Inside...

- Keeper of roads and bees
- KDOT announces two-year project schedule
- Wichita project had many challenges, benefits
- Kansas Byways program promotes economic growth
- K-23 a winner without a trophy
**K-23 a winner without a trophy**

In case you didn’t hear, our practical improvement project on K-23 in Gove County didn’t win either of AASHTO’s America’s Transportation Awards, which were announced in mid-October. We held our own in the popular voting for the People’s Choice Award (we finished 3rd of the 10 finalists), but the state of Washington came away the winner in that category.

The winner of The Grand Prize, based on engineering factors, was Florida and “The Big I” project in Jacksonville. That project was massive: it included 17 bridges, 21 ramps and 25 lane miles built over and around traffic moving through one of the busiest intersections in a very big state. It was a six-year project and cost $154 million.

Our K-23 finalist cost less than $8 million, is a reconstructed, 16-mile, two-lane road with the addition of two-foot paved shoulders and rumble strips. It doesn’t carry a lot of traffic, but is an important road in an area that doesn’t have a lot of people.

That our “David-sized” project was selected as one of 10 national finalists (out of 40 entries) to go head-to-head with the “Goliaths” like “The Big I” should make all of us very proud. The engineers who did the judging clearly were impressed with our creative approach to our project, never mind its size relative to the other entries.

K-23 was one of the projects we selected for funding under the American Recovery and Reinvestment Act. As such, it was under a hurry-up schedule to meet the tight, shovel-ready deadlines of the federal program.

This originally was a Depression-era project that was narrow, lacked shoulders and had deteriorating pavement. We replaced the old pavement, widened the roadway, added two-foot, paved shoulders and ground in rumble strips.

And we did it using a practical improvement approach. Had we applied the standards we’ve used in the past to modernize roads such as this, we would have had to build much wider shoulders, there would have been significant additional grading work to do and we would have had to purchase right of way. If we hadn’t used a practical improvement approach, this stretch of K-23 would still be an unimproved road.

The cost would have gone from $450,000 a mile to about $1.2 million a mile and the project wouldn’t have been considered. By making this a practical improvement project, we saved more than $11 million and learned a valuable lesson that we can apply in other situations.

This project was successful because District Three Engineer Jeff Stewart and Engineering Manager Jim Brewer of the State Road Office combined their creative thinking to come up with a way to reconstruct a locally-important highway in a way that would save millions of dollars and enhance safety. There was a great deal of collaboration among various KDOT offices and with the community. We listened to local concerns and were responsive.

K-23 doesn’t have flyovers, a diverging diamond interchange or a SPUI (look it up). It really doesn’t have the good looks of a top 10 national finalist. But I love this project – and not because it got national attention (although that feels pretty good). It reflects the best of who we are and why we are among the very best transportation departments in the country.

We are creative, we work well under the pressure, we embrace new approaches that are right for the time and the situation, and we listen to those we serve.

That’s a winning combination and reason to take a bow. We deserve it.
Hundreds of transportation projects that will preserve, expand and modernize the Kansas highway system have been scheduled for the next two years.

The projects, which will be funded under T-WORKS, the transportation program passed by the 2010 Legislature, will improve 1,404 miles of highway and replace 93 bridges. The work will be done in the 2012-13 fiscal years, which began July 1. The estimated cost of the projects is $650 million.

In addition to the construction work, KDOT will begin preliminary engineering on 22 projects that will be considered for future preservation work. Because these are more complex, they will take more time to get ready than other projects. This work has yet to be funded for construction.

Every year for the remainder of the 10-year T-WORKS program, KDOT will announce a two-year schedule of projects shortly after the July 1 start of the new fiscal year. That differs from earlier, multi-year transportation programs when nearly all of the projects were announced up front.

“By announcing two-year schedules on an annual basis, we can ensure that communities have an idea of what is coming and have ample time to plan accordingly,” said Secretary Deb Miller.

The list of projects can be viewed and broken down county-by-county on the T-WORKS website at www.ksdot.org. The website provides information about the scheduled work and the means to track the progress of each project.

KDOT announces two-year project schedule

Traffic records upgrade receives national award for technical innovation

KDOT’s automated digital Kansas Traffic Records System has received a prestigious 2011 InformationWeek 500 award. The award is attached to an annual ranking published by InformationWeek magazine that recognizes market-leading innovation in business technology.

