



*Dale Patterson, Equipment Operator at the Area Four office in Topeka, fills a pothole on US-75.*

## Department battles to win the war against potholes

By Kim Stich

KDOT has been waging war against potholes this winter both in the research lab and the field. While research is underway to stop potholes before they start, methods to repair existing potholes are also being improved.

They say that an ounce of prevention is worth a pound of cure. This is especially true with hot mix asphalt, and one of those ounces involves minimizing segregation. Segregation is when all the materials in the hot mix being placed on the roadway are not distributed evenly.

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## Operation Lifesaver program on right track

By Stan Whitley

Almost 30 years ago, Operation Lifesaver began with the mission of reducing traffic collisions, fatalities, and injuries at railroad-highway crossings in the United States. There's no question the program is on the right track, but there's still plenty of work to do in the future for continued



*President Gerri Hall discusses impact of the Operation Lifesaver program during the Kansas railroad-highway conference in Topeka.*

success.

"When Operation Lifesaver began in 1972 there were about 12,000 collisions between trains and motor vehicles every year," said OL national

Continued on page 10

## KDOT employee helps town get StormReady

Ken Silver spends much of his time at work determining how well bridges can bear traffic, but away from KDOT, he's made sure his community can bear the brunt of severe weather.

Silver is a Bridge Inspection Technician in the Bureau of Local Projects. He's also Emergency Preparedness Officer for the town of Scranton. His efforts in that capacity recently earned the town a unique distinction. The National

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## INSIDE ...

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- ◆ KDOT EMPLOYEES RECOGNIZED NATIONALLY

- ◆ RETIREE DOES HIS PART TO BETTER ENVIRONMENT
- ◆ GET READY TO VOTE FOR KPERS BOARD MEMBERS
- ◆ TAKE TIME TO MAKE NEW FRIENDS



From  
Where  
I Sit

by E. Dean Carlson

## 'Kansas Driving: Safe. Not Sorry' campaign stresses common sense, courtesy

On March 22 I had the opportunity to help kick off KDOT's ambitious new safe-driving education effort. "Kansas Driving: Safe. Not Sorry" shows Kansans they can make our highways safer by applying the two key themes of common sense and courtesy to driving situations. You have probably seen or heard about this new program already, and you will be hearing and seeing more in the months ahead. I was very pleased that the Bureau of Traffic Safety, which took the lead role in developing this program, held informational meetings in most of the districts for employees prior to the public announcement of the program.


This campaign is a much-needed component in our battle to make highways safer. I'm sure most of you are familiar with the "Three E's" of highway safety: Engineering, Enforcement, and Education. Each one is necessary and none can do the job entirely on its own.

When it comes to engineering, KDOT is already designing and building the safest roads we can. However, no matter how well designed and built the road, we have no control over the decisive factor in most crashes - the driver.

On the enforcement side, the Kansas Highway Patrol and local law enforcement agencies are doing their job well but they can't be everywhere. This brings us to the third "E"-education. Perhaps the most effective way to reduce crashes is preventing the driver behavior that causes them. This behavior is the new campaign's target, and I believe the campaign will be a very effective tool in reducing crashes.

Our ultimate goal is to make Kansas drivers as safe as the roads they drive. You can play a role in helping us reach that goal by incorporating the themes of common sense and courtesy in your everyday driving and by stressing those themes to your family and friends when they drive. Learning materials in eight educational modules are being distributed to every district as part of this campaign. Please take advantage of these to help spread the word.


Thank you in advance for your support of this valuable effort.



**KANSAS DEPARTMENT OF TRANSPORTATION**

**Office of Transportation Information**  
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**NOTE: This information is available in alternative accessible formats. To obtain an alternative format, contact the KDOT Office of Transportation Information, Docking State Office Building, Room 754, Topeka, Kan., 66612-1568, or phone (785) 296-3585 (Voice)/(TTY).**

## Calendar of Events

**April 3** - 11 a.m. Association of Retired Kansas Highway Employees meeting at the Sirloin Stockade in Topeka.

**April 10** - 11 a.m. KDOT Employees' Council Meeting, Seventh Floor Conference Room, Docking State Office Building.

**April 10-11** - Kansas State Engineering Conference in Manhattan at the K-State Union.

**April 11** - 9:30 a.m. Highway Advisory Commission Meeting at Ramada Inn in Manhattan.

**April 18** - 2 p.m. Construction Bid Letting at Topeka Capitol Plaza Hotel.

# Busy KDOT construction season ahead in 2001

Spring is in the air and so are the sounds of construction activity as KDOT begins another busy year to improve the statewide transportation system.

