



KDOT Translines

Bureau of Transportation Information

May 2005

KDOT, partners recognized for Marysville work

By Kim Stich

MARYSVILLE - A national highway organization has recognized KDOT and its partners for a \$50 million project to alleviate traffic and flooding problems at Marysville.

The National Partnership for Highway Quality has awarded the 2004 "Making a Difference" Bronze Award for Partnering to KDOT and the project team for the Marysville grade separa

Continued on page 10



District Five employee Scott Koopmann (center) talks with Materials and Research employees Rich Kreider (left) and David Meggers at the Kansas Transportation Engineering Conference. For more pictures, see page 6.

Risky assumes duties as new Bureau Chief

By Stan Whitley

Roy Risky's wealth of experience in construction, maintenance and serving as an engineer in the field made him an ideal choice for his new position as Bureau Chief of Construction and Maintenance.

Risky, a 26-year veteran with KDOT, assumed his new duties in March. He returns to Headquarters



Roy Risky

Continued on page 11

Meetings advance development of KDOT performance measures

How does KDOT measure up?

Agency leaders moved closer to figuring out how to answer that question in late March during a series of seven focus group meetings at headquarters on performance measures.

Led by Joe Crossett and Dr. John Cameron of TransTech Management, about 55 KDOT staffers from across the agency split into seven groups to discuss strategic focus areas. Those areas, which were identified by the KDOT executive staff in February, include:

- ◆ Maintain KDOT's assets
- ◆ Improve transportation safety
- ◆ Improve connectivity between communities (system expan

Continued on page 8

Inside ...

- ◆ CAMPUS BLAST TARGETS BARS TO KEEP STUDENTS SAFE
- ◆ SIXTEEN PUBLIC USE AIRPORTS TO RECEIVE FUNDING

- ◆ NEW STATE MAP READY TO DISTRIBUTE
- ◆ KDOT'S FLEXTIME POLICY TO CHANGE
- ◆ FORD BECOMES KDOT'S FIRST FEMALE SUPERINTENDENT



Miller's Time

By Secretary
Deb Miller

Data is critical to geospatial enablement

When it comes to collecting data, few agencies anywhere do it better than we do.

The amount and variety of statistics, reports, studies, maps, and much more are mind-boggling. We have so much information most of us don't even know what we have in our vast database or how to get to it. Sometimes we don't even know whether we are gathering the same information that someone in another office has already collected.

The old approach to data storing and collecting is changing. There is an agency-wide effort under way to identify the data we have in a new way and put it into a form that makes it easily available to a very large group of users – both inside and outside this agency.

The term associated with this effort is “geospatial enablement (GE).” Breaking down the term, the word “geospatial” refers to locating places on the Earth; “enablement” in this usage means tying data to the Earth.

GE is one of those terms that may be easier to understand than it is to define. So, I'll offer a hypothetical example of how GE could be used:

If we needed to develop a policy regarding rural rail crossings in southwest Kansas, we would be able to ask for a list of all the crossings in a 19-county area. We could narrow that search by requesting to see only the crossings with a traffic count of less than 100 a day. Then we could request to see which of those crossings have been the sites of truck crashes in the past five years. If we wanted to see the police reports of those crashes we could pull that data, too. We might also want to see the digital photos of each of these crossings. And, then maybe we want to see what news releases we have written about rail crossings – projects or programs.

I could go on, but you get the idea. As part of our GE effort, we are tying all of our data to the Earth -- a specific location -- so it can be used in better, more diverse ways. Envision the day when you can view all of the data in the example above at your desk top. Consider the number of steps it will eliminate.

I'm not sure any of us realize the full potential of GE right now. But you don't have to be a visionary to see that GE will be a powerful tool. It will allow each of us easy access to work done by the many other offices in the agency. And, it will preserve some of the knowledge we lose when people retire.

We need everyone's support to take this next step of connecting our data. As sophisticated as GE is, it is only as good as the people who provide the data. This is important. You may not think that anyone else needs the data you collect, but all of our data becomes more powerful when it is tied together.