InformationWeek recognized KDOT for the agency’s ongoing digital upgrade of the state’s traffic records system, which in the past relied on manually entered data from paper crash reports submitted by law enforcement agencies. The system was subject to delays that created lag times of up to a year between the date of a crash and its entry into the state’s digital records system.

Under the new system launched last year, law enforcement personnel submit electronic crash reports directly into the system where they are verified by special data-validation software and automatically indexed for later retrieval and analysis. A PDF of the report is then created and stored. The system is shared by KDOT, the Kansas Highway Patrol, the Kansas Bureau of Investigation and other state agencies.

InformationWeek recognized KDOT in the Sept. 19 issue. “In addition to labor-related savings, the expedited process has implications for public safety,” the editors wrote. “For example, the Department of Transportation can use the crash repository in its evaluations of road repairs and upgrades.”

Baskets, baked goods and biscuits

KDOT employee Becky Welsh buys treats and looks at the different baskets at the annual B3 event in Topeka that raised $1,840 for United Way.
By Tom Hein

It’s not often that a KDOT project begins construction before utilities are moved or right-of-way purchases and other landowner agreements are secured. But it’s also not often that an opportunity comes along to fund a huge interchange project, a multi-million dollar one, when state transportation coffers are running on empty.

That’s what happened in south Wichita when the American Recovery and Reinvestment Act (ARRA) was announced in early 2009. Design of the I-135 and 47th Street project was accelerated and soon completed but requirements to use the funds included being “shovel ready” – letting the project and starting construction within a matter of months – causing some concerns and a lot of creative work assignments.

The City of Wichita and Sedgwick County stepped up to the plate with funds for right-of-way acquisition and the city did the legwork on property arrangements for 26 tracts. The 47th Street corridor in this area doubles as U.S. 81 and is a major retail district with over 50 businesses located adjacent to the project. Access to these businesses was maintained but not without challenges during the three construction phases.

Utility obstacles were another matter. In the six months before construction began, many utilities were adjusted but 83 possible conflicts were identified when the Notice to Proceed was issued.

Other conflicts, of course, were located as work progressed and contractors dealt with the usual urban utilities like electricity, cable TV, gas, phone and water service lines. The project included the rebuilding of storm water and sewer lines, a 12-inch water supply line and a large AT&T communication underground duct bank. All while carefully avoiding a 20-inch, 720-pounds-per-square-inch compressed gas line that ran next to two of the bridges that were to be demolished and replaced.

There were other challenges, too. Demolition of two bridges over I-135 (within shouting distance of the KTA toll plaza) was done a half bridge at a time during overnight hours to minimize traffic complications. Large tractor trailer rigs that ignored a posted detour would get their trailer stuck on a piece of barrier wall when they tried to make a near-impossible right turn (traffic was hampered until a super-sized tow truck arrived each time). Another time, underground directional boring operators “touched” a previously unidentified phone line duct bank that was housed in a redwood box under the old roadbed. The change of nitrogen gas pressure in the box was noticed at a control center in Dallas and a local representative was dispatched to the scene to unearth the duct bank with a back hoe.

The project involved reconstructing an interstate interchange, replacing four bridges, rebuilding a mile of a four-lane urban corridor, reconstruction of a major city intersection with two lanes of protected left turn lanes for each direction and installation of three new traffic signal locations to facilitate the new interchange ramp alignment and access to the 47th Street businesses.

Completion of the project was celebrated in October with a ribbon cutting hosted by KDOT, the City of Wichita and the South Wichita Business Association (SWBA), a group of businesses directly affected by the project.

“This is a positive step for our area businesses and residents,” said SWBA president Dale Carter. “We are getting the word out that South Wichita is now open and ready for business.”

“This project will make a big difference for those who know all too well the headaches that existed here for decades because of bottlenecks,” said Secretary Deb Miller. “The access issues that have been addressed will make the area more customer-friendly for the businesses operating here today and for those businesses that will be attracted to this part of Wichita in the future.”

Dondlinger & Sons Construction of Wichita was the prime contractor for the $16.1 million construction project which began in September 2009.
Kids explored KDOT equipment at the Touch-A-Truck event in Wichita in early October. The event lets kids rub elbows with hometown heroes who operate big rigs, fire engines, police cars, construction equipment and maintenance trucks. Proceeds from concessions and rides benefit the Make-A-Wish Foundation of Kansas.