Fiscal year 2001 will have the most dollars spent on construction and maintenance work during the CTP with about \$716 million. In FY 2002, KDOT is expected to let another \$600 million in construction work as part of its 10-year program.

Following is a list of several major projects that are either under construction or are scheduled to begin this year.

## DISTRICT ONE

Two major reconstruction projects are planned to improve Interstate 70 in Wabaunsee County. Work continues this year on an 8.9-mile project between the Maple Hill exit and K-138. The project involves pavement, shoulder and ramp reconstruction, bridge replacement and bridge repairs.

During the initial phase of work last year, westbound I-70 was reconstructed. The eastbound lanes will be rebuilt this construction season with work scheduled to be completed by November. Koss Construction Co. is in charge of the \$41 million project.

Work began in mid-March to reconstruct a 5.1-mile section of I-70 between K-99 and the Riley-Wabaunsee county line. The project also involves pavement, shoulder and ramp reconstruction, in addition to bridge widening and repair work.

The westbound lanes of I-70 are currently under construction and should be completed by this summer. Eastbound reconstruction will follow with the \$16.6 million project scheduled for a November completion.

The long-awaited east Topeka interchange project is scheduled to be opened this fall. The complex project involves connecting the Oakland Expressway to I-70 and the Kansas Turnpike, improving the I-70 alignment in east Topeka, constructing folded diamond interchanges at the Rice Road/I-70 intersection and the U.S. 40/K-4 intersection, and building two new toll plaza facilities. The Hamm Companies is in charge of the \$64.9 million project.



*A bridge over the Arkansas River is constructed as part of the \$42 million Hutchinson bypass project.*

## DISTRICT TWO

Upgrading I-135 in Saline County continues with a project to reconstruct 9.4 miles of roadway from the Saline-McPherson county line north to the junction of K-104.

The scope of project work includes pavement and shoulder reconstruction on the existing four lanes including ramps. Bridges within the project area will either be replaced, repaired, or redecked and overlaid.

Koss Construction Co. is in charge of the \$26.9 million project, which is expected to be completed by November of 2002. The project is a continuation of improvements to I-135 in District Two. Last year work was completed to reconstruct I-135 from the K-104 junction north to I-70.

A new US-77 roadway on offset alignment is being constructed from the south city limits of Florence south 6.7 miles. The project will provide a new roadway, including bituminous and turf shoulders. Two bridges will be replaced, culverts extended, and acceleration and deceleration lanes constructed at crossroads as warranted. Sherwood Construction Co., Inc., is in charge of the \$11.1 million project,

which is expected to be completed by November of 2002.

## DISTRICT THREE

Construction work is continuing this spring to improve Interstate 70 in Ellis County between US-183 and the Trego-Ellis county line. Project work completed last year involved bridge repairs and bridge overlays. This year the work will be heavy maintenance/rehabilitation including milling, cold recycling, asphalt overlay and surfacing. Ritchie Paving, Inc., is in charge of the \$14.9 million project. Weather permitting, the 15.8-mile project is expected to be completed by October.

A major modification project begins this spring on US-36 from the Rawlins-Decatur county line west 8.1 miles. The work will involve total new construction of US-36 on adjacent alignment. The main reason for the project is to bring the geometrics up to

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# Retiree collects aluminum tabs for charity

Larry Arndt is retired from KDOT, yet his good work on behalf of a Ronald McDonald House continues with the wholehearted participation of KDOT employees in the Fort Scott Subarea, Iola Area office, and District Four shop in Chanute.

Arndt, who lives in Uniontown, makes rounds of the three KDOT facilities several times each year to pick up buckets that are filled with tabs from aluminum soda and beer cans. He turns them in at Toys'R'Us in Joplin. The tabs are subsequently weighed at a recycling center, with Toys'R'Us providing funds to match the recycling proceeds. The money is used to help maintain Joplin's Ronald McDonald House, which provides free lodging for parents of hospitalized children.

