Promotions/Transfers

Headquarters
Eric Anderson, Engineering Associate III, Design
William Daugherty, Professional Civil Engineer I, Construction and Maintenance
Corey Jennings, Engineering Technician I, Design
Karen Rogers, Public Service Executive II, Construction and Maintenance
Debbie Tanking, Professional Civil Engineer I, Traffic Engineering

District Four – Southeast
Carl Maley, Equipment Operator Specialist, Garnett
Mitchel Hoag, Engineering Technician Senior, Iola
Jim Pickett, Professional Civil Engineer I, Iola

District Five – Southcentral
Mark Logan, Equipment Operator Specialist, LaCrosse
Brent Terstiep, Professional Civil Engineer I, Wichita
Samuel Wingert, Engineering Technician Specialist, Wichita

The Bureau of Personnel Services supplies information to Translines.

FEBRUARY ROAD TRIP
Trainer Misty Rodriguez has been on the road delivering Windows and Microsoft Office classes to Districts Three, Four and Six in February and finishes the classes in early March. The KCTC is pleased to make these classes more accessible to KDOT employees across the state.

SPECIAL PROJECTS...
Misty is slated to help with the development and training of some special projects starting in late March. Misty’s regular full schedule of KCTC classes will resume in June if not sooner. The KCTC will keep you informed!

DID YOU KNOW?
Tips & Tricks:
♦ How to access your KDOT mail from home?
  Launch Internet Explorer and type the following address in the URL:
  https://mail.ksdot.org, hit enter. Enter your KDOT user name and your KDOT password (the same you use to log on at your KDOT computer). Do not check remember my password, click OK and you will go to the KDOT email system from home!

Enroll by e-mail kctc@ksdot.org or call Ingrid Vandervort 785-296-8993. Questions are welcome! Supervisor’s approval to enroll is necessary.

KDOT golf season starts
KDOT golf’s first outing for 2006 will be the “Blueballs,” a two-person scramble at Ozawkie, on Saturday, March 18, with a 9 a.m. shotgun start. Season passes will be discounted $5 off the current cost of $25 for anybody who has not had a season pass in the past three years. Also, the single tournament fee of $5 will be waived for the first event entered by any golfer who has not played in a KDOT golf event in the past three years.
Questions or to enter an event, call Karen Peterson (6-0799) or Kevin Adams (6-5297).

Kansas Department of Transportation
Bureau of Transportation Information
Eisenhower State Office Building
700 SW Harrison, Second Floor, West
Topeka, KS  66603-3754
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NOTE: This information is available in alternative accessible formats. To obtain an alternative format, contact the Bureau of Transportation Information, Eisenhower Building, 700 SW Harrison, 2nd Floor West, Topeka, Kan., 66603-3754, or phone (785) 296-3585 (Voice)/(TTY).
his way up the career ladder, Warren spent time in Construction and Maintenance, Traffic Engineering, and Engineering and Design. He gained broad knowledge of the agency and highway building. And along the way, he earned the respect of those with whom he worked. Just as importantly, he respected his colleagues and instilled in them the confidence to make decisions. As a result, he claims he has one of the easiest jobs in state government. For the past three years, it has been my good fortune to have the office next door to Warren’s. He thinks he’s late if he arrives at work after 7:15 a.m. (always before I arrive). He is positive, upbeat and easy-going. He sees the glass as half full, not half empty. Warren has been a stabilizing force for KDOT through both good and challenging times and we have all benefited. I personally want to thank Warren for helping me when I became Secretary three years ago. His support made it easier for me as I learned to be the head of this agency. His ability to keep problems in perspective helped me keep them in perspective.

It’s bittersweet when friends and trusted co-workers move on – wishing the best for them while preferring that life go on as it had. But Warren, I know you look forward to spending more time with BettyLou and your family – especially the grandchildren – and I wish you well in retirement. Enjoy yourself and don’t worry about sleeping late. Congratulations on a job well done!

**Fun Facts and Trivia**

**Interstate routes traversing the most states:**

- I-70, 10 states, Utah, Colorado, Kansas, Missouri, Illinois, Indiana, Ohio, West Virginia, Pennsylvania and Maryland.
- I-10, eight states: California, Arizona, New Mexico, Texas, Louisiana, Mississippi, Alabama and Florida.

- Check out Kansas Interstate information on KDOT’s Internet at www.kdot.org.