Sisters 7-year-old Sierra de Koning and 8-year-old Reagan de Koning of Axtell, and 11-year-old Neelahika Kothapalli of Overland Park were the northeast Kansas winners in the Put the Brakes on Fatalities Day poster contest. Reagan was also a statewide winner. More than 642 entries were received statewide with 18 regional and three statewide winners.

**Promotions/Transfers**

**Headquarters**
Geary Beeson, ET Series, Materials and Research
Thomas Hussa, Engineering Associate III, Design
Kelly Marshall, Applications Developer II, Materials and Research

**District One**
John Partridge, Equipment Mechanic Senior, Bonner Springs

**District Six**
Brian Beard, Equipment Mechanic, Garden City

The Bureau of Personnel Services supplies information to Translines.

**MILESTONES**

KDOT salutes employees celebrating state anniversaries in November

<table>
<thead>
<tr>
<th>10 YEARS</th>
<th>20 YEARS</th>
<th>30 YEARS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gary Alvis ............ Independence</td>
<td>Marvin Burch ............ Osborne</td>
<td>David Dunn ............ Topeka</td>
</tr>
<tr>
<td>Terry King ............. Leawood</td>
<td>Patricia Gibson ............ Topeka</td>
<td>Kelly Housman ............ Dodge City</td>
</tr>
<tr>
<td>Stanley Nipple .......... Liberal</td>
<td>Rex Kraus ............ Eskridge</td>
<td>Deborah Kossler ............ Topeka</td>
</tr>
<tr>
<td>Antonio Pacaldo .......... Wichita</td>
<td>Rey Nieto ............ Ulysses</td>
<td>Mark Stewart Jr. ............ Tribune</td>
</tr>
<tr>
<td>Denise Petet ............ Topeka</td>
<td>Brenda Reynoldson ............ Topeka</td>
<td>Dewayne Roland .......... Medicine Lodge</td>
</tr>
<tr>
<td>Michael Rogers .......... Stockton</td>
<td>Robert Stork ............ Topeka</td>
<td>Craig Rose ............. Abilene</td>
</tr>
<tr>
<td>Shawn Swaim ............ Ottawa</td>
<td></td>
<td>Shawn Swaim .......... Abilene</td>
</tr>
<tr>
<td>John Wortman .......... Parkville</td>
<td></td>
<td>Shawn Swaim .......... Abilene</td>
</tr>
</tbody>
</table>

Employees and hometowns are included in this list.

Safe Routes to School projects to receive funding

Twenty-one projects intended to encourage more children to walk or bicycle to school have been selected for funding through the Safe Routes to School (SRTS) program administered by KDOT.

The program, which was created in 2005, has several purposes:
- Enable and encourage children, including those with disabilities, to walk or bicycle to school;
- Make walking or biking to school safe and appealing;
- Facilitate projects that will improve safety and reduce traffic, fuel consumption and air pollution in the vicinity of schools.

“Obesity rates among children have more than doubled in the past 20 years,” said Secretary Deb Miller. “It’s probably not just a coincidence that only 15 percent of all school trips are made by walking or bicycle.”

For a list of the projects, see the news release at www.ksdot.org.

Twenty-one projects intended to encourage more children to walk or bicycle to school have been selected for funding through the Safe Routes to School (SRTS) program administered by KDOT.

The program, which was created in 2005, has several purposes:
- Enable and encourage children, including those with disabilities, to walk or bicycle to school;
- Make walking or biking to school safe and appealing;
- Facilitate projects that will improve safety and reduce traffic, fuel consumption and air pollution in the vicinity of schools.

“Obesity rates among children have more than doubled in the past 20 years,” said Secretary Deb Miller. “It’s probably not just a coincidence that only 15 percent of all school trips are made by walking or bicycle.”

For a list of the projects, see the news release at www.ksdot.org.
Keeper of roads and bees

By Kirk Hutchinson

Growing up, Ron Hopkins thought it would be fun to play with bees. “We always had honey,” he says. “I never thought about how it was produced.”

Hopkins, the Highway Maintenance Supervisor for the Scott City Subarea, thinks about it now. For the past two decades he’s raised bees and harvested the honey, which he sells under the name Windy Plains Honey.

While taking a computer class more than 20 years ago, he met someone who kept bees and was intrigued by the idea. So he read up on beekeeping and ordered a three-pound package of bees for 35 dollars. That’s 10,000 bees with one queen in the colony. Including building the boxes to house the bees, Hopkins figures his initial investment was about 150 dollars.