Arndt explained that his labor of love began about seven years ago when he took his wife, Rosie, to St. John's Hospital in Joplin for a surgical procedure. Noticing that a Ronald McDonald House was under construction near the hospital, Arndt made inquiries and began collecting tabs from various locations, including KDOT facilities. Arndt



*In the front (dumping the tabs into the bucket) are Larry Arndt and Mindy Holston, a member of the Fort Scott Subarea crew. In back, from left to right, are Fort Scott Subarea crew members Dickie Jackson, Donald Coffman, John Clark, Steve Sisney, Dale Wheeler, Don Stewart, and Subarea Supervisor Norval Schnichels.*

retired in 1999 after working for 21 years as an equipment operator at the Fort Scott Subarea, but still regularly travels the southeast Kansas highways to pick up tabs and “keep tabs” on how life is treating his former colleagues.

Arndt estimated that he has about 30 gallons of charitable tabs saved this year. “I greatly appreciate all the help the folks [at KDOT] give me,” he said. “I can’t take credit for it ... all I do is just come by” to pick them up. - *Story and photo by Priscilla Petersen, Public Involvement Liaison*

## 2001 Project Topeka

### Facts ‘n Figures

Food Sales	\$2,049.05
School Challenge	\$1,175.63
Silent Auction	\$1,111.50
Dean’s Honor Roll	\$ 954.00
<u>Additional projects</u>	<u>\$ 927.80</u>
<b>Total</b>	<b>\$6,217.98</b>

**Note:** 4,878 ounces of food were also collected

*These figures represent a 23 percent increase from the 2000 campaign.*

## Secretary Carlson elected to National Academy of Engineering

Secretary Carlson is one of 74 engineers elected to the prestigious National Academy of Engineering as members of its Class of 2001.

Election to the Academy is one of the highest professional honors accorded an engineer. The Academy's announcement of the new members cites Secretary Carlson's "outstanding leadership and dedication in developing national highway policy, systems management initiatives, and research programs."

"I am honored by the election to the Academy but feel I owe much of the

honor to my current colleagues at KDOT and former colleagues at the Federal Highway Administration," said Secretary Carlson. "Without their hard work and dedication, none of the programs and initiatives for which I'm being recognized could have been successful."

Secretary Carlson becomes the sixth person presently from Kansas to be elected to the National Academy of Engineering (NAE) according to the Academy's directory of members.

If you'd like to learn more about the NAE, check out their web site at <http://national-academies.org>.

## KDOT employee receives national Lamb Award

Church and scouting have played an important part in John Harold's life during the past two decades. His commitment to both was recently recognized when he received the national Lamb Award.

Harold, a Staff Development Specialist in Personnel Services, was bestowed the national honor in February during two presentations at the First Lutheran Church in Topeka. Harold was selected to receive the award in recognition of distinguished service to his church and its youth through the Boy Scouts of America program.

"I feel honored to receive this prestigious award," said Harold. "There's great satisfaction being involved in the scouting program. I've had the opportunity to see 30 kids earn the distinction of Eagle scouts."

Harold has been active in scouting for 15 years. He is past Scoutmaster of Troop 175 sponsored by the church and presently serves as the troop's Scouting Coordinator. Harold has been active in recruiting youth and adults to the scouting program. One of the youths he has seen go through the program is his son David, who earned his Eagle Scout rank in 1996.

Harold has been a member of the First Lutheran Church for the past 20 years. He has served as a Sunday School teacher, been a member of the church council and served in various other capacities in the church.



*John Harold displays the medal and certificate he received as a national Lamb award recipient.*

Herb Nunemaker, a long-time member of the church, collected the necessary paperwork and submitted Harold's name for consideration of the national award. Nunemaker, who is a former KDOT employee, had previously won the Lamb Award.

Harold said the award was somewhat of a surprise. He did not know that work was done to submit his name for consideration. After he was selected to receive the award, Harold was notified and a presentation was organized to honor him at both Sunday services. - S.W.

# Making a new friend

By Ron Kaufman

I recently had the pleasure of attending the District Six Construction and Materials meeting in Garden City. They're a great group of people. I was especially thankful for their work when I drove through a sleet storm between Jetmore and Garden City and found the highway already treated. The sleet was coming down so hard that it made for slow driving for awhile, but it was SAFE slow driving.