I encourage you to contact the KGATE managers and let them know what data you have. You can check out KGATE on KDOT's intranet site to see what we already are doing. It's amazing. But it will be even more amazing when we're ALL connected!

KANSAS DEPARTMENT OF TRANSPORTATION

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Calendar of Events

May 10 – 11 a.m., KDOT Employees' Council Meeting, Third Floor Eisenhower State Office Building.

May 13 – 9 a.m., Highway Advisory Commission telephone conference call, Eisenhower State Office Building in Topeka.

May 14 – 9 a.m., KDOT golf at Custer Hill Golf Course, Fort Riley. Contact Kevin Adams at 296-5297 or kevina@ksdot.org.

May 18 – 2 p.m., Construction Bid Letting at the Topeka Capitol Plaza.

May 24-25 – Transportation Safety Conference, Hyatt Regency Hotel and Century II Convention Center, Wichita.

Ford becomes KDOT's first female Superintendent

By Amy Link

WICHITA - In 1995, Sammi Ford set a goal— she wanted to be the Superintendent for District Five, Area Five. And now, 10 years later, she is.

Ford, the former supervisor for Area Five, becomes the first female Superintendent in KDOT's history.

While the job will be new to her, breaking tradition is not. Ford was only the second female supervisor ever at KDOT, and has spent the majority of her professional life in professions dominated by males.

"I'm just one of the guys," Ford said. "It's nice to be recognized for being the first female in this role, but I've never wanted to use being a woman as a reason for a promotion. In the field, we're all equal."

Sixteen years ago, Ford started out as temporary help for KDOT working as an equipment operator on an area crew. She was the only female maintenance worker and had about 60 male coworkers.

"Before starting at KDOT, I did

building construction and factory work so being in the minority did not intimidate me at all," Ford said.

It was also these past work experiences that made her feel right at home at KDOT.

"Six months into the job I knew that this is the place I wanted to be," Ford said.

However, Ford was not content to stay where she was, she wanted to keep improving and moving up the ladder.

"I've always set a goal to get a step higher, when I was an EO my goal was to be an EOII," Ford said. When I made EOII, my next goal was to be a supervisor and so on."

It is this ambition and a lot of hard work that allowed Ford to achieve her goals, Benny Tarverdi said.

Tarverdi, Area Five Metro Engineer, has worked with Ford since she started at KDOT, and said he knew that becoming Superintendent had been a long-time goal of Ford's.

"Sammi worked extremely hard for this position and she earned it," Tarverdi said.

He noted, that some may think her being a woman was the reason for the promotion, but that could not be further from the truth. The fact that she was promoted is an enormous

tribute to the type of employee she is, Tarverdi said.

"When I came to KDOT in 1979 there were no female maintenance employees, now our Superintendent is female," Tarverdi said.

**Continued
on page 12**



Sammi Ford has worked for the agency for 16 years. She is the Superintendent at the Area Five office in Wichita.



Col. William Seck, Superintendent of the Highway Patrol, Secretary Deb Miller and Secretary Roderick Bremby, Kansas Department of Health and Environment, listen as participants speak at the Lawrence community safety forum in March. Representatives from KDOT, KDHE, and KHP hosted five safety forums across the state to raise awareness about the number of fatalities and injuries happening on Kansas roadways.

Welcome new KDOT employees!

Headquarters

Kent Anschutz, Engineering Associate III, Design

Donna Brewer, Administrative Assistant, Right of Way

Arthur Fink, Right of Way Agent I, Right of Way

Dennis O'Kelley, Engineering Technician, Materials and Research

Cassidy Seele, Office Assistant, Materials and Research

District Two

Dan Gentry, Refrigerator and Air Conditioning Technician Senior, Salina

Kimberly Loomis, Administrative Assistant, Mankato

District Four

Traci Detwiler, Safety and Health Specialist, Chanute

The Bureau of Personnel Services supplies information to Translines.