“It would probably cost three times that amount to get started today,” he says.

It’s not just Ron’s hobby, either. His wife Connie works alongside him, “except when he’s checking the hives.” Connie leaves that part to Ron, who covers himself with a beekeeping suit and hood when working directly with the boxes where the bee colonies live and store their honey. Connie helps bottle the honey and uses the beeswax to make lip balm and a hand lotion bar they also sell.

Both of them are actively involved with the Kansas Honey Producers Association, a group which offers support and encouragement for beekeepers, along with promoting beekeeping and Kansas-produced honey.

Today, Ron has seven active colonies, each with about 60,000 bees buzzing about. As Ron says, “the more bees, the better.” An average colony will produce about 50 pounds of honey a year. Last year, Hopkins’ bees produced about 550 pounds of honey.

Ron keeps his bee boxes in various locations around Scott and Finney counties. One set is near an alfalfa field, which he says can produce some of the best honey. He also tries to keep bees near clover and sunflower fields. Hopkins says he checks the bees about once a week, every other week during honey season, which winds down with the onset of fall.

The bees are essentially dormant during the winter, but when spring arrives, he gets out to check the hives to make sure the bees survived the winter and to see if he needs to split a colony. Then, he gets into the routine of checking for honey through the summer months.

Ron has been with KDOT for more than 30 years, and plans to keep busy taking care of roads and bees for years to come.
Retirees

Following is a continuation of the employees officially retiring from KDOT in October.

**Headquarters**
- Linda Bosak, Engineering Technician Senior, Materials and Research
- John Deckert, Storekeeper Specialist, Business Continuity
- Greg Doyle, Engineering Technician Specialist, Transportation Planning
- Connie Eddy, Administrative Specialist, Local Projects
- Thomas Heigert, State Auditor III, Fiscal Services
- Virginia Holthaus, Engineering Technician Specialist, Traffic Engineering
- George Kell, PMS Engineer of Geo-tech, Materials and Research
- Daniel Metheny, Pavement Management Specialist, Materials and Research
- Larry Moore, GPSI Survey Records, Surveys
- Wilma Neal, Appraisal Agent, Right of Way

**District One**
- Brenda Perry, Specifications Technician, Construction & Maintenance
- Karen Rahberg, Administrative Assistant, Traffic Engineering
- Dawar Saeed, Soils Foundation Engineer, Materials and Research
- Charles Woldt, Procurement Officer III, Fiscal Services
- Stephen Ybarra, Senior Administrative Assistant, Construction & Maintenance

**District One**
- Larry Eubanks, Engineering Technician Specialist, Horton
- Robert Henry, Engineering Technician, Horton
- David Lundgren, Highway Maintenance Supervisor, Wamego
- Robert Malay, Equipment Operator Senior, Kansas City
- Daniel McLaughlin, Equipment Operator Trainee, Topeka
- Scott McLeron, Engineering Technician, Horton
- Ruben Noguera, Professional Civil Engineer I, Olathe
- Dale Patterson, Equipment Operator, Topeka

**District Two**
- Robert Kopfer, Equipment Operator Senior, Clay Center

**District Five**
- Michael Bergen, Equipment Operator Senior, Hutchinson
- Pamela Newlin, Equipment Operator, Hutchinson
- James Stwalley, Engineering Technician Senior, Pratt

**District Six**
- Charles Brobst, Equipment Operator Senior, Scott City
- Jackie Immroth, Equipment Operator Senior, Garden City
- Rocky Indiek, Highway Maintenance Supervisor, Dodge City
- Roland Malone, Equipment Operator, Cimarron
- Phillip Yost, Equipment Operator, Scott City

---

**By Kim Qualls**

City, state and federal officials officially opened the recently-completed K-7 and 55th Street/Johnson Drive interchange in Shawnee on Sept. 30. Featured speakers included Gov. Sam Brownback, U.S. Sen. Pat Roberts, Congressman Kevin Yoder, Secretary Deb Miller, Secretary of Revenue Nick Jordan and Shawnee Mayor Jeff Meyers.

“This project has all the benefits of a good transportation project – including short- and long-term job creation, a strong working relationship with the local partner, a state agency being responsive and responsible and a vision of how this corridor should develop and sticking to it,” said Secretary Deb Miller.

“The investment here and along the K-7 corridor during the next few decades will provide important economic return and job creation for the region and state,” said Gov. Brownback.