Now, back to the title. I remember raising my son (he's now 17 years old) and trying to teach him the importance of eating his vegetables. You know the culprits...broccoli, cauliflower, spinach, cabbage, etc., etc., ad nauseum. We told my son that by trying a new vegetable for the first time, he would be "making a new friend." He believed us. Go figure. To this day, as a teenager, he likes many kinds of vegetables. In spite of liking peas (his Dad's archenemy), he's healthy and still growing. I'd like to think it's because I'm a good Dad. Really, it was his courage and willingness to try something new that made the difference.

I had a chance to "make new friends" in Garden City. They called them calf fries in that city. My grandpa called them Rocky Mountain oysters. My reproductive biology professor at K-State called them by more proper names. Whatever you call them, we almost became friends in Garden City. An evening buffet was held at a local sports bar and it featured calf fries and prime rib. This was my first experience at such an affair and I didn't foresee the exuberance with which the KDOT group jumped into line when the buffet opened. I ended up near the end of the line. The prime rib went quickly. The calf fries looked like the only option. Mercifully, the chef brought a new tray of prime rib just as I reached for my first calf fry. I had had close calls with sleet and calf fries on this trip. Thank you, District Six, for making the highways safe and

ordering enough prime rib to go around.

I learned at the meeting that the folks in District Six have also been making new friends, thanks to their involvement with the public and the courage and willingness to try something different. Jon Halbgewachs, Area Three Construction Engineer, reported on the 2<sup>nd</sup> Street Bridge in Dodge City. Near the end of construction, as the bridge rail was being constructed, it became clear that the end of it would constrict access for an adjacent property. The rail was redesigned and shortened and full access was restored. It was a good deed that probably created a new friend for KDOT. Kirk Hutchinson, District Six Public Involvement Liaison, reported on two other projects with similar prospects for making new friends. One concerned extensive work on US-54 in

Meade that was impacting an adjacent business owner. KDOT

arranged for some modifications to the work that provided better opportunities for customers to get to the business. The

other was a project to repair a section of collaps-

ing pavement above a rusted out drainage pipe crossing under K-34 in Bucklin. The repair work threatened to cut off access to a part of the business area during the week before Thanksgiving. When local businesses brought this to their attention, the work crews rearranged their schedule to do most of the work on a Sunday, leaving the Thanksgiving week business traffic virtually unaffected. Those are three good examples of KDOT people working with the public to the benefit of both parties. I'll bet that we have several new friends, too. I know other similar activities are taking place all over the state. Each time we make new friends, we start a healthy relationship that could continue to grow.

So, you're reading the sheepish words of a hypocrite. Now I wonder what I missed when I passed by the calf fries and reached for the prime rib.





*Jerry Younger, Topeka Metro Engineer, outlines upcoming construction and maintenance projects scheduled in and around Topeka for the upcoming year. Some of the work includes expanding US-75 south of Topeka to four lanes, construction of the new Westgate bridge, and opening the new east Topeka interchange to traffic this fall.*

## Potholes

Continued from page 1

KDOT developed a procedure to better identify and reduce hot mix segregation at the time of construction. Potholes can develop in severely segregated locations, so reducing segregation during construction reduces potholes later.

Rick Kreider, Assistant Bureau Chief for Materials and Research, described two processes that are used to reduce hot mix segregation. The standard process, performed during hot mix construction, uses a nuclear density gauge to determine density and distribution of the materials. If a spot in the roadway has a much lower density, then a pothole may develop later.

The new process (currently being researched nationally), uses thermal imaging to measure hot mix temperature segregation, Kreider said. If there are hot spots and cold spots in the hot mix when placed, this may cause segregation. KDOT requires special equipment, such as the shuttle buggy, to remix the material before it is placed by the laydown machine. "The shuttle buggy helps to eliminate both aggregate and temperature segregation in hot mix," Kreider said.

Once potholes begin to develop, it's up to field personnel to continue the battle. Jim Bell, Area Superintendent in

Olathe, said the conditions for potholes have been much worse this winter than in the past three years, especially with the cold snap last December mixed with a lot of precipitation. Freezing rain throughout February compounded the situation. "We've had potholes in spots where we've never had them before," Bell said.

