harmed a bridge, he does know bridges have been damaged as the result of a homeless person’s fire getting out of control.

In urban areas, homeless people building homes under bridges are a common occurrence that the inspectors have to deal with. Burdiek said he has surprised several people who have built homes under bridges.

Though he always yells “anybody home” before entering what looks like a home, often people don’t want to reveal their presence. This led to him once walking in on a naked man.

“You really have to have a sense of humor in this job, because you end up in a lot of situations that make funny stories later on,” Burdiek said.

One of those includes a time when he and his crew caught a group of unsuspecting teenagers skinny dipping.

“These girls were so surprised by us that they took off running and left their class rings and wallets on the bridge,” Burdiek said. “I wondered what their parents thought when the Highway Patrol called and told them that some bridge inspectors had found their kids’ jewelry.” People are not the only surprises, bridge inspectors find. “You’d be amazed at what people will throw over a bridge,” he said.

During his 15 years as a bridge inspector, Burdiek has found empty beer kegs, pornography, needles, stolen purses (some with IDs and credit cards still inside), and countless other items.

That’s why whether it’s a comi- cal day or a Bruce Willis kind of day, Burdiek lives by one motto. “In this job, you always have to think no matter what the situation is – you can make it,” Burdiek said.
**Fun Facts and Trivia**

1. It’s the oldest U.S. Army fort in continuous existence west of the Mississippi. It is located on the bluffs of the Missouri River and was established in 1822 as a frontier post to protect trade on the Santa Fe Trail. What fort is it?

2. A fort to protect travelers on the Santa Fe and Oregon Trails was needed. Built as Camp Center, this fort was established in 1853, and in 1866, became the site of the formation of the 7th Cavalry Regiment under Lt. Col. George Custer. During the next three decades, soldiers used this fort as a staging area to protect the expanding frontier. What fort is it?

Do you know some fun KDOT facts or trivia? Send them to Shanna Anderson at shanna.ksdot.org.

---

**KDOT, city, and contractor find solution for Cimarron flooding issue**

By Kim Stich

SYRACUSE - During the spring and summer of 2004, the City of Cimarron experienced street flooding on US-50. The flooding was unusual and apparently due to a plugged storm sewer that ran east and west for a half block under the US-50 pavement. KDOT, the City of Cimarron, and J-A-G Construction partnered together to find a solution to the problem.

Area Three-Cimarron Storm Sewer Repair team members were honored for their efforts in KDOT’s Example of Excellence employee recognition program for the fourth quarter of 2004. Secretary Deb Miller attended the event on February 7 in Cimarron.

“I feel that this project is not only an Example of Excellence but an excellent example of partnering with our local city and contractor,” Thompson said. “Everyone working together was definitely the best solution – together we took a problem and turned it into a win-win situation for everyone.”

KDOT members of the Area Three – Cimarron Storm Sewer Repair team include: Riederer; Don Ratzlaff, City Superintendent, City of Cimarron; Glenn Mayhew, Water & Wastewater Superintendent, City of Cimarron; Dennis Rohrbaugh, Street and Parks Superintendent, City of Cimarron; and John Rohrbaugh, Mayor of Cimarron. Do you know of a KDOT group, team, unit, or office that has gone above and beyond 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 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.

Nominations for the first quarter are due by March 31.

---

**Construction Continued from page 6**

Last year the sinkholes in Russell County were filled and a county bridge spanning I-70 was impressively removed in just seven hours using explosives during the first phase of the two-year project. This year milling and in-place cold recycling with a bituminous overlay will take place on both the eastbound and westbound lanes. The Hays Construction office in Area Three is overseeing the I-70 venture. The 13.25-mile project begins at the Russell-Ells county line and proceeds east to near the Pioneer Interchange exit. APAC Kansas Shears Division – Hays Division is the contractor on the $14.8 million project.

The road will be closed to one lane of traffic in each direction one section at a time. The contractor was given a completion date of November 18, but it is expected to be finished before then. Grading, also under the direction of APAC, will be done concurrently once the asphalt is built. K-257 from I-70 into the City of Gorham, as well as a county road, will be paved in conjunction with the I-70 project.