KDOT's flextime policy to change

Effective with the Memorial Day holiday of May 30, 2005, all employees on a nonstandard work week will convert to a standard eight-hour day work week during the week containing a holiday. Non-standard work weeks are the following schedules:

- ◆ Four 10-hour days,
- ◆ Four nine-hour/one four-hour days,
- ◆ Five eight-hour days alternating with four 10-hour days.

The Executive Staff made the policy change to promote consistent program administration.

Family and Medical Leave Act (FMLA) New KDOT policy – S.O.M. 2.3.6

The Family and Medical Leave Act of 1993 (FMLA) provides eligible employees 12 work weeks of paid or unpaid leave during a 12-month period for the birth of the employee's child, the placement with the employee of a child for adoption or foster care, a qualifying serious medical condition of the employee, or a serious medical condition of the employee's child, spouse, or parent.

Effective March 1, 2005, KDOT adopted a new FMLA policy. The new policy represents a major change in the way FMLA leave will be tracked and counted. Under previous policy, all time away from work that was taken due to circumstances that qualified under the

FMLA was tracked and counted against an employee's 12 work week entitlement. KDOT's new policy tracks and counts such leave only when an employee is either (1) in without pay status, (2) begins shared leave, (3) goes on leave covered by Workers' Compensation, or (4) the employee requests an FMLA designation sooner.

S.O.M. 2.3.6 has been revised to reflect this new policy and detailed procedures for providing notice and designation of FMLA leave are outlined in the policy. Questions about this new policy should be directed to the Bureau of Personnel Services, Employee Relations Unit.

Campus BLAST targets bars to keep students safe

As college students prepare for a night out, many things may enter their minds -- but how they're going to get home usually doesn't. And certainly the thought of dying in an alcohol-related crash never does.

But in 2003, 97 people in Kansas died as a result of alcohol-related crashes, and of those, 43 percent involved drunk drivers under the age of 26. In an effort to reduce such crashes, the Kansas Drunken Driving Prevention Office, in collaboration with SafeRide, has developed Campus BLAST (Building Local Alternatives for Safe Transportation).

"Campus BLAST encourages students to appoint a designated driver within their own groups of friends before heading out for a night on the town or to use SafeRide (a free taxi service for college students)," said Julie Faust, Program Specialist for the Kansas Drunk Driving Prevention Office.

Campus BLAST is currently being promoted at five Kansas Regent's Institutions: Emporia State, Fort Hays State, K-State, Pittsburg State and KU. These schools have received key chains featuring the Campus BLAST logo on one side and the local SafeRide phone number

on the reverse side.

In addition to campuses, popular college drinking establishments have also been targeted.

"We've asked for participating bars to offer free soft drinks to designated drivers, and in exchange we have provided them with plastic cups (in their team colors), signage, coasters, and 'Ask Me About Free Drinks' buttons for the wait staff to wear," Faust said.

All of these items were made possible from a grant through KDOT's Bureau of Traffic Safety, Faust said.

Campus BLAST plans to add Wichita State University this fall and, Faust said, they would like

to eventually expand the program to private universities and community colleges, since this issue affects so many young people.

"Fourteen- to 21-year-olds make up a high proportion of traffic crashes in general but also alcohol-related crashes," Faust said.

"If we can encourage more young people to be designated drivers or to use one, the more we can ensure they will get home safe," Faust said. "And that's really the goal of Campus BLAST." - AL

'If we can encourage more young people to be designated drivers or to use one, the more we can ensure they will get home safe.'

Julie Faust

Sixteen public use airports selected to receive funding

Sixteen more public use airports in the state will receive safety and service enhancements thanks to the Kansas Airport Improvement program.

Projects for FY 2006 were recently announced by the Kansas Department of Transportation. The 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 five years ago," Secretary of Transportation Deb Miller. "Statewide, all citizens are now only 30 minutes away from emergency air services

and runway pavement conditions have improved from a 49 (fair) rating to a 71 (very good) rating."

Recognizing the importance of air service to the Kansas economy and emergency health care services, KDOT established the Airport Improvement Program in 1999 with funding authorized as part of the Comprehensive Transportation Program (CTP).