John Babcock, Area Superintendent in Topeka, said Shawnee County has not been hit too bad with potholes in general

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***'We've had potholes in spots where we've never had them before.'***

**Jim Bell**

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due mainly to recent reconstruction and resurfacing projects. "As long as it stays dry, we'll try to catch up with them," Babcock said. "But if it rains and freezes again, we're back to square one."

Clay Adams, District One Maintenance Engineer, said they use three different pothole patching materials for cold weather. One in particular, UPM, can be purchased in 50-pound bags. These can be kept in the trucks while employees are out working on other projects. Adams said if they see a pothole, then they can fix it immediately.

New equipment and materials are tested in the field regularly to see how effective they are. "It's been a bad year for potholes," Adams said. "The last two years we've even had problems finding potholes to demonstrate on, but this year it wasn't a problem."

One piece of new equipment that KDOT is looking into leasing next year and testing is a spray pothole patching trailer. The machine first cleans out the pothole with air pressure, then blows a mixture of aggregate and oil into the pothole.

The sprayer will be tested against cold patch materials in the Kansas City area to see if it lasts longer when filling potholes. The main problem with repairing potholes when it's cold is the material used to fill them doesn't last as long as hot mix. But hot mix usually can't be used to fix potholes until April.

Research in the lab and in the field will continue with the goal of one day winning the war against potholes. During the battle, however, Adams encourages everyone to drive safely around crews working to fill potholes. "Mobile operations don't have as much traffic control as a construction zone and we want to remind people to pay extra attention," he said.

# StormReady

Continued from page 1

Weather Service designated Scranton as *StormReady*, making it the first Kansas city to earn that title.

"We're one of only 68 cities in the country with the *StormReady* designation," said Silver. "That makes us feel pretty good."

So, what exactly is *StormReady*? Here's how the National Weather Service Topeka Office web site explains it: "*StormReady* is a new nationwide program of the National Weather Service that gives communities and counties the skills needed to survive severe weather; both before and during the event. The program is voluntary and provides entities with clear-cut advice from a partnership with the local National Weather Service office, as well as state and local emergency managers. *StormReady* recognizes programs that take a proactive approach to improving local hazardous weather operations and public awareness."

"When Mike Akulow (Warning Coordination Meteorologist for the NWS Topeka office) first told me about the program, I thought Scranton could achieve it pretty easily," said Silver. "Communities have to meet a set of requirements based on their population, and, for a community our size, we had already met most of those requirements."

Silver says it takes a

community-wide effort to reach the goal. He credits the city council's willingness to approve necessary funding for equipment such as remote control siren activation and internet-pro-

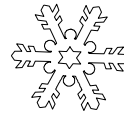
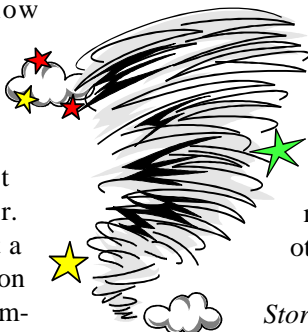
vided weather radar, and the cooperation between the Police and Fire Departments to provide storm spotters as examples of that effort. He also pointed out that community merchants donated about \$600 to purchase 12 weather alert radios for people who couldn't afford them.

Silver's interest in severe weather is no surprise. He's currently working toward a secondary degree in meteorology through the USDA and the University of Kansas. But you don't have to be a weather fanatic to understand the benefits of the *StormReady* program.

"It not only helps better protect your town or city, it also qualifies your community for a special rating that helps it secure federal grants for storm awareness and warning equipment and training," said Silver. "I'd strongly encourage other KDOT employees to urge their communities to get involved."

The National Weather Service says 23 states are active in the *StormReady* program right now. Kansas is one of two states with the most new storm ready communities. (Pennsylvania is the other.)

For more information on *StormReady*, you can visit <http://www.nws.noaa.gov/StormReady/index.htm>.



Welcome  
new KDOT  
employees!