In Area One, work will resume in early spring on 6.4 miles of US-36 west of Norton. The $5.7 million project includes replacing the Prairie Dog Drainage Bridge. Reece Construction, of Scandia, will be replacing the bridge one half at a time with a prestressed concrete beam bridge. Traffic will be reduced to one lane over the bridge using traffic signals during this period.

The shoulders along this stretch of highway will be redone with a fly ash treated subgrade while a cold in place recycle with five inches of asphalt overlay will be done on the mainline. A pilot car will be used to direct traffic through construction while this work is being completed. Venture Corporation of Great Bend is contracted for this portion of the project. Grading will be done simultaneously by Adams Construction, of Arapahoe, Nebraska. Prior to the asphalt paving, B & H Builders of Kingman will add curb and gutter as well as place concrete ditch liners to help control drainage and prevent soil erosion. Work is expected to last through October.

---

**Employee Recognition Program**

Do you know some fun KDOT facts or trivia? Send them to Shanna Anderson at shanna.ksdot.org.
Condolences to the family and friends of two KDOT employees who recently passed away.

Tim L. Mutschke, 47, died January 18 in Topeka. He was an Assistant Bridge Engineer in the Bureau of Design. He is survived by his wife, Susan Barker, two sons, his father, one brother, and two sisters.

Memorial contributions may be made to the Ian and Drew Mutschke Scholarship Fund and sent in care of Credit Union One of Kansas, 610 SW 10th Ave., Topeka, or the America Cancer Society, 1315 SW Arrowhead, Topeka, 66604.

Wayne F. Minner, 60, died January 25 in Topeka. He worked for the Bureau of Design for 41 years. He is survived by two sons, two daughters, his mother, two brothers, three sisters and seven grandchildren.

Memorial contributions may be made to the Wayne Minner Memorial Fund and sent in care of the Mercer Funeral Home, Holton, P.O., Box 270, Holton, 66436.

Deb Miller

TRIS is a Web-based system that uses up-to-date data provided by Geospatial Information Systems or smart maps.

Since not all Kansas roads or bridges can support trucks with oversized loads, trucks carrying in excess of 80,000 pounds must have a permit and a KDOT-approved route. The routes are determined by using the Web-based TRIS program. Trucks taller than 14 feet, or more than 8 feet, 6 inches wide are also under TRIS’s jurisdiction.

Prior to TRIS, this process involved paper maps and required lengthy time investment on the part of KDOT personnel. As a result, Traffic Engineering, Bridge Evaluation, GIS unit, and Computer Services formed a team and began researching other methods of truck routing in 1999, Jude Butler said.

Butler, Information Resource Specialist, said the team then began developing the TRIS system, which was completed in September 2003.

And, for the most part, KDOT has been happy with TRIS. “Users have three options when making their route selections: they can select by segment, by road name, or by their beginning and ending segments,” Butler said. “TRIS then tells them where they can travel and the bridges or highways they must avoid.”

Wayne F. Minner Memorial Fund and sent in care of the Mercer Funeral Home, Holton, P.O., Box 270, Holton, 66436.


March 8 - 11 a.m. KDOT Employees’ Council Meeting, Third Floor Eisenhower State Office Building.

March 11 - 9:30 a.m. Highway Advisory Committee Meeting, Eisenhower State Office Building in Topeka.

March 14-17 - ITS Heartland Annual meeting, with MOVTE, Topeka Capitol Plaza. To register, contact vジョセフ2@unl.edu or Shari Hilliard, 785-296-6356.

March 16 - 2 p.m. Construction Bid Letting at the Topeka Capitol Plaza.

March 19 - KDOT Golf tournament - Blueballs Event (two-person scramble), 9 a.m., Village Greens, Oza-wkie. To enter, contact Karen Peterson at 785-296-6463 or Kevin Adams at 785-296-5297.


March 8 - 11 a.m. KDOT Employees’ Council Meeting, Third Floor Eisenhower State Office Building.

March 11 - 9:30 a.m. Highway Advisory Committee Meeting, Eisenhower State Office Building in Topeka.

March 14-17 - ITS Heartland Annual meeting, with MOVTE, Topeka Capitol Plaza. To register, contact vジョセフ2@unl.edu or Shari Hilliard, 785-296-6356.

March 16 - 2 p.m. Construction Bid Letting at the Topeka Capitol Plaza.