"These improvements couldn't have happened without local partners and KDOT working together," said Miller. "The program is designed to stretch state dollars by requiring participation from local units of government. Over the past six years, KDOT has funded approximately \$18 million in improvements and local governments have added about \$9 million to make improvements for 145 projects."

Under guidelines of the program, project sponsors are required to pay a minimum of 10 percent of the total project costs or a maximum 50 percent of the total project cost based on population.

Prior to passage of the CTP, Kansas was the 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 benefactors of the airport improvement program.

The following is a list of the selected airport improvement projects: Ness City - Construct new runway; Smith Center - Construct new runway; Parsons - Reconstruct 500 feet of runway;

Continued on page 12

Kansas Transportation Engineering Conference

John Baxter, with the Federal Highway Administration in Washington, D.C., gives an update on the federal program.



People from across the state attend the Kansas Transportation Engineering Conference in Manhattan, April 12-13.



The conference gives employees and retirees from KDOT as well as other organizations the chance to discuss projects and share information as shown in the two photos above and the photo below.



Assistant Secretary/State Transportation Engineer Warren Sick presided over Tuesday morning's activities.



Secretary Deb Miller gave her top 10 reasons to get out of bed each morning.

What I really meant

By Sue Riley,

District Four Community Affairs Manager

Did you ever think about all the different ways we communicate, the messages we send to others and the reflection of those message of ourselves or our employer? The way we express ourselves to others is conveyed in verbal, non-verbal or written messages. Many different meanings may be interpreted by the connotation of our voice; add to that our body language if addressing someone in person or (now due to our wonderful technology) via video conferencing. Care should be taken with written messages to ensure words are spelled correctly, the message flows smoothly and the intent is clear to the receiver.

Is this something I've just discovered recently...no, just in the midst of a refresher course. It's been years since I've taken any classes besides the training offered while working as a state employee. I decided this was the year to give it a shot again.

I have a friend who has been taking on-line classes for the past several years and I thought this might be a good way for me to get back in the swing of college classes so I enrolled in an on-line Business Communications class through our local community college.

The class has posed a series of challenges for me. For example, students are expected to be self-motivated and tech savvy. And, my "dial-up" (yep, I live in the sticks) Internet connection on my home computer creates its own trials. Not

a good thing when trying to take a timed test. Lots of verbal communicating (in my head only) going on between my Internet provider and myself around testing time. Little did I know e-courses were new to the college too, so communication has been an important part of our Business Communication class as bugs are worked out.

All but a couple of conversations have been handled via the Internet. I found the telephone still worked as a quick and sure means of communication when a group assignment didn't get turned in on time by a classmate, just to make sure we had all understood the assigned responsibilities. While on the subject of telephones, another thing that we've had to deal with because of this on-line class is the fact that I'm tying up our telephone line most of the evening. Not always a bad thing for

me, but I know it's aggravating to others when the line is always busy because I'm on the Internet. One form of communication has certainly shut down the utilization of another at our house.

My Mom had a saying on the wall when I was growing up, "I know you believe you understand what you think I've said but I'm not sure you realize that

what you heard is not what I meant." I've been trying to get people to understand what I really want to say or mean when communicating all my life.

Sometimes my message has been interpreted in a manner I sure didn't mean to imply, which has led me to go back and examine the delivery of the message. This class has certainly reinforced the importance of taking the time to make sure I'm communicating in a way that the receiver of my message will understand my intent.

Communication: A Key to Success



Kansas Department
of Transportation

National Work Zone Awareness Week



Governor Kathleen Sebelius signed a proclamation on April 4 designating April 3-9 National Work Zone Awareness Week in Kansas. From left to right, Kansas Highway Patrol Col. William Seck; Federal Highway Administration Division Administrator J. Michael Bowen; Kurt Miyamoto, KDOT Traffic Control Engineering Associate; Bill Francis, American Traffic Safety Services Association; David Church, KDOT Traffic Engineering Bureau Chief; Kim Stich, KDOT Informational Specialist; and Allen Vinyard, KDOT Safety Coordinator; attended the ceremony.