### Headquarters

- Mark Brownlee**, Engineering Associate I, Design
- Brian Deines**, Engineering Technician Associate, Design
- Robert Eichkorn**, Program Consultant I, Traffic Safety
- Evelyn Fitzpatrick**, Accountant IV, Fiscal Services
- Jayne Foresman**, Office Assistant II, Materials and Research
- Bryan Henggeler**, Engineering Associate III, Planning
- Jon Carl Hill**, Program Consultant I, Public Affairs
- Wanda Maichel**, Management Systems Analyst I, Construction and Maintenance
- Terrence Wood**, Right of Way Agent I, Right of Way

### District One

- Shawn Humm**, Engineering Technician Associate, Marion
- Stephen Kirk**, Engineering Technician Associate, Belleville
- Timothy Rollenhagen**, Management Systems Analyst I, Design

### District Three

- Charles Burton**, Research Analyst III, Norton
- Kelly Gaer**, Safety and Health Inspector II, Construction and Maintenance

### District Four

- Nathan Smith**, Engineering Technician Associate, Garnett

### District Five

- Matt Cuthbertson**, Engineering Technician, El Dorado

### District Six

- Ronald Squire**, Engineering Technician Associate, Syracuse
- The Bureau of Personnel Services supplies information for new*





## Step Back in Time



*Workers from Koss Construction Co, build a new roadway during highway construction activity in April of 1949.*

## Construction

Continued from page 3

current design criteria.

Major items involved in the project will be 1.2 million cubic meters of earthwork, a new asphalt base, new surfacing and new bridge construction. Venture Corporation is in charge of the \$8.9 million project, which should be completed in November.

### DISTRICT FOUR

Two projects to reconstruct I-35 in Franklin County will be in full force beginning this construction season from the southwest corner of Ottawa northeast 12.7 miles to the Le Loup interchange. The scope of work includes concrete pavement and shoulder reconstruction on the existing four-lanes including ramps. Bridges within the project area will either be replaced, repaired or overlaid.

Two-way traffic will be carried on the southbound lanes this spring to allow for northbound lane reconstruction. Both northbound and southbound lanes should be completed and opened to the public by the fall of 2002. Clarkson Construction Co., will be in charge of the \$48 million reconstruction activity.

The US-400 bypass of the city of Parsons was let for construction in February and work will begin this construction season on the System Enhancement project. The 10.9-mile project will begin 3.5 miles west of the city and bypass on the north side

tying into US-400 about 2.5 miles east of town.

Amino Brothers has the contract for grading and one bridge at a cost of \$6.7 million, while Beachner Construction Co. will construct six bridges for \$4.3 million. Surfacing and additional project work is scheduled to be let in FY 2002. The bypass is expected to be open by late fall of 2002.

### DISTRICT FIVE

Work will continue this year on construction of new alignment for the K-96 bypass of Hutchinson and South Hutchinson in Reno County. A majority of the earthwork and nine of the bridges were completed last year on the 6.9-mile project.

The remaining earthwork, two bridges and concrete paving are to be constructed between March 2001 and June 2002 on the \$42 million project. Wittwer, Inc., is the contractor on current project work.

Interstate 135 from the I-135/US-81/US-50/K-15 interchange to the I-135/US-81/K-15 interchange at Newton is being completely reconstructed. Construction work in 2001 will be the second year of three years required to complete the \$45 million project.

One unique feature of the project involves elevating I-135 over First Street and Broadway with roundabouts used at the Interstate ramp intersections with these city streets. Sherwood and Wildcat Construction Co., Inc. and Subsidiaries is in charge of the project.

### DISTRICT SIX

Two superpave projects in Hamilton and Kearny counties are improving 27 miles of US-50 roadway between Syracuse and Lakin.

In Hamilton County, US-50 from the west city limits of Syracuse east to the Hamilton/Kearny county line is undergoing mainline reconstruction with 10-foot paved shoulders, plus acceleration and deceleration lanes at major intersections. Ten bridges will be repaired and widened as part of the project.

At an intersection with a county road, known as Kendall Hill, the highway will be realigned 20 feet to the north of the current alignment and lowered four feet to improve sight distance and stay clear of a cemetery on the southwest corner of that intersection.

In Kearny County, US-50 from the Hamilton-Kearny county line to the west city limits of Lakin is undergoing mainline reconstruction with 10-foot wide paved shoulders, plus truck lanes in some locations and wider intersections. Four bridges will be repaired and widened as part of the project, and one will be replaced.