March 19 - KDOT Golf tournament - Blueballs Event (two-person scramble), 9 a.m., Village Greens, Oza-wkie. To enter, contact Karen Peterson at 785-296-6463 or Kevin Adams at 785-296-5297.


March 8 - 11 a.m. KDOT Employees’ Council Meeting, Third Floor Eisenhower State Office Building.

March 11 - 9:30 a.m. Highway Advisory Committee Meeting, Eisenhower State Office Building in Topeka.

March 14-17 - ITS Heartland Annual meeting, with MOVTE, Topeka Capitol Plaza. To register, contact vジョセフ2@unl.edu or Shari Hilliard, 785-296-6356.

March 16 - 2 p.m. Construction Bid Letting at the Topeka Capitol Plaza.

March 19 - KDOT Golf tournament - Blueballs Event (two-person scramble), 9 a.m., Village Greens, Oza-wkie. To enter, contact Karen Peterson at 785-296-6463 or Kevin Adams at 785-296-5297.


March 8 - 11 a.m. KDOT Employees’ Council Meeting, Third Floor Eisenhower State Office Building.

March 11 - 9:30 a.m. Highway Advisory Committee Meeting, Eisenhower State Office Building in Topeka.

March 14-17 - ITS Heartland Annual meeting, with MOVTE, Topeka Capitol Plaza. To register, contact vジョセフ2@unl.edu or Shari Hilliard, 785-296-6356.

March 16 - 2 p.m. Construction Bid Letting at the Topeka Capitol Plaza.

March 19 - KDOT Golf tournament - Blueballs Event (two-person scramble), 9 a.m., Village Greens, Oza-wkie. To enter, contact Karen Peterson at 785-296-6463 or Kevin Adams at 785-296-5297.


March 8 - 11 a.m. KDOT Employees’ Council Meeting, Third Floor Eisenhower State Office Building.

March 11 - 9:30 a.m. Highway Advisory Committee Meeting, Eisenhower State Office Building in Topeka.

March 14-17 - ITS Heartland Annual meeting, with MOVTE, Topeka Capitol Plaza. To register, contact vジョセフ2@unl.edu or Shari Hilliard, 785-296-6356.

March 16 - 2 p.m. Construction Bid Letting at the Topeka Capitol Plaza.

March 19 - KDOT Golf tournament - Blueballs Event (two-person scramble), 9 a.m., Village Greens, Oza-wkie. To enter, contact Karen Peterson at 785-296-6463 or Kevin Adams at 785-296-5297.


March 8 - 11 a.m. KDOT Employees’ Council Meeting, Third Floor Eisenhower State Office Building.

March 11 - 9:30 a.m. Highway Advisory Committee Meeting, Eisenhower State Office Building in Topeka.

March 14-17 - ITS Heartland Annual meeting, with MOVTE, Topeka Capitol Plaza. To register, contact vジョセフ2@unl.edu or Shari Hilliard, 785-296-6356.

March 16 - 2 p.m. Construction Bid Letting at the Topeka Capitol Plaza.

March 19 - KDOT Golf tournament - Blueballs Event (two-person scramble), 9 a.m., Village Greens, Oza-wkie. To enter, contact Karen Peterson at 785-296-6463 or Kevin Adams at 785-296-5297.


March 8 - 11 a.m. KDOT Employees’ Council Meeting, Third Floor Eisenhower State Office Building.

March 11 - 9:30 a.m. Highway Advisory Committee Meeting, Eisenhower State Office Building in Topeka.

March 14-17 - ITS Heartland Annual meeting, with MOVTE, Topeka Capitol Plaza. To register, contact vジョセフ2@unl.edu or Shari Hilliard, 785-296-6356.

March 16 - 2 p.m. Construction Bid Letting at the Topeka Capitol Plaza.

March 19 - KDOT Golf tournament - Blueballs Event (two-person scramble), 9 a.m., Village Greens, Oza-wkie. To enter, contact Karen Peterson at 785-296-6463 or Kevin Adams at 785-296-5297.
Hays and Ellis County. Forty-five percent of its riders are disabled, about 25 percent are elderly, and 20 percent are the general public.