“But the return on that investment won’t just be in dollars and jobs; the improved roads also will be measured in fewer crashes, fewer injuries and fewer fatalities.”

The K-7 and 55th Street/Johnson Drive project addressed safety and capacity issues along the heavily-travelled K-7 corridor. The $21.4 million project began in March 2010.

**Numerous officials, including Secretary Deb Miller, center with hand raised celebrate the opening of the $21.4 million K-7 and 55th Street/Johnson Drive interchange in Shawnee.**
Highway sign unveiled

A highway sign designating the Rep. Margaret Long K-7 & U.S. 24/40 (State Avenue) interchange was unveiled Oct. 13 in Bonner Springs.

Rep. Long, who retired after the 2010 legislative session, represented the 38th District from 1998 through the 2002 session and the 36th District from 2003 until her retirement. Both districts are in western Wyandotte County.

As the ranking minority member of the House Transportation Committee for 10 years, she was an advocate for Kansas transportation and provided important support for the T-WORKS transportation program, which was passed by the 2010 Legislature.

“I can’t think of a more fitting tribute to a legislator who was such a strong advocate for transportation,” said Secretary Deb Miller.


Site chosen for center

Secretary Miller announced the location of the future Flint Hills Welcome Center at a news conference Oct. 12 at the Junction City Conference Center.

The proposed site for the center is at Exit 313 and K-177 in Geary County. The K-177 site was chosen because of its location at the center of the five counties and its proximity to the Flint Hills Scenic Byway, the Native Stone Scenic Byway and the nearly-completed Flint Hills Discovery Center in Manhattan.

When built, the center at I-70 and K-177 will introduce Kansans and those passing through Kansas to the landscape of the Flint Hills as well as unique shopping opportunities and restaurants in the area.

On a sidenote, information on District Two projects can now be found on Twitter at @NCKansasKDOT.

K-18 bridge open

A bridge located along K-18/US-281 west of Waldo is now open to traffic. The original span bridge dated back to 1936. The new bridge, spanning Wolf Creek, has been under construction since April. It opened to traffic Sept. 2.

A temporary roadway carried traffic around the bridge during the construction period.

“We still have some grading and seeding to do before the project is complete,” said Construction Engineer Nick Rogers of the Hays office.

Site chosen for center

Secretary Miller announced the location of the future Flint Hills Welcome Center at a news conference Oct. 12 at the Junction City Conference Center.

The proposed site for the center is at Exit 313 and K-177 in Geary County. The K-177 site was chosen because of its location at the center of the five counties and its proximity to the Flint Hills Scenic Byway, the Native Stone Scenic Byway and the nearly-completed Flint Hills Discovery Center in Manhattan.

When built, the center at I-70 and K-177 will introduce Kansans and those passing through Kansas to the landscape of the Flint Hills as well as unique shopping opportunities and restaurants in the area.

On a sidenote, information on District Two projects can now be found on Twitter at @NCKansasKDOT.

K-18 bridge open

A bridge located along K-18/US-281 west of Waldo is now open to traffic. The original span bridge dated back to 1936. The new bridge, spanning Wolf Creek, has been under construction since April. It opened to traffic Sept. 2.

A temporary roadway carried traffic around the bridge during the construction period.

“We still have some grading and seeding to do before the project is complete,” said Construction Engineer Nick Rogers of the Hays office.

Site chosen for center

Secretary Miller announced the location of the future Flint Hills Welcome Center at a news conference Oct. 12 at the Junction City Conference Center.

The proposed site for the center is at Exit 313 and K-177 in Geary County. The K-177 site was chosen because of its location at the center of the five counties and its proximity to the Flint Hills Scenic Byway, the Native Stone Scenic Byway and the nearly-completed Flint Hills Discovery Center in Manhattan.

When built, the center at I-70 and K-177 will introduce Kansans and those passing through Kansas to the landscape of the Flint Hills as well as unique shopping opportunities and restaurants in the area.

On a sidenote, information on District Two projects can now be found on Twitter at @NCKansasKDOT.
District News

Continued from page 8

KDOT awarded the bridge replacement—totaling $635,000—to L & M Contractors Inc., of Great Bend. The bridge repair project is funded by T-WORKS.

Running on Route 66

On Oct. 9, more than 600 runners participated in the second annual Mother Road Marathon. The 26.2-mile marathon route followed historic Route 66, beginning at Commerce, Okla., and ending in Joplin, Mo. Runners worked their way through Kansas along 13 miles of historic 66 and modern K-66.