APAC Kansas, Inc. - Shears Division is in charge of the two projects that total \$24.6 million. Both projects are expected to be completed by November. - *Information supplied by KDOT's Public Involvement Liaisons.*

## BROWN BAG LUNCH

**Topic:** Construction

**Date:** Wednesday, April 4

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

**Place:** Room 481, Docking

*All KDOT employees are invited to attend.*

*Phone call on February 15 to Judy Dillow, KDOT employee in Chanute, from Christy Blaze, a citizen who lives near Cherryvale and works in Chanute.*

According to Judy, "Christy wanted everyone to know that she praised KDOT employees on the work they have been doing on the highway this winter. She said this morning she was traveling north on US-169 and the roadway was icy. Then a truck went by spreading salt and sand on the highway. Christy said it was like an angel making the travel safe. She would like that worker to know how much she appreciated their work. Thank you!"



## LETTERS TO THE EDITOR

**Dear Governor Graves,**

This is a note of appreciation for the service the Department of Transportation provides through the Internet - [www.kanroad.org](http://www.kanroad.org). We recently were out in north central Kansas during a snow storm. The web site provided us timely and accurate information regarding road service. It is an excellent service.

Sincerely,  
Joan Lewerenz  
Topeka

## Operation Lifesaver

Continued from page 1

President Gerri Hall. "The most recent figures show a dramatic reduction of over 70 percent to 3,489 collisions annually. I believe the Operation Lifesaver program has played a major role in reducing collisions and saving lives."

Hall recently discussed the OL program as the featured speaker at the Kansas railroad-highway conference in Topeka. The backbone of the OL program has been the three Es - education, enforcement and engineering. The educational aspect strives to increase public awareness about the dangers around the rails. Hall said a new OL initiative is further enhancing the education effort.

Operation Lifesaver has taken a wider view of its safety audience by developing K-12 classroom safety lessons dealing with highway-rail grade crossings and trespassing issues around railroad tracks.

"The lessons allow teachers to integrate age-appropriate safety messages into their curriculum," said Hall.

***'The most recent figures show a dramatic reduction of over 70 percent to 3,489 collisions annually. I believe the Operation Lifesaver program has played a major role in reducing collisions and saving lives.'***

**Gerri Hall**

"It's critical the OL message reaches our youth so they understand and make it a lifetime of practicing rail safety."

Hall said the curriculum is available on CD-ROM or available through the OL web site at [www.oli.org](http://www.oli.org).

Another major initiative at the national level is a new public service announcement (PSA) that was unveiled on Valentine's Day entitled "Take Safety to Heart." The television ad campaign emphasizes the importance of caution at highway-rail grade crossings and rail property. Drivers and pedestrians are shown experiencing close calls with trains, then realize they risk hurting their loved ones.

"The campaign was designed to emphasize personal responsibility," said Hall. "We want to drive home the point that taking risks around railroad tracks and trains not only can hurt you - it can hurt someone you love. The campaign helps reinforce our key message: look, listen and live."

The campaign was unveiled in Texas, California, and Illinois - the states with the highest number of collisions and trespass incidents nationwide. Hall said the campaign will be expanded nationwide in the future.

Hall also said that Operation Lifesaver is working to counteract "bad ads" like the infamous Levi-Strauss commercial featuring a model that has a unique way of creating cut-off shorts. She said a working group has been formed to develop an industry policy on filming and photography on railroad property.

There are now Operation Lifesaver programs in 49 states, in addition to several foreign countries. Kansas was the third state in the nation to organize an OL program beginning in 1974. The Kansas program is very active with 568 educational presentations made last year to nearly 21,000 people.

**Retirees**

The following employees will officially retire from KDOT April 1.