Cartography employees Carl Gile, Brian Logan and Fred Holthaus examine the new 2005-2006 Kansas state transportation map.



New state map ready to distribute

By Stan Whitley

Just in time for planning your summer vacation, the new 2005-2006 Kansas state transportation map is hot off the press.

The latest edition of the official map carries the new state brand image “Kansas, as big as you think.” The front cover shows a field with wide-open space under a blue Kansas sky.

“We produced about 1.5 million maps that will be available for distribution by Kansas Travel and Tourism and KDOT during the next two years,” said Brian Logan, KDOT Cartography/GIS Manager. “The maps will be available at the 11 Kansas Travel Information Centers and will be distributed throughout the year by KDOT Transportation Information.”

One of the main changes that can be seen on the map is the 11 colored physiographic provinces have been removed from the main map and are now outlined on a smaller distance map. Taking the place of the physiographic provinces on the main map is a shaded relief background with legend. This provides approximate elevation in feet from dark green (lowest elevation) to dark brown (highest elevation) throughout the state.

Other significant changes include:

- ◆ Adding the Western Cattle Trail, Chisholm Trail and Pony Express Trail
- ◆ A panel listing museums by name, index, city and county
- ◆ Completion of four-lane US-69 south of Louisburg in Miami County
- ◆ Dashed lines showing either new alignment construction such as K-7 near Troy and US-75 from Fairview to Sabetha or additional lanes such as US-50/US-400 southeast of Garden City and US-69 in Miami County
- ◆ Removal of the K-57 route signing in east central and southeast Kansas

In an effort to produce the most accurate map possible, the Cartography Section sought input from KDOT employees by e-mailing them a copy of the map in December.

“The map has about 90,000 unique elements so occasionally something escapes the Cartography Section,” said Fred Holthaus, Assistant Cartography Manager. “We received a lot of comments from KDOT employees and six errors were found that we corrected before the map was published. We plan to continue involving KDOT folks in the review process for future maps.”

The map is a cooperative effort between KDOT, Commerce and Housing and Wildlife and Parks.

Performance Measures

Continued from page 1

sion)

- ◆ Support economic development/sustain Kansas economy
- ◆ Give KDOT staff the tools to create an efficient, cutting edge organization
- ◆ Address congestion
- ◆ Improve project/program delivery solutions

Participants discussed each of the focus areas in greater detail during separate meetings for each area. The groups then began laying the groundwork for developing measures that are easy to understand and help KDOT maintain its strategic focus, said Crosssett.

“The input from the participants was helpful and every single person had something to contribute to the discussion,” he said. “I think people approached it with a good attitude.”

The next steps will be:

- 1) Establish a technical working group to review TransTech’s draft performance measures document
- 2) Share that revised document with a broad group of managers
- 3) Create a set of performance measures for the executive staff to consider and finalize.

TransTech’s schedule is to have the final version of the performance measures completed by the end of July.

“While we have a long way to go on updating our performance measurement system, I am heartened by what I’ve heard from John and Joe about the focus group input and I look forward to building on that positive experience,” said Secretary Deb Miller.

Information about the development of performance measures will be available through a link on the Partnership Project Web page of KDOT’s intranet site.

TransTech has worked with other DOTs, including Maryland, Louisiana and North Carolina to develop their performance measures. -S.S.

Dear Editor

LETTERS TO THE EDITOR

To: **Robert Cook (District Five Engineer)**

Subject: Thanks to your Kingman Crew

I would like to extend a BIG Thank You to your State road crew at Kingman. My son was en route from Anthony to Hutchinson on Friday, March 18th for his weekend duty with the National Guard Unit at Hutch. when he had major vehicle trouble east of Kingman on US 54. (A wheel came off his truck.)

One of your crews stopped and assisted him with his vehicle and helped him get back on the road to Kingman where he could get repairs done so he could make it back to Anthony. As I am a federal government employee I know that many local, state and federal government employees go that extra mile to help people and do not get any appreciation for the jobs they do. I would once again like to tell your crew Thank You!