Staff from the KDOT Pittsburg Area and District Four coordinated with the Joplin Convention and Visitors Bureau and organizations in the three-state area to ensure a successful event. KDOT provided traffic control equipment, including cones and channelizers, for the route.

Ryan Kramer of Des Moines, Iowa, won the marathon’s overall title—a repeat win from the previous year. He finished the course in 2 hours, 53 minutes and 46 seconds. The marathon attracted runners such as the Pathfinder Racing Team, who ran while carrying 35-pound packs to raise scholarship money for children of veterans and to show the benefits of Army training.

Sen. Dole visits bypass

Former U.S. Senate Majority Leader Bob Dole was in Hutchinson on Oct. 1 to be honored at a dedication ceremony for the K-96 Bypass that bears his name.

On April 30, 2002, the K-96 Bypass in Reno County was opened to traffic. This 7.7-mile long bypass was constructed to replace the old K-96 alignment, which carried traffic down Main Street in South Hutchinson and continued on through Hutchinson using Avenue A, Adams Street and 5th Street. The bypass route provides a safer and more efficient travel way for large trucks and other vehicles not seeking a destination within the downtown areas of these cities.

A few years after the bypass opened, Kansas Senate President Dave Kerr presented legislation to name this new section of K-96 the “Senator Bob Dole Bypass.” Dave Kerr, now the President of the Hutchinson Chamber of Commerce, presided over the dedication ceremony, and Mike Longshaw, El Dorado Area Engineer, represented KDOT at this event.

The “Senator Bob Dole Bypass” signs were installed in November 2005, but this was the first opportunity for Sen. Dole and his wife Elizabeth to return to Kansas.

Passing lanes added

Work has wrapped up on a two-year project to widen an 18-mile stretch of U.S. 50 in Gray County. The project, from the Finney/Gray county line to Cimarron, added 10-foot paved shoulders and two sets of passing lanes.

This portion of U.S. 50 carries 4,000 to 5,000 vehicles a day, with more than 20 percent of that traffic being heavy trucks. The low bidder on the project, Koss Construction Company of Topeka, elected to pave the new lanes with full depth concrete and provide a roller compacted concrete base for the shoulder widening. The main driving lanes received an asphalt overlay.

The $14 million project was a “post-CTP” project, fitting in between the end of the Comprehensive Transportation Program and the beginning of the current T-WORKS program.

Information for the District news briefs section is provided by the District Public Affairs Managers.
Do you know?

Kansas Fun Facts

1. What gas was discovered in 1905 at the University of Kansas?  A. Helium  B. Ethane  C. Hydrogen sulfide  D. Shale gas

2. The Boulevard Drive-In Theater in Merriam was the first drive-in in the world to do this in 1950?  A. Offer free admission to everyone but the driver  B. Install mini lights next to each vehicle to discourage making out  C. Run movies for 24 hours straight  D. Install digital sound

3. The first restaurant chain in the U.S. was the Harvey Houses. When and where did it open its first restaurant?

4. The term “red light district” started in Dodge City because of what?

5. Who was the only survivor of the Battle of the Little Big Horn in 1876? Where is this survivor now?

6. True or false - Civil War veteran S.P. Dinsmoor used more than 100 tons of concrete to build the Garden of Eden in Lucas.

Answers on page 12
Source: legendsofamerica.com

Welcome new KDOT employees!

Headquarters
Stephen Campbell, ETA Series, Materials and Research
Brian Coree, Engineering Associate III, Materials and Research

District Three
Joseph Finley, Professional Civil Engineer II, Norton

District Four
Gary Parks, Equipment Mechanic Senior, Garnett

Hello Kansas DOT:
I wanted to thank you for your efforts in keeping U.S. 36 so well-maintained. Last month I completed a 1,400 mile bicycle journey which included the entire length of U.S. 36 through your state. I must say that it was the smoothest, cleanest, best-kept road of my entire trip, and for us cyclists, we certainly appreciate the wide shoulders! Other states should model their roads after your fine example. I hope to pass through the Sunflower State again.