**Transportation Briefs**

**KDOT presentations posted on Web site**

Presentations given by KDOT leaders and experts last fall at the Sixth National Conference on Asset Management in Kansas City, Mo., are now posted on the conference Web site. Presenters whose work is posted include Deb Miller, Dean Tests, Rosie Ingram, Rick Miller, Ben Nelson and Dan Scher-schligt. The presentations can be viewed at http://www.trb.org/Conferences/Preservation-Asset/Program.pdf. The posted presentations have highlighted blue links.

**Do you know?**

**ARTBA predicts record year**

The U.S. highway construction market should grow 5.4 percent in 2006, according to the chief economist for the American Road & Transportation Builders Association (ARTBA). The value of construction work performed on highway and bridge projects nationwide is projected to be a record $70.3 billion in FY 2006, up from $66.9 billion in FY 2005. Most of that increase is due to increased costs, rather than additional projects.–Midwest Contractor, Jan. 9, 2006

**Roads taken back to the future**

Some local agencies are reversing a decades-old trend of paving roads in hopes of better controlling the type of traffic traveling on their surface. In West Marlborough Town-
ship, some local roads are being returned to gravel to reduce non-local traffic. The New Jersey DOT is downgrading an expressway to a boulevard to discourage high speeds and big trucks. And in Orlando, Fla., asphalt on five major interstates has been torn off, exposing the original brick surface. The result has been 10 percent less traffic and lower speeds.–Better Roads, February 2006

**Milestones**

**KDOT salutes its employees celebrating anniversaries in February**

- Rachel Bennett ……………… Topeka
- Edward Ford …………………. Topeka
- Larry McGraw ……………… Leavenworth
- Kathleen Tabor, Jr. ………… Leavenworth
- Richard Davis ………………. Osage City
- Alvin Gillespie ………………. Hutchinson
- Richard Moreno ……………… Sedan
- Gary Mutschelknaus ……… Topeka
- Charles Zerbe ………………… Eskridge

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

**Collector’s Item**

**Fun Facts and Trivia**

- KODT presents its employees celebrating anniversaries in February

- Rachel Bennett ……………… Topeka
- Edward Ford …………………. Topeka
- Larry McGraw ……………… Leavenworth
- Kathleen Tabor, Jr. ………… Leavenworth
- Richard Davis ………………. Osage City
- Alvin Gillespie ………………. Hutchinson
- Richard Moreno ……………… Sedan
- Gary Mutschelknaus ……… Topeka
- Charles Zerbe ………………… Eskridge

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

**Collector’s Item**
Training improves efficiency for counties

Developing technical and management skills in county transportation employees will greatly improve efficiency for both county government and KDOT. To that end, Secretary Deb Miller signed a Memorandum of Understanding on Feb. 7 in Topeka with the Kansas County Highway Association to provide five courses in the Executive Development Program. This program will help transportation employees to receive training and work together on county roadways.

"KDOT’s Bureau of Local Projects regularly works with counties on road-related issues and funding," said Secretary Miller. “By providing these employees an opportunity to learn important skills, county governments can operate more efficiently and provide improved service to the traveling public.”

On the...

KDOT goes live with Web conferencing

By Stan Whitley

Web conferencing technology that gives you the power to work with people in real-time at diverse locations is a valuable tool available to KDOT. The technology is called ‘Live Meeting’ and it makes collaborative meetings to large-scale presentations possible online. It’s technology that allows you to stay in touch with people all over the globe.

“Live Meeting helps business professionals conduct effective meetings with virtually anyone, any where,” said Sue Swartzman, Technical Support Manager in Computer Systems Analyst I, Transportation Planning.

More on Live Meeting

Live Meeting is used by the Geographic Information Systems (GIS) unit at KDOT to collaborate with consultants in real-time at different locations.
Construction gears up across state

The K-18/K-113 interchange in Manhattan is another important project in District One. Deteriorating bridges on K-18 and the expansion of K-113 to four lanes prompted the $7.5 million project in Manhattan. It features the replacement of the two K-18 bridges over K-113 with longer, post-tensioned structures to accommodate the expansion.

The project also calls for the reconfiguration of the existing interchange to a typical diamond. Currently, the interchange has a half diamond, half folded diamond configuration with a very tight off ramp. The new interchange will be controlled by a traffic signal on K-113. The current schedule has a November completion date.