Randy Patterson
Anthony

Dear Secretary Miller:

This letter is in regard to the community group or task force that was formed to study the educational, engineering, and enforcement factors that would create a safer driving environment for our school and US Highway 75. I am pleased to report that the task force or community group has turned out to be a positive force and is making progress. The progress that has been made is due largely to the leadership and competency of the KDOT employees.

Mike Stringer, Southeast Kansas District Engineer, Wayne Gudmonson, Area Engineer, and Sue Riley, Community Affairs Manager, have proven to be a very valuable asset. Each one of these individuals has conducted themselves professionally and has shown compassion and understanding for the school and the community. They have also represented the Kansas Department of Transportation extremely well. Their professionalism and leadership has created a greater appreciation for KDOT and its responsibilities to the safety of all individuals.

Again, I must commend Mike Stringer, Wayne Gudmonson, and Sue Riley for the outstanding work that they have done leading this task force. It has been a pleasure working with people of this caliber.

I must also thank you for your confidence in these individuals and assigning or allowing them to work with our community. I look forward to continuing working with you and your staff.

Sincerely,
Danny Fulton, Superintendent of Schools USD #387

Future City Competition

At right, KDOT retiree Warren Stanton (in dark suit), former District Five Materials Engineer, and Hal Munger (third from right), City Engineer for City of Hutchinson, meet with the Future City competition teams that they helped mentor. The teams took part in the second annual Great Plains Regional Future City Competition on January 29, 2005, at Kansas State University.

The Future City Competition is a not-for-profit educational program where students design cities first on computers and then in large, 3-D tabletop models. The students' teams work with their teachers and engineering mentors throughout the process. Stanton and Munger mentored several teams from Hutchinson Middle School. One of their teams placed fifth in the regional competition.

The Great Plains Regional Future City Competition was organized by C.W. Harper, Models/Forecasting Engineering Associate in the Bureau of Transportation Planning. Several other KDOT employees took part in this year's efforts by serving on the planning committee, working as judges at the regional competition, and staffing the event.



Fun Facts and Trivia

How do you measure up?

Do you know?

- ◆ A 'jiffy' is an actual unit of time for 1/100th of a second.
- ◆ A typical lightning bolt is two to four inches wide and two miles long.
- ◆ A tropical storm becomes a hurricane when winds reach 74 mph or more.
- ◆ Light travels at the rate of 186,200 miles a second.
- ◆ Ten inches of snow equals one inch of rain in water content.
- ◆ The lowest temperature ever recorded in the world was 129 degrees below 0 at Vostok, Antarctica, on July 21, 1983.
- ◆ There are 31,557,600 seconds in a year.
- ◆ There are more statues of Sacajewa, Lewis & Clark's female Indian guide, in the United States than any other person.

Do you know some fun KDOT facts or trivia?

Send them to Shanna Anderson at shanna.ksdot.org.



Representatives from various organizations accept the National Partnership for Highway Quality award. They are (from left to right) Rex Fleming, Al Cathcart, and Kevin Schorzman, all from KDOT; Scott Vollink, Corps of Engineers; Rick Shain, City of Marysville; Matt McFadden, Kirkham Michael Consulting Engineers; and Tony Hiestand, Union Pacific Railroad Company.

NPHQ

Continued from page 1

tions, levee and railroad relocation project. The award recognizes innovations, practices and teamwork that raise the bar for roadway performance, safety and environmental stewardship across the United States.

"Partnership is the key to a successful project," said Warren Sick, Assistant Secretary/State Transportation Engineer. "This award exemplifies what can be accomplished when organizations work together to accomplish a goal."

Numerous entities were involved in or affected by the project as well as the citizens of and visitors to Marysville. "It's important to remember that there are many partners to this project," Sick said. "Everyone is to be commended for a job well done and thanked for their patience while construction is taking place."