Thanks again!
John Prentiss

Dear Secretary Miller:
I was pleasantly surprised by Mike Stringer’s visit today and his delivery of “The best path through life is the highway” framed print.
Thank you for this thoughtful gift. I think you know that it would be an understatement to say that I enjoyed my tenure as a member of the Highway Advisory Commission, and the many friendships I made across the state. I am sorry that I was unable to attend the luncheon on July 27 – I truly had looked forward to it and regret my inability to attend.
Thank you for remembering me and for this gracious gift.

Very best regards,
Kevin Mitchelson
Pittsburg

Dear Governor Brownback:
Marion County Commissioners would like to express our appreciation for the recent work performed on highway K-15, U.S. 50 and U.S. 56 in Marion County. These major thoroughfares are extremely important to the viability of our county. Having them in good repair is essential for our citizens as well as people traveling through.
We believe that those involved in the completion of these projects should be commended for their hard work and professional results.

Sincerely,
Rover Fleming, Dan Holub and Randy Dallke; Marion County Commissioners

Calendar of Events

Nov. 11 - State employees off for Veterans Day.
Nov. 16 - 1 p.m., Construction bid letting, fourth floor, ESOB.
Nov. 24-25 - State employees off for Thanksgiving.

Source: legendsofamerica.com
Members of the 10 Kansas Byways and the proposed Route 66 Historic Byway participated in the annual Kansas Byways meeting Oct. 13 in Salina to share information about the past year’s local byway activities. Representatives from Kansas Wildlife, Parks and Tourism (KDWPT), the Kansas State Historical Society (KSHS), FHWA and KDOT also attended.

Pat Zollner and Matt Holtkamp with KSHS spoke on the preservation of historic byway features. Kevin Zimmer with KDOT discussed the working relationship between the agency and the local byway committees concerning highway maintenance along the byways.

Established in the early 1990s, the Kansas Scenic Byways program provides local grass roots organizations an opportunity to identify scenic roads and to promote the area to travelers to encourage economic growth in the byway communities.

In 2009, KDOT expanded the program to include historic byways and Kansas Backroads, and the name changed to Kansas Byways in 2010.
Check out ongoing classes via the Outlook shared calendar - KCTC. Contact the KCTC kctc@ksdot.org or call Ingrid Vandervort 785-296-8993.

**KDOT Computer Training**

- from the KCTC

**Document Management System**

We’ve had questions on KDOT’s Document Management System (DMS) and have learned Computer Services has a tutorial DVD to help any user have a better grasp on navigating the DMS. This DVD is available by emailing #RWMTeam.

The DMS is an electronic system which is used to manage and secure documents. Current paper systems can be replaced using DMS. Using the DMS allows us to electronically view, manage, share, revise, and distribute virtually all document types.

Here are examples of documents that can be stored in our DMS:

- MS Office files
- Scanned paper documents
- HTML forms
- Emails
- Computer-generated reports
- Audio and video clips

Why use the DMS?

The DMS is a web-based location where anyone can store their files. Rather than storing a file on your shared drive, you may choose to store it in the DMS. The system can store things such as documents, spreadsheets, pdfs, tiff files and even scanned files.

Using DMS has many benefits:

- Allows files to be shared regardless of network folder privileges
- Provides tracking of document versions
- Clears up space on shared drives
- Allows for Open Record searches to find all files regarding a specific topic/person
- Allows for Security levels on files

**Upcoming KDOT Training Courses**

**Classes at Headquarters**

- Ouch! That Stereotype Hurts, Nov. 3
- New Employee Orientation, Nov. 10
- BEST Week II, Nov. 28-Dec. 2
- New Employee Orientation, Jan. 12
- Advanced Resource Training, Jan. 24-26

**Classes at District Offices**

- Advanced Resource Training, Nov. 1-3, Hutchinson
- Ouch! That Stereotype Hurts, Nov. 7, Norton
- Transition to Leadership, Nov. 15-17, Hutchinson
- Transition to Leadership, Nov. 21-23, Topeka
- You’ll Catch On, Dec. 6-7, Hutchinson
- MBTI, Dec. 8, Hutchinson
- Difficult Conversations, Dec. 13, Topeka
- You’ll Catch On, Dec. 19-20, Topeka
- On Second Thought, Dec. 21, Topeka

Answers

1. True
2. True
3. True
4. False - red light is made of red glass and produced a red glow at the outside world when lit at 6’ Time - even the sign above the marquee.
5. False - The Red Light Bordello’s front door was made of red glass and produced a red glow at the outside world when lit at 6’ Time - even the sign above the marquee.
6. True - even the flag above the mausoleum is made of concrete.