DISTRICT THREE

A Major Modification project on US-36 west of Norton will continue this spring. The project involves rebuilding US-36 on new alignment - from the US-36/K-383 junction to Reager. The new highway will be built north of the existing roadway. From Reager to the Deu- tur County Line, the new roadway will be built along the south side of the current corridor.

The $17 million project is nine miles in length. Dobson Brothers, of Lincoln, Neb., is the prime contractor in charge of the project. When completed, the new roadway will have 12-foot driving lanes with three-foot paved shoulders and five-foot turf shoulders. There is also a large amount of dirt to be moved on this project.

Work began on this project in November 2005 and is expected to be completed in 2007. K-383 in the city of

Reconstruction work on US-36 continues this spring west of Norton.

Snow

Continued from page 6

As I was approaching an intersection, I raised up the blade and started doing 360s (circles) for 300 yards. It’s amazing I didn’t hit anything.

Derrick Meyer

Continued on page 14

Snow blade and started doing 360s (circles) for 300 yards. It’s amazing I didn’t hit anything,” he said.

“The big truck holds the ground better than smaller vehicles, but when you lose it, its worse.”

The Big One

This winter got an early start for the crew in northwest Kansas when heavy snow and high winds swept out of the mountains and across the high plains. Many miles of roads in District Three were closed for several days because of drifting snow and a shortage of motel rooms from Salina to Denver. For the first time in several years, the district’s huge snow blower was used to open some roads buried under many feet of snow.

As severe as the storm was, it pales next to those of 1987, when separate storms each dumped more than a foot of snow on consecutive weekends. Some of the drifts, McDiffett said, were 15 feet high. Ray said crews worked 16- to 18-hour shifts nearly every day for two weeks.

“It is amazing that we had no accidents,” said Ray. “We finally got one-way traffic through everywhere and then the other storm hit and blew everything shut again.”

“Some cars were completely covered up. The only thing that kept us from hitting them was the radio antenna sticking up out of the snow.”

The cars weren’t the only vehicles being stranded in 1987. A couple snow plow operators from Oberlin traveled to Norton to help clear the roads. On the way back home, their trucks got stuck and they were stranded for several days.

“They had radios. We knew about where they were. But it just took a few days to get through to them,” said McDiffett.

Equipment always evolving

Better equipment has made fighting snow and ice storms a more efficient battle.

“Our equipment is great compared to the day when we used to use the old pull-type blades and V-plows that you jacked up by hand,” Ray recalls.

“Those old Minneapolis Moline loaders had small buckets and didn’t have cabs, power steering, or lights. This made our job harder at night, trying to load when you couldn’t see anything in the dark.”

Above and beyond

Sometimes, when conditions are extremely poor, just getting to work can be a hazard for the equipment opera-

tors. Meyer said his pickup truck spun out three times on his way to work during a recent storm.

McDiffett says he knows of at least one equipment operator who lives in the country who rented a motel room in town when a storm was approaching so he would be sure he’d get to work. Taking that dedication a step further, there is the operator who could not get to work because of the snow, so he walked two miles to the shop so he could get on a snow plow and do his job.

Ray, who is reluctant to say much about his own contributions, was much more comfortable praising the efforts of others.

“We really have a bunch of good people out here, from our District Engineer to the Area Superintendent to our Subarea and District supervisors,” said Ray, who equally praised all of the operators and mechanics.

“All of these guys deserve a pat on the back. They really do.”

Deaths

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

Harriet M. Wise, 80, died Feb. 4 in Topeka. Wise worked for KDOT 31 years before retiring in 1982. She is survived by a sister, numerous nieces and nephews.

Memorial contributions may be made to the Heartland Hospice, American Diabetes or the charity of the donor’s choice and sent in care of the VanArsdale Funeral Chapel in Eskridge.

Floyd O. Duell, 94, died Jan. 26 in Topeka. He worked for KDOT and was responsible for the installation and operation of radio equipment. He is survived by his wife, Betty, two daughters, two sisters, eight grandchildren and seven great-grand children.

Memorial contributions may be made to the Shriners Hospital for children and sent in care of the Arab Shrine Temple, 1305 S. Kansas Avenue, Topeka, 66612.
Live Meeting

Continued from page 3

Services. “The purpose of Live Meeting is to allow the ability to work together when each party is in different locations without leaving your desk. You have the ability to share a PowerPoint presentation, documents and applications. You may also share with others the ability to update documents in real-time.”