Five primary organizations spearheaded this major effort through numerous partnering meetings to coordinate the various activities and keep all parts of the project on schedule:

- ◆ KDOT - overall sponsor of the project and responsible for the US-36/US-77 corridor;
- ◆ City of Marysville - responsible for the adjustment of their municipal utilities including an extensive modification to the sewer treatment plant;
- ◆ Kansas City District/U.S. Army Corps of Engineers - let and managed the earthwork for the levee and the railroad system;

- ◆ Union Pacific Railroad Co. – responsible for the entire rail system and all the necessary appurtenances;

- ◆ Kirkham Michael Consulting Engineers - lead consultant firm for the project design.

These organizations were honored on April 12 at the Kansas Transportation Engineering Conference at Kansas State University.

Traffic and flooding problems had plagued Marysville for many years. But after the 1993 flood, a committee was organized by Marysville to investigate ways to solve flooding, railroad/highway crossing congestion and improve safety. A feasibility study was completed in 1996 and after a public meeting that year, the project garnered nearly 100 percent public support.

The project includes modification of the US-36/US-77 corridor through and west of Marysville, relocation of the double mainline Union Pacific Railroad tracks from downtown Marysville, and protection of the City of Marysville from the recurring flooding of the Big Blue River.

This project in Marysville will cost approximately \$50 million to construct. Construction on the US-36/US-77 corridor is complete and open to traffic. Rail traffic is expected to be out of downtown Marysville by this fall with the levee scheduled to be finished next spring. Removal of the tracks and reconstruction of Jackson Street will take place either late fall or early spring, depending on the weather.

Risky

Continued from page 1

after spending seven years as the District One Engineer.

"This is a career move I've been aspiring to make and I'm glad to be back in Construction and Maintenance," said Risky. "I gained construction experience working in the Kansas City area during the 1980s, administrative experience previously working in Construction and Maintenance, and as the District One Engineer I gained valuable knowledge in maintenance activities."

Risky came to KDOT in January of 1979 following graduation from the South Dakota School of Mines and Technology with a degree in Civil Engineering. He served one year in the Engineer-In-Training program gaining comprehensive experience on different agency functions before accepting his first position. That job was in the Shawnee Office where Risky was a Project Engineer for 4 1/2 years.

Risky was promoted to the Construction Engineer at the Lamar Office in June of 1985 and stayed in that capacity for 2 1/2 years before going to Construction and Maintenance.

"I was the field engineer in charge of numerous major projects during my stay in the Kansas City area," said

Risky. "Those included construction of the I-435 and I-70 interchange, the construction of I-435 from K-32 to 98th Street, the reconstruction of I-70 from I-435 to I-635 and the reconstruction of the I-35 and 75th Street interchange."

In November of 1987, Risky became the Estimating Engineer in Construction and Maintenance with duties focusing on pre-construction activities. Risky accepted the position of Assistant Bureau Chief in Construction and Maintenance in March of 1988 and remained in that job for seven years. His main emphasis as Assistant Bureau Chief was administration of construction contracts and other related activities.

"After the CTP is completed, I believe substantial maintenance activities will play an increasing role in our state highway system," said Risky. "We must continually strive to maintain our system or it will be much more costly to fix in the future. If we don't have another program to replace the previous two, we may have to look at using federal funds to assist with substantial maintenance."

Risky said there have been several major changes in Construction and Maintenance since he last served seven years ago. One is the development of KDOT's 800m MHz radio system infrastructure, which consists of a network of

radio tower complexes. KDOT also provides the radio communication service to the Kansas Highway Patrol and other public safety government entities.

Another change has been an increase in the number of Safety Specialists and Installation Service Technicians. Risky said there are now eight additional Safety Specialists and 20 additional Technicians. Although they work at the district, they are now under Construction and Maintenance.

Risky said a change that is coming in Construction and Maintenance will involve the monthly bid letting. Beginning in July, contractors will have the opportunity to submit their bids electronically and all lettings will be held in the Eisenhower State Office Building to accommodate the electronic process.