"Public transit is playing an increasingly important role in how we address some of the demographic changes we are experiencing in Kansas," said Miller. "I would expect that many other communities will want to see what you have done here."

In addition to providing a home for ACCESS, the DSNWK facility will be the home base for another transit service -- an intercity bus that travels from St. Francis to Hays five days a week utilizing three different routes.

The building has a 16-bay parking garage, three work bays, and offices. "This transportation facility is a great resource for Northwest Kansas. The service offered from this base is an example for other rural communities of a way to increase the quality of life of its citizens," said Moran.

The property on which the building sits was once a Kansas Highway Patrol office and it was sold to DSNWK by KDOT in October 2003. Construction of the $1.85 million facility was funded through federal money administered by KDOT.

"This is an important service for the older population in Northwest Kansas," said Ron Straight of DSNWK. "This facility will allow us to get our buses out of the elements, extend their service life, and make the most efficient use of our funds."

Later this year a computer dispatch system -- Automatic Vehicle Locator -- will be installed. The system, which tracks the location of ACCESS buses, will improve efficiency by assuring that the nearest bus always responds to a call.

Continued from page 1

Secretary Deb Miller and Congressman Jerry Moran, left of Miller, applaud after DSNWK's Ron Straight officially dedicates his agency's new public transit facility during a ribbon-cutting ceremony February 7 in Hays. Straight, who is next to Moran, also is flanked by Mokhtee Ahmad, a former KDOT employee who now works for the Federal Transit Administration.

KDOT helps four-year old Brad Mathewson become properly restrained in a booster seat during a Child Passenger Safety Week demonstration. For more details, please see story on page 7.

Continued from page 1

President George W. Bush and Kansas Governor Kathleen Sebelius speak at a ceremony celebrating the opening of the first of many projects on US-69 in Louisburg.

Secretary Deb Miller and Congressman Jerry Moran of Hays joined federal and local leaders to celebrate the opening of the building owned by Developmental Services of Northwest Kansas (DSNWK). The 14,000-square-foot facility will house eight ACCESS buses.

ACCESS provides rural public transportation in Hays and Ellis County. Forty-five percent of its riders are disabled, about 25 percent are elderly, and 20 percent are the general public.

"Public transit is playing an increasingly important role in how we address some of the demographic changes we are experiencing in Kansas," said Miller. "I would expect that many other communities will want to see what you have done here."

In addition to providing a home for ACCESS, the DSNWK facility will be the home base for another transit service -- an intercity bus that travels from St. Francis to Hays five days a week utilizing three different routes.

The building has a 16-bay parking garage, three work bays, and offices. "This transportation facility is a great resource for Northwest Kansas. The service offered from this base is an example for other rural communities of a way to increase the quality of life of its citizens," said Moran.

The property on which the building sits was once a Kansas Highway Patrol office and it was sold to DSNWK by KDOT in October 2003. Construction of the $1.85 million facility was funded through federal money administered by KDOT.

"This is an important service for the older population in Northwest Kansas," said Ron Straight of DSNWK. "This facility will allow us to get our buses out of the elements, extend their service life, and make the most efficient use of our funds."

Later this year a computer dispatch system -- Automatic Vehicle Locator -- will be installed. The system, which tracks the location of ACCESS buses, will improve efficiency by assuring that the nearest bus always responds to a call.

Continued from page 1

Secretary Deb Miller and Congressman Jerry Moran, left of Miller, applaud after DSNWK's Ron Straight officially dedicates his agency's new public transit facility during a ribbon-cutting ceremony February 7 in Hays. Straight, who is next to Moran, also is flanked by Mokhtee Ahmad, a former KDOT employee who now works for the Federal Transit Administration.

KDOT helps four-year old Brad Mathewson become properly restrained in a booster seat during a Child Passenger Safety Week demonstration. For more details, please see story on page 7.

Continued from page 1

Secretary Deb Miller and Congressman Jerry Moran, left of Miller, applaud after DSNWK's Ron Straight officially dedicates his agency's new public transit facility during a ribbon-cutting ceremony February 7 in Hays. Straight, who is next to Moran, also is flanked by Mokhtee Ahmad, a former KDOT employee who now works for the Federal Transit Administration.

KDOT helps four-year old Brad Mathewson become properly restrained in a booster seat during a Child Passenger Safety Week demonstration. For more details, please see story on page 7.