The technology was first brought into KDOT at the end of 2004 and by the beginning of 2005, the agency had a 60-day pilot of the product led by Microsoft. Live Meeting was licensed for KDOT usage last March.

Anyone in KDOT can use Live Meeting with the limitation that there is a 50-room limit capacity, thus 50 users can be connected at one time.

“There are numerous advantages of using Live Meeting,” said Swartzman. “You can certainly save time and money by meeting online and avoid the hassles of business travel. You can also increase productivity by spending your time wisely and avoiding downtime associated with getting to and from your meetings.”

Swartzman said there is easy collaboration using Live Meeting with a familiar and easy to use environment. All you need is a computer with an Internet connection to conduct your online meetings.

The GIS unit at KDOT uses Live Meeting to conduct meetings and training with consultants. They have communicated with consultants this year in Missouri, Georgia, Alabama, Texas and Colorado.

“The meetings are efficient because we create an agenda or outline before the meeting and participants then follow the agenda,” said Mary Beth Pfang, KGATE Project Manager.

“Since our project is Web based development, we need hands on during discussions and training. Live Meeting provides us that opportunity.”

Pfang said the GIS team can discuss issues and formulate questions during the meeting.

“We all see the same thing and can resolve issues quickly,” said Pfang. “Anyone can take possession of the meeting, share their desktop and display files.”

Anyone in KDOT has authorization to schedule a live meeting through Outlook or the Web. A good place to go to get started is the Live Meeting link on the KDOT intranet page: http://kdotswb.kdot.org/LiveMeeting/index.html.

Personal assistance for a first time Live Meeting setup can be obtained by contacting the Help Desk at 6-0315. The Help Desk also has live meeting manuals and quick reference cards that they will hand out on request.

Driving Force

Continued from page 3

charged with recommending ways to reduce the number of fatalities. These recommendations will encompass the areas of education, enforcement, legislation, and road engineering.

“On average, we’re losing more than one Kansan a day to traffic accidents. These are moms and dads, sons and daughters, friends and loved ones,” said Sebelius. “We need to find ways to reduce the number of deaths and injuries that happen on Kansas roads.”

Jeff Boerger, president of the Kansas Speedway, and Darlene Whitlock, Trauma Project Coordinator with Stormont-Vail TraumaCare, will co-chair the Driving Force.

‘On average, we’re losing more than one Kansan a day to traffic accidents. These are moms and dads, sons and daughters, friends and loved ones. We need to find ways to reduce the number of deaths and injuries that happen on Kansas roads.’

Gov. Kathleen Sebelius

Boerger and Whitlock are both leaders in the state and have shown a dedication and passion for this issue. Other members of the Driving Force come from the public and private sector representing many different fields including medicine, education, law enforcement, insurance, media, and public advocacy.

Reducing the number of traffic fatalities is also one of the aims of a unique cross-agency endeavor that has just been initiated. KDOT, led by Secretary Deb Miller, the Kansas Highway Patrol led by Col. Bill Seck, and the Kansas Department of Health and Environment led by Secretary Rod Bremby have joined together to promote safer driving and safer roads. Driving Force is intended to complement this effort.

The first meeting of the task force will be Friday, April 7, from 10 a.m. to 3 p.m. at the Kansas Highway Patrol Training Academy in Salina.

Retirements

The following employees will officially retire from KDOT April 1.

District Two

Robert A. Bergman, Engineering Technician at Salina – 40½ years of state service

District Four

Marge Dickens, Senior Administrative Assistant at Chanute – 16 years of state service

Earl Johnston, Maintenance Superintendent at Independence – 42 years of state service

District Five

David N. Fosberg, Public Service Administrator II at Pratt – 25 years of state service

I-70 bridge damaged

An excavator being hauled Feb. 13 on Interstate 70 on the west side of Hays caught the bottom of a bridge, punching a hole in the deck and producing these unusual sights. The excavator arm was removed by cutting it from its base while stabilized by cranes. The tracked vehicle was pulled away from the bridge and the arm was lowered onto the road for removal. Eastbound traffic was detoured around the south side of Hays while westbound traffic was unaffected. The bridge was closed to all traffic. At Translines press time, engineers were still assessing the situation to determine a solution.

Photos courtesy of Kevin Zimmer, KDOT Area Engineer in Hays.

Continued from page 3

US-56 at Lyons is under construction during this photograph taken in 1947.
Taking on Mother Nature

Operators contend with winter’s worst

By Steve Swartz

The telephone poles in Northwest Kansas do more than carry conversations.