**Headquarters**

**Gerald F. Koci**, Engineering Technician Senior in Design - 33 years of state service.

**District One**

**Donald W. Swieter**, Engineering Technician in Topeka - 12 years of state service.

**John D. Steele**, Engineering Technician Senior in Topeka - 39 years of state service.

**District Three**

**Francis T. Wildeman**, Equipment Operator II at Grainfield - 27 1/2 years of state service.

**District Four**

**David D. Fuhrman**, Engineering Technician Senior at Garnett - 35 years of state service.

**District Five**

**Paul D. Carroll**, Equipment Operator II at Hutchinson - 22 years of state service.

**Freddie B. Harker**, Equipment Operator II at El Dorado - 10 years of state service.

**District Six**

**Bruce A. Buck**, Equipment Operator III in Sharon Springs - 14 1/2 years of state service.

**Ivan J. Keeler**, Highway Maintenance Supervisor at Dodge City - 11 1/2 years of state service.

**Phil D. Prose**, Equipment Operator II in Dighton - 23 1/2 years of state service.

# KPERS board election set for April

You don't have to fight parking, lines, or confusing ballots to vote in the upcoming KPERS Board of Trustees election.

All current state employees or retired member of KPERS, KP&F, and the Retirement System for Judges are automatically registered to vote in the election during April. To cast a vote, you can call 1-888-221-8683 toll-free using a touch-tone phone. If a touch-tone phone is unavailable, call KPERS to request a paper ballot that can be mailed.

Candidates are being elected for School Trustee positions (for teachers) and Non-School Trustee positions. Bruce Burditt, KDOT Financial Reporting and Investments Manager, is a

candidate for the Non-School Trustee positions.

An election committee will certify the votes after April 30 with the results to be published in the KPERS Papers newsletter. Those elected will begin their service on July 1.

The board has many responsibilities including investing the system's assets, overseeing the administrative operation of the system, and administering the insured death and disability program.

Brochures with more information about the election and the candidates will be sent out to all those eligible to vote. To find more information on KPERS in general, visit the web site [www.kpers.org](http://www.kpers.org).

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

KDOT salutes its employees celebrating anniversaries in March

**10 YEARS**

Randy Brittain ..... Topeka  
James Mayes ..... El Dorado

**30 YEARS**

Jon Fischer ..... Topeka  
Donald Wertemberger ..... Hays

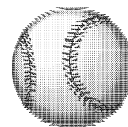
**20 YEARS**

Timothy Burlingham ..... Ashland  
Peter Fuller ..... Winfield  
Donald Harris ..... Winfield  
Valeria Mullen ..... Hutchinson

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

### DON'T MISS OUT!

Mark your calendars now for the Employees' Council annual softball tournament and picnic.



◆ SATURDAY, JUNE 2 ◆

Shawnee County North diamonds in Topeka

More details will be available in next month's issue of Translines.

## Promotions/Transfers

### Headquarters

**Dora Lee Bourquin**, Secretary II, Fiscal Services

**Stephen Boyd**, Engineering Associate III, Design

**Laura Rullman**, Accountant II, Fiscal Services

**Arnold Weir**, Engineering Technician, Planning

### District One

**Frank Blancarte**, Highway Maintenance Supervisor, Gardner

**William McDaniel**, Engineering Technician Senior, Lawrence

**Dyran Revely**, Engineering Technician, Topeka

**George Stout**, Engineering Technician Specialist, Seneca

**Mark Ummel**, Engineering Technician, Topeka

**Sean Walker**, Engineering Technician, Topeka

### District Two

**Elizabeth Miracle**, Engineering Technician, Salina

### District Three

**Michael Terrell**, Equipment Operator III, Norton

### District Five

**Gary Jarvis**, Highway Maintenance Supervisor, Pratt

**Kenny Peitz**, Equipment Operator III, Kingman

*The Bureau of Personnel Services supplies information for promotions/transfers to Translines.*

## Training Opportunities

◆ **Basic Effective Supervisory Training\***, June 19-22, Salina, and July 17-20, Topeka.

◆ **Leadership Basics\***, June 5-7, Topeka.

◆ **Turning Around Poor Performance\*\***, April 11, Topeka; May 17, Garden City; May 22 Hays.

◆ **Who Moved My Cheese?\*\*\***, April 17, Topeka.

\***Class meets** the three-year training requirement for supervisory continuing education credit.

\*\***Class applies** to the three-year training requirement for supervisory continuing education credit.

All classes, except BEST, are available to non-supervisors with supervisory permission and where space is available. *A comprehensive training calendar is on the KDOT Intranet.*

KDOT  
**Office of Transportation Information**  
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