Continued from page 1

Secretary Deb Miller and Congressman Jerry Moran, left of Miller, applaud after DSNWK's Ron Straight officially dedicates his agency's new public transit facility during a ribbon-cutting ceremony February 7 in Hays. Straight, who is next to Moran, also is flanked by Mokhtee Ahmad, a former KDOT employee who now works for the Federal Transit Administration.

KDOT helps four-year old Brad Mathewson become properly restrained in a booster seat during a Child Passenger Safety Week demonstration. For more details, please see story on page 7.

Continued from page 1

Secretary Deb Miller and Congressman Jerry Moran, left of Miller, applaud after DSNWK's Ron Straight officially dedicates his agency's new public transit facility during a ribbon-cutting ceremony February 7 in Hays. Straight, who is next to Moran, also is flanked by Mokhtee Ahmad, a former KDOT employee who now works for the Federal Transit Administration.

KDOT helps four-year old Brad Mathewson become properly restrained in a booster seat during a Child Passenger Safety Week demonstration. For more details, please see story on page 7.

Continued from page 1

Secretary Deb Miller and Congressman Jerry Moran, left of Miller, applaud after DSNWK's Ron Straight officially dedicates his agency's new public transit facility during a ribbon-cutting ceremony February 7 in Hays. Straight, who is next to Moran, also is flanked by Mokhtee Ahmad, a former KDOT employee who now works for the Federal Transit Administration.

KDOT helps four-year old Brad Mathewson become properly restrained in a booster seat during a Child Passenger Safety Week demonstration. For more details, please see story on page 7.

Continued from page 1

Secretary Deb Miller and Congressman Jerry Moran, left of Miller, applaud after DSNWK's Ron Straight officially dedicates his agency's new public transit facility during a ribbon-cutting ceremony February 7 in Hays. Straight, who is next to Moran, also is flanked by Mokhtee Ahmad, a former KDOT employee who now works for the Federal Transit Administration.

KDOT helps four-year old Brad Mathewson become properly restrained in a booster seat during a Child Passenger Safety Week demonstration. For more details, please see story on page 7.

Continued from page 1

Secretary Deb Miller and Congressman Jerry Moran, left of Miller, applaud after DSNWK's Ron Straight officially dedicates his agency's new public transit facility during a ribbon-cutting ceremony February 7 in Hays. Straight, who is next to Moran, also is flanked by Mokhtee Ahmad, a former KDOT employee who now works for the Federal Transit Administration.

KDOT helps four-year old Brad Mathewson become properly restrained in a booster seat during a Child Passenger Safety Week demonstration. For more details, please see story on page 7.

Continued from page 1

Secretary Deb Miller and Congressman Jerry Moran, left of Miller, applaud after DSNWK's Ron Straight officially dedicates his agency's new public transit facility during a ribbon-cutting ceremony February 7 in Hays. Straight, who is next to Moran, also is flanked by Mokhtee Ahmad, a former KDOT employee who now works for the Federal Transit Administration.

KDOT helps four-year old Brad Mathewson become properly restrained in a booster seat during a Child Passenger Safety Week demonstration. For more details, please see story on page 7.

Continued from page 1

Secretary Deb Miller and Congressman Jerry Moran, left of Miller, applaud after DSNWK's Ron Straight officially dedicates his agency's new public transit facility during a ribbon-cutting ceremony February 7 in Hays. Straight, who is next to Moran, also is flanked by Mokhtee Ahmad, a former KDOT employee who now works for the Federal Transit Administration.

KDOT helps four-year old Brad Mathewson become properly restrained in a booster seat during a Child Passenger Safety Week demonstration. For more details, please see story on page 7.

Continued from page 1

Secretary Deb Miller and Congressman Jerry Moran, left of Miller, applaud after DSNWK's Ron Straight officially dedicates his agency's new public transit facility during a ribbon-cutting ceremony February 7 in Hays. Straight, who is next to Moran, also is flanked by Mokhtee Ahmad, a former KDOT employee who now works for the Federal Transit Administration.

KDOT helps four-year old Brad Mathewson become properly restrained in a booster seat during a Child Passenger Safety Week demonstration. For more details, please see story on page 7.