Risky replaces Dean Testa, who retired as Bureau Chief after a long KDOT career.

"Dean left a big footprint on KDOT following a distinguished career," said Risky. "He was well respected nationally for his work serving on various AASHTO sub-committees."

Risky and his wife, Lorraine, live in the Shawnee Heights area near Topeka. They have three daughters, Michelle, 19, Kellie, 16, and Nicole, 13.

Deaths

Condolences to the family and friends of a former KDOT employee who recently passed away.

Daniel Plantz, 70, died March 30 in Topeka. Plantz was a civil engineer for KDOT before retiring in 1992. He is survived by his wife, Dona, one daughter, one son, five grandchildren and one step-grandson.

Memorial contributions may be made to Midland Hospice Care, 200 S.W. Frazier Circle, Topeka, 66606.

M I L E S T O N E S

KDOT salutes its employees celebrating anniversaries in April

10 YEARS

Nicholas Baker Greensburg
 Kenneth Baldwin Marion
 Brett Beard Syracuse
 Ruby Bradley Topeka
 Robert Fletcher Clay Center
 Mark Gingrich Topeka
 Kim Knox Concordia
 Timothy Mitchell Eureka
 Dennis Rumbaugh Phillipsburg
 Randy Shaddock Mankato
 Patrick Tierce Topeka
 Flint Warta Ellsworth

20 YEARS

Gerald Huehl Lincoln
 Bradley Lare Phillipsburg
 Wallace Pepper Lakin
 Ricardo Peralez Wellington
 Janice Rangel Topeka
 Clinton Weyrauch El Dorado

30 YEARS

Diana Shipley Topeka

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

Promotions/Transfers

Headquarters

John McGranahan, Engineering Technician, Materials and Research

Catherine Patrick, Professional Civil Engineer II, Construction and Maintenance

District One – Northeast

Bryan Greig, Engineering Technician Senior, Topeka

Troy Hickman, Highway Maintenance Supervisor, Topeka

Papo Vargas III, Storekeeper Specialist, Topeka

Mark Webber, Storekeeper Senior, Topeka

Jerry Younger, District One Engineer, Topeka

District Three– Northwest

Jerry Moritz, Professional Civil Engineer II, Norton

District Five– Southcentral

Duane Flug, Engineering Technician Senior, Wichita

Sammi Ford, Highway Maintenance Superintendent, Wichita

Vernon Hess, Engineering Technician Senior, Wichita

Danny Miller, Storekeeper Specialist, Hutchinson

Charles Scott, Program Consultant II, Hutchinson

Nathan Talcott, Highway Maintenance Supervisor, Newton

The Bureau of Personnel Services provides this information to Translines.

Airports

Continued from page 5

Syracuse/Hamilton County - Phase One construction of new runway;

WaKeeney/Trego County - Seal runway and construct turnarounds; Tribune/

Greeley County - Automatic weather observation system; Ulysses/Grant

County - Rotating beacon; Benton

- Widen and overlay runway; Wichita Riverside - Rotating beacon; St. Francis/Cheyenne County - Automatic

weather observation system; Miami

County - Automatic weather observation system; Junction City - Seal runway and

taxiway; Elkhart/Morton County - Seal runway and taxiway; Herington - Ro-

tating beacon; Larned/Pawnee County - Repair taxi lanes; Rose Hill Cook

- Runway and taxiway lighting.

Superintendent

Continued from page 3

“We’ve come a long way in 26 years.

Currently there are four female employees, who have all been hired within the last four years, out of 63 maintenance positions in Wichita. And Ford hopes her advancement will encourage other women to seek job opportunities leadership roles at KDOT.

After all it was the encouragement of co-workers like Tarverdi who encouraged her to keep advancing, she said.

“I’ve had great support and encouragement from Benny. Without that I’m not sure I would have become Superintendent or even have considered it an option,” Ford said.

But now that she’s met her goal, the challenge is not over.

“My new goal will be to be the best Superintendent I can,” Ford said. “I know it’s not an easy job, but

Kansas Department of Transportation

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