On occasion, when the snow drifts so high that the roads and fences disappear, the poles become guide posts for the people we depend on to keep highways passable and safe.

Through whiteouts, high winds and icy roads come KDOT’s snow plow operators, carving out roadways when sensible people are at home. It’s not that these men and women lack common sense; they take seriously the fact that the rest of us are depending on them.

“From bottom to top, they are a dedicated group of employees” said District Three Engineer Chris McDiffett.

One of that group is Rich Ray, an Equipment Operator Specialist in Norton Subarea, who has been plowing snow for KDOT for 42 years. He’s seen just about every thing winter can throw at the Midwest, but he talks about his experiences in a typically Kansas understated way.

In the worst conditions, visibility can be reduced to just a few feet, he said:

“You go into them (whiteouts) fairly slow and hope there’s nothing in there that’s going to hurt you,” Ray said.

“I’ve been real fortunate and so have most of the guys I work with. But I’ve had some close calls, which later became learning experiences.”

Spinouts and speeders

Darrick Meyer, who works out of the North Hillside shop in Wichita, has also had some close calls over the years. But unlike Ray, who encounters some stretches of drifted, desolate highway, Meyer contends with the hazards of a nine-mile section of heavily-traveled, multi-lane I-235 on Wichita’s northwest corner.

“There are people who still think you can drive at 70 miles per hour when the roads are icy or snow packed,” Meyer said. “You have to worry about them passing you and spinning out, creating havoc for you and the others.”

Meyer, who has worked at KDOT only for two years but has driven snow plows for private contractors for much longer, said he has seen a lot of vehicles spin off the roadway.

During one snowstorm in the late 1970s, it was the snowplow he was driving that was doing the spinning.

“As I was approaching an intersection, I raised up the snow plow windshield and I don’t know why, the plow started spinning. As I was coming over the intersection, I had to turn the plow away from the traffic, and I was able to avoid the intersection.”

That was the second question I asked the group at New Employee Orientation. The first question was “What’s your job and how do you do it?”

“Spinning, are you?”

“Correct, they use public roads and highways, planned, designed, constructed, inspected, and maintained by you or people like you. You told me that you were doing those tasks yesterday, road repair, inspection, personnel paperwork.”

“Are there workers at the dairy? How do they get to the dairy to feed, doctor and milk the cows?”

“They drive.”

“Correct, on public roads and highways, planned, designed, constructed, inspected and maintained by you or people like you. When the milk leaves the processing plant, how does it get to a distribution warehouse?”

“So, you are telling me that you cannot have that milk in your refrigerator if you do not do your job? Actually, you cannot have the refrigerator, you would be cutting blocks of ice from the pond, if you or people like you did not plan, design, construct, inspect and maintain our public roads. Therefore, you can see that jobs like ours are important! Our job is not just our own individual tasks; it is the accumulation of that effort that provides a statewide transportation system to meet the needs of Kansas. If we do not do our job, things do not move across Kansas. Our effort is a vital component of the $144 billion dollars of product (1998) that is able to move in and through Kansas each year. Be proud of that fact! Be PROUD to be a public servant working for the Kansas Department of Transportation!”

Continued on page 13
Sick

Continued from page 3

that started on a District tour about 25 years ago. “We were driving and saw some sheep and I joked, ‘where the men are and the sheep are nervous.’ And ever since then I’ve been receiving sheep gifts,” he said. “A few years ago at a contractor’s convention, I had sheep sitting on my car in the morning. And I’ve received sheep cards from people all over the country – I think it’s been from KDOT people when they’re traveling. Roger Alexander used to call me up and go ‘baaaaaaaa.’”

“I’ve got a sheep at Christmas – I think it’s my daughter – but she’ll never admit it. It was a joke that started early in my career, and I’ve lived with it ever since. It’s been fun.”

Ian Sick

Continued from page 3

Sick plans to travel with his wife, Betty Lou, and spend time with his two children, Rochelle and Jarrett, their spouses and three grandchildren. He also wants to visit other family members such as his twin brother, Wes, and sister, Jolene.

“I also want to convince my wife that there are some interesting places in western Kansas,” he said. “She doesn’t see what I see in western Kansas. But there are lots of things I haven’t seen and I want to take some time to travel around the state.”

Road Scholar

Continued from page 3

Currently, the focus is to provide a training program for county employees. In the future, the goal is for the program to also include city and state employees.

There are four parts to the program – Road Scholar: Technical Skills; Advanced Road Scholar: Supervisory Skills; Master Road Scholar: Executive Development Program; and County Engineer: Certificate Program. KDOT will provide five of the 10 courses in the Master Road Scholar section with the first KDOT workshop to take place later this month. The cost is $35 to register for each level of the program and approximately $100 for each workshop. For more information or to register for the program, contact Rose Lichtenberg, Local Transportation Assistance Program, at 785-864-2594.

Airport improvement projects announced

Twenty-three public use airports in the state have been selected to receive safety and service enhancements thanks to the KDOT’s Airport Improvement Program. These projects will address maintenance, geometric improvement and facility and equipment needs at non-primary public use airports. These are airports in the state that are classified as having less than 10,000 passenger boardings per year.

“KDOT funds $3 million in airport projects annually and we have seen dramatic improvements in air transportation across the state since the program’s inception seven years ago,” said Secretary Deb Miller. “All Kansans are now only state in the country that did not provide state funding for airport improvements. Miller said that commerce, air ambulance service, agriculture and law enforcement have been key beneficiaries of the airport improvement program. The following is a list of the FY 2007 selected airport improvement projects.

Allen County – Runway widening; Anthony – Taxiway repair; Atchison – Automated weather information system; Benton – Extend taxiway; Chanute – Repair taxiway joints; Emporia – Repair taxiway joints; Hillsboro – Construct taxiway; Hugoton – Overlay runway; Leavenworth – Repair ramp; Lyndon – Reconstruct runway; Manhattan – Seal runway; McPherson – Airfield markings; Neodesha – Lighting; Osborne – Construct taxiway; Rawlins-Atwood – Automated weather information system; Rose Hill – Construct taxiway; Satanta – Reconstruct taxiway; Sedan – Repair lights; Smith Center – Precision approach path indicator; Syracuse – Two projects – lighting and phase II runway; Wakarusa – Construct runways; Tribune – Beacon and lighted cone; Wichita Cessna – Reconstruct runway.
Sick says farewell to KDOT

By Kim Stich

Conversations with Warren Sick about what makes KDOT successful almost always lead to the same conclusion — the people. “I’ve always enjoyed the people. You couldn’t ask for a better group,” said Sick, Assistant Secretary/State Transportation Engineer. “They’re dedicated, hard working and willing to move forward.”

Sick says he is fortunate to have a staff who gets the job done. “I’ve probably got one of the easiest jobs in the state and it’s because you develop a process whereby people aren’t afraid to make decisions,” he said. “I’ve been a firm believer that there are experts in this agency who have a lot more expertise than I do and I let them make the decisions.”

After a 38-plus-year career with the agency, Sick will retire on March 10. And he will be taking a lot of fond memories with him.

“I remember when I came here, I wasn’t going to spend that long here, but it’s been a real blessing and a great opportunity,” he said. “I don’t regret one minute of it.”

GETTING STARTED

Sick grew up on a farm near Elgin, North Dakota, and is a 1967 graduate of North Dakota State University. He spent his summers during college working for the Forest Service in Montana, and, “if I wouldn’t have gotten married right after I graduated, I probably would have gone back to the Forest Service — it was a fun job, but I was gone six days a week.”

KDOT had a lot of Interstate work taking place in 1967, and working for a DOT appealed to him. Sick started in Construction and Maintenance working in various positions in that bureau for 20 years, then was named Bureau Chief of Traffic Engineering. After five years, he became the Chief of Design, then a year and a half later was named Director of Engineering and Design. In June 1999, he was chosen as Assistant Secretary/State Transportation Engineer when Mike Lackey retired.

Lackey played a big part in Sick’s life. Sick’s only time in the field was a three-month stint in the Engineer-in-Training program during his senior year. “I taught him everything he every thing he knew.”

When I first met you in Hays in the early 70s, you were energetic and prepared to give KDOT and the state of Kansas your best, which you have done. It’s been a pleasure knowing and working for you, and may you find life at its best in retirement.

Co-worker

Oscar Hamilton

Above, Sick was in the 1967 Engineer-in-Training program (he’s in the back row, left).

When I first met you in Hays in the early 70s, you were energetic and prepared to give KDOT and the state of Kansas your best, which you have done. It’s been a pleasure knowing and working for you, and may you find life at its best in retirement.

Co-worker

Fonda Lawrence

Wwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwww