

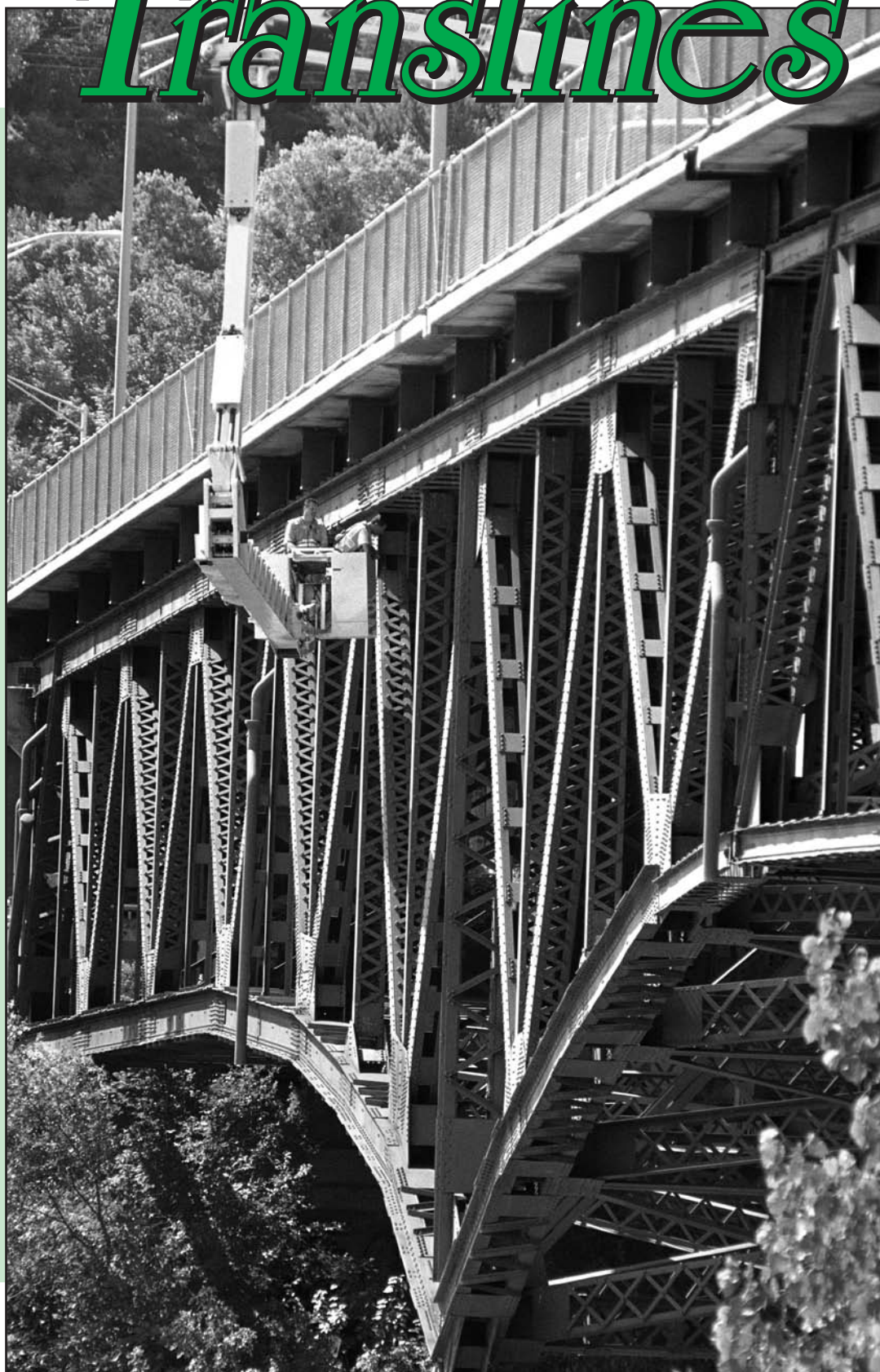
Translines

Inside ...

- ◆ **Greensburg clean-up efforts praised**
- ◆ **Ingram retires, Crow returns to Planning**
- ◆ **K-99 dedication**
- ◆ **KDOT, as green as you think**
- ◆ **Maintaining credibility is a group effort**

Bridges under scrutiny

See page 3





*By Secretary
Deb Miller*

Should we worry about our bridges?

“Structurally deficient,” “functionally obsolete,” “fracture critical.”

Before Aug/ 1, few people outside of transportation circles had heard of these terms. But when the Minneapolis bridge collapsed into the Mississippi River, these terms were heard on television, read in newspapers and repeated in conversations. People were alarmed when they heard they were driving on deficient bridges.

In the crush of media interest in bridges after the collapse, DOTs across the country mobilized to calm the fears of travelers and to explain that structurally deficient didn’t mean unsafe. At KDOT, I conducted a news conference the day after the Minneapolis collapse. And, about a week and a half later, we gave reporters a tour of the I-70 intercity viaduct bridge in Kansas City, Kan., which was undergoing its regularly scheduled hands-on inspection.

In responding to the inquiries of reporters and citizens, I think we were reasonably successful in convincing Kansans of the safety of our bridges. But, we have a much easier story to tell here in Kansas

than do transportation workers in other states.

There are 600,000 bridges in the United States and 25 percent of those are either structurally deficient or functionally obsolete (see definitions of these terms on page 10). To put that in perspective, there are approximately 5,000 bridges on the Kansas state highway system. Less than 11 percent of those bridges are deficient in one of the two categories and only 2 percent – 104 – are rated structurally deficient.

KDOT has done a great job of taking care of our infrastructure. In 1990 at the start of the Comprehensive Highway Program, 1,500 bridges were deficient. Today that number has been cut by about two-thirds to 541. And, keep in mind the system’s condition isn’t static. Like any homeowner knows, as soon as you finish one project, a new problem has developed. So, the fact that we could reduce our deficient bridges by two-thirds, while dealing with other bridges that were getting older and needing work, says a lot about the focus that we have had on our infrastructure in Kansas.

Our system is in good shape because we’ve had the dollars to invest and we’ve spent those dollars wisely. But that’s not the only reason we have a good system. We have a good, solid bridge inspection program with people who are passionate about the work that they do. They are competent and they view their jobs as protecting the citizens of Kansas.

Our bridge inspectors climb through the parts of bridges that most of us never notice. They put on scuba gear and inspect by sense of feel the parts of bridges that are sometimes as deep as 40 feet below the surface of fast-moving, murky rivers. They encounter catfish nearly as big as they are, snakes, spiders, wasps, pigeon droppings and humans doing all sorts of unmentionable things.

I am comfortable knowing who the state’s bridge inspectors are and their level of commitment. They make it easier for me to sleep at night because I know if our bridge people say a bridge is OK, it is OK.

So be proud of how we protect our bridges, highways and other components of our transportation infrastructure in Kansas. And if you or the people you encounter wonder if we should be worried about our bridges, the answer is “no.”

Crow returns to Planning

Mike Crow has returned to the area where his KDOT career began.

Crow was recently named Director of Planning and Development by Secretary Deb Miller. It marks a return to Planning where he served as a Metro Planning Engineer and later Multi-Modal Planning Engineer during a 10-year planning stint.

“There are a lot of talented people in Planning who play a significant role in projects from ground zero to construction,” said Crow. “The Planning folks are rep-



Mike Crow

Continued on page 15

Ingram ready to enjoy family time

He’s spent nearly three decades at KDOT and 17 years as Bureau Chief of Materials and Research. Now, Lon Ingram is ready to enjoy quality family time.

“I don’t have any definite plans to do anything except spend some family time the next six months,” said Ingram, who will retire Sept. 7. “If I get bored after that I may explore other options. There’s



Lon Ingram

Continued on page 8

Bridges under scrutiny after collapse

By Stan Whitley

Millions of motorists travel over bridges every day, but the safety of those bridges came under intense national scrutiny following the I-35W bridge collapse in Minneapolis on Aug. 1.

Kansas was not immune to the scrutiny. A curious media soon sought information about the condition of Kansas bridges, if the state had bridges similar to the one in Minneapolis and details about the agency bridge inspection program. During the next two weeks KDOT provided answers to those questions.

It began just one day after the collapse when a news conference was quickly arranged at Headquarters.

“If we thought any of our bridges



Scott Benortham, KDOT Bridge Inspection Engineer, makes his point while leading a media tour of the I-70 eastbound intercity viaduct bridge in Kansas City on Aug. 14. Photo by Kurt Weaverling

Continued on page 10

Bridges

- ◆ There are approximately 5,000 bridges on the state system and 25,800 total bridges in Kansas.
- ◆ On the state system, there are 104 structurally deficient (2 percent) and 437 (8 percent) functionally obsolete bridges.
- ◆ KDOT inspects all state bridges at least every two years, which is

Continued on page 10

On the... COVER

Jim Leaden and Clem Boos, members of KDOT’s Bridge Inspection Unit, do a visual inspection of the US-169 northbound bridge over the railroad in Wyandotte County. Photo by Sonya Scheuneman

Greensburg clean-up efforts praised

At 9:45 p.m. on May 4, an EF-5 tornado almost two miles wide hit Greensburg, destroying 95 percent of the town. Winds of the tornado were estimated by the National Weather Service at up to 205 miles per hour.

KDOT crews from across the state responded to this emergency situation. Some were there just minutes after the tornado, assisting with rescue operations and clearing streets for emergency responders. Some came later to help clear debris and haul it to the dump. Some worked to keep the vehicles running smoothly the entire time, while others did their part to help in the overall clean-up operation.

The Greensburg Tornado Response team members were honored for their efforts in KDOT's Example of Excellence employee recognition program for the second quarter of 2007. Secretary Deb Miller made the surprise announcement at the picnic in Greensburg on July 27 that was already scheduled to thank employees who participated.

"You put the needs of your fellow Kansans first and I

John Jansen, Mayor of Greensburg, thanks KDOT and the numerous other organizations that worked together to clean debris from the city.



know the people of Greensburg will never forget it," Secretary Miller said. "The night of the tornado many of you didn't wait for a phone call to mobilize. You left home late at night and came in from all directions."

Numerous organizations and hundreds of volunteers, in addition to KDOT, went into action and responded to this tragedy.

"I want to acknowledge Greensburg officials and many other city, county and state groups who came together when our neighbors needed them the most," Secretary Miller said.



Greensburg Subarea Supervisor Gary Jarvis accepts the Employee Recognition plaque from Secretary Deb Miller on behalf of the entire team.

"I think this response has shown Kansans that no matter what the disaster, they can count on a coordinated and caring response by a very determined and dedicated group of public servants."

Members of the team include: Bureau of Construction & Maintenance; Jason Bryant, Robert Childs, Joseph Dillon, Mark Krentz, Marc Mayfield, Michael Minnis, Perry Nolan, and Mark Rabe.

DISTRICT TWO: Area Two; Francis Freeman, Zachary Shelton, Curtis Slate, and Daniel Strait. **Area Three;** Greg Clothier, Kevin Jirak, George Luna, Jason May, **Area Four;** David Bergman, Gerald Bowser, Larry Goddard, Emmett Howg, Donald Kempke,

Shawn Ploutz, Allen Prater, Clyde Thrush II, and Flint Warta. **District Two Crews;** Roger Chambers, Shannon Clarkson, Daniel Flemming, Robert Loveless, Darlene Malmberg and Howard Reece.

DISTRICT FIVE: Area One; John Adolph, Randy Arnold, Jerry Baker, Nick Baker, Will Bell, Jerry Blackburn, Bill Brokar, Jerry Campbell, Colten Clark, Matt Clouse, Doug Coates, Greg Delaney, Sharon Dodson, Marty Eshelman, Danny Espinosa, Les Ferguson, Dan Ferrin, Shawn Flemming, Todd Garrison, John Gatz, John Graber, Davin Graves, Klete Hackney, Dan Hall, Matthew Hammond, Les Houdeshell, Martyn Howard, Alex Hughes, Rick Hughes, Gary Jarvis, Kc Jorns, James Johnson, Ed Kasselman, Tim Koehler, JJ Konrade, Leroy Lewis, Larry Martin, Leisa Mauch, Ritchie McAllaster, James Middleton, Darren Miller, Scott Mullen, Gene Oller, Mark Oller, Kenny Peitz, Rob Perry, Steve Peters, Randy Rainbolt, John Ritter, Jason Rojas, DeWayne Roland, Theryne Schimke, Greg Schultz, Gary Scott, Kevyn Shank, Jon Sharp, Wade Sherman, Mark Shumway, Mike Slief, Josh Small, Lonnie Small, Nick Squires, Gunnar Stauth, Josh Theis, Chuck Thimesch, Kevin Thomas, Richard Thompson, Norman



Parkway, interchange project nears completion

KDOT and the cities of Lenexa and Overland Park dedicated improvements to the 87th Street Parkway and I-35/US-69 interchange project Aug. 13 at the Lenexa City Hall.

U.S. Senator Pat Roberts, U.S. Congressman Dennis Moore, Secretary Deb Miller, Lenexa Mayor Mike Boehm, Overland Park Mayor Carl Gerlach, and Johnson County Commission Chair Annabeth Surbaugh spoke at the event.

"I am very pleased to see this project nearing completion," said Secretary Miller. "This has truly been a partnership effort between the State of Kansas and the cities of Lenexa and Overland Park and shows what can happen when state and local units of government work together toward a common goal."

The \$50 million bridge reconstruction project will improve east-west traffic flow between Lenexa and Overland Park on 87th Street Parkway, as well as access to and from I-35/US-69. The cornerstone of the project is a single point urban interchange, or SPUI, designed to decrease delays and increase capacity and safety. The SPUI is only the second of its kind in the Kansas City Metropolitan Area.

The multi-phased project involved bridge improvements to and reconstruction of the 87th Street corridor for approximately one mile through Overland Park and Lenexa. New bridges were constructed over I-35 and U.S. 69 was rebuilt to improve efficiency and safety. New pedestrian areas were added, offering pedestrians and bicyclists a safer way to cross the busy interchange. The project also involved the reconstruction of streets adjacent to the site, including the realignment of Nieman Road.

Other improvements included storm sewers, sidewalks, and street lighting. Artistic features include the signal truss,



Mike Boehm, Mayor, City of Lenexa; Secretary Deb Miller; Senator Pat Roberts; Annabeth Surbaugh, Johnson County Commission Chairman; and Carl Gerlach, Mayor, City of Overland Park; stand in front of the new single point urban interchange at the 87th Street Parkway and I-35/US-69 dedication ceremony on Aug. 13. Photo by Larry Katsboulas

programmable lighting displays, and landscaping.

The 87th Street Parkway and I-35/US-69 interchange project is a System Enhancement Project partnership between KDOT, Lenexa and Overland Park.



Step Back in Time



Koss Construction Company workers build a new highway in Kansas circa 1940s.



By

**Julie
Lorenz**

TRANSPORTATION
TALK

Maintaining credibility is a group effort

Which answer best describes the response you would give someone who asked what KDOT's Public Affairs office does?

- A) I've always wondered that myself
- B) Hand out free stuff (chip-clips, ice scrapers, maps, etc.)
- C) Dream up new slogans: "Responsible and Responsive," "You can count on us."
- D) Help build and maintain the agency's credibility with the public

Answer A: So, what do you do?

If you answered A, keep reading. This column is for you.

Answer B: Gotta love the chip-clips.

If you answered B, you're partially right. We are responsible for distributing promotional items such as a chip-clip that reminds people to drive safely, or an ice scraper that tells travelers where they can get information on road conditions. However, our primary responsibility deals with something much bigger and, hopefully, something that lasts much longer than those plastic chip-clips.

We're responsible for communicating with the media and the public about the agency's actions or to help answer questions or concerns from our customers and stakehold-

ers. And in doing so, we are charged with helping build and maintain the agency's credibility with our constituents. Credibility is key; without it, our agency cannot achieve its mission.

Answer C: What's with the slogans?

It's important to clarify that building credibility is not about slogans or making people happy. As a public agency, it would be irresponsible to make decisions solely on what will satisfy our customers. And quite frankly, it would be nearly impossible since most of our decisions will adversely affect someone. That's why our mantra (or slogan for those of you who answered C), "**Responsible and Responsive,**" properly articulates what we're trying to achieve. As we make decisions, we need to be responsible by taking into account our fiscal constraints and drawing upon our technical expertise – and we also need to be responsive and look for ways we can be more flexible to meet the locals' needs.

It's not about what we do; it's about how we do it. There are times when we can't say yes, but we can always deliver our message in a manner that shows we understand our stakeholders' concerns. Saying no is not the problem; it's how we deliver the message that can make us look unresponsive. The public has to believe that we understand their needs and priorities. Or quite simply, that we care about what they care about.

Another element of credibility is having mutually-agreed upon performance expectations for meeting the public's needs and priorities. This is where performance measures come in. Though KDOT's always had performance measures, our recently defined, strategic measures tell the public what they want to know about. And we want them to know that they "can count on us"—to improve safety, to protect their investment, to deliver projects on time and on budget, to improve our highway system, to employ a qualified workforce and to move the Kansas economy.

As our resources become more strained, it becomes more important to demonstrate our accountability to stakeholders if we expect them to authorize funding. We do this by educating and communicating regularly with our stakeholders and customers. Our local consultation process is an excellent example of how we do this. We must engage stakeholders from the beginning in order to help us both select and program projects and we must keep them informed of the decisions being made as a result of their input. This view has been reinforced through our Long Range Transportation Plan (LRTP) efforts, where stakeholders have stressed the continued importance of local consultation.

In addition, our LRTP efforts also provide a good example for how we build credibility. For instance, we've involved the public in our strategic planning, and as we

Continued on page 15

KDOT Computer Training

– from the *KCTC*

CLASSES ARE ON THE CALENDAR AT ESOB

Increase your efficiency!

FEATURED CLASSES

◆ HTML will be Sept. 6.

HTML, short for Hypertext Markup Language, is the predominant language for building Web pages. This is a NEW class.

◆ Word: Working with Long Documents and Manuals – this class is back by popular demand on Sept. 13.

◆ Excel/Access Integration – This NEW class is Sept. 14. This is for experienced Excel and Access users. Students will learn how to prepare an Excel spreadsheet to integrate into Access, create action queries to separate the list into multiple tables, and create a macro to automate the whole process.

◆ Adobe Acrobat – will be Sept. 25-26. This popular class is going to a two-day format.

DID YOU KNOW?

Tips & Tricks:

◆ Improved sorting and filtering in Excel:

In Office Excel 2007, you can quickly arrange your worksheet data to find the answers that you need by using enhanced filtering and sorting. For example, you can now sort data by color and by more than 3 (and up to 64) levels. You can also filter data by color or by dates, display more than 1,000 items in the AutoFilter drop-down list, select multiple items to filter and filter data in PivotTables.

Enroll by e-mail kctc@ksdot.org or call Ingrid Vandervort 785-296-8993.

Questions are welcome! Supervisor's approval to enroll is necessary.

KC Scout coverage expanded

By Jessica Leiker

Kansas City drivers will soon benefit from a \$4.2 million expansion of the area's traffic management system, Kansas City Scout.

The approximately year-long project will add coverage to the metro area, including Wyandotte County, for the first time since 2004 when the program began.

The project will add 12 cameras, two overhead message boards and roadway sensors that will provide traffic information for a stretch of I-635 from I-35, a segment that carries approximately 70,000 vehicles a day.

Kansas City Scout was designed by

the Kansas and Missouri Departments of Transportation to lessen traffic jams, increase safety, and improve emergency response to traffic situations. Karen Gilbertson, a KDOT ITS Engineer, is expecting the additional cameras to quicken response time of emergency vehicles because "they will help us verify information that is being called in."

Scout monitors the highway with cameras, gauges traffic flow through sensors, and sends traffic notices to drivers through electronic message boards.

Currently, Scout covers approximately 90 miles of the KC area's interstate system. After the expansion, it will cover 100 miles of the system.

KDOT booth a hot place to stop by at fair

Regardless of the temperature outside, KDOT's booth at the Kansas State Fair in Hutchinson will be a cool place to stop by with lots of hot safety items and information.

KDOT's booth will be located in the middle of the Eisenhower Building along with the Kansas Safety Belt Education Office and the Kansas Drunk Driving Prevention Office.

The main new promotional item will be ice scrapers with 511 information, explaining how people can get up-to-date Kansas road condition and weather information either by calling 511, or by going to <http://511.ksdot.org>.

This year's state fair will take place



District Five Maintenance Engineer Scott Koopmann hands out safety information at KDOT's state fair booth in 2006. File photo

from Sept. 7 to 16. Operational hours of the booth will be from 11 a.m. to 10 p.m. on opening day, 9 a.m. to 9 p.m. Sunday through Thursday, and 9 a.m. to 10 p.m. on Friday and Saturday.

Employees from District Five and the Bureau of Transportation Information work together to staff the booth.

– K.S.

Retirees

The following employee officially retired from KDOT in July.

Headquarters

Jon F. Fischer, Engineering Technician Specialist, Traffic Engineering

The following employees will officially retire from KDOT in September.

Headquarters

Sandra Biber, Research Analyst II, Program and Project Management

Lonnie S. Ingram, Chief of Materials and Research

Sally E. Langsdorf, Administrative Assistant, Chief Counsel

District One

David D. Norman, Sign Shop Worker in Topeka

District Two

Donald C. Drickey, District Two Engineer, Salina

District Four

Michael Kalb, Engineering Associate, Iola

Employees who are retiring and choose to have retirement reception information shared on KDOT Internet can be found at www.ksdot.org, under News and Announcements.

Ingram

Continued from page 3

not another job in my foreseeable future.”

Ingram and his wife, Rosie, Bureau Chief of Program and Project Management, have two school-age children. They have both worked since their children were born and Lon is looking forward to a change of pace. Daughter Molly will be a high school senior and son, Matthew, is in junior high.

Ingram enrolled at Kansas State University following military duty where he served 18 months as an Army helicopter pilot in Vietnam. After receiving his degree in civil engineering he joined the KDOT Engineer-In-Training program before being assigned to Wichita’s Kellogg office as a Civil Engineer I.

He served as the Hillside office Construction Engineer beginning in 1981, the Area Engineer at Marion beginning in 1984 and the District Materials Engineer at Salina beginning in 1985 before moving to Materials and Research. Ingram also served as Acting Director of Operations for two months before retiring.

During his tenure at KDOT, Ingram was responsible for overseeing a Bureau of 150 personnel, including staff at KDOT’s Headquarters, a central laboratory, four regional geology offices and two regional materials units.

Ingram said there are several accomplishments during his career that he points to with pride. One is leading a KDOT and Hot Mix Asphalt industry effort to implement Superpave (Superior Performing Asphalt Pavements) binder and mix design specifications.

“The phased implementation approach lead to full implementation

of the binder and mix design specification in less than five years,” said Ingram. “Superpave has represented an improved system for specifying the components of asphalt concrete, asphalt mixture design and analysis and asphalt pavement performance prediction.”

Ingram was instrumental in leading KDOT, the Hot Mix Asphalt and Portland Cement Concrete industries efforts to implement Quality Control/Quality Assurance (QC/QA) specifications. The effort led to the implementation of statistically based performance related specifications that utilize the contractor’s test results in the acceptance decision.

Specifications have been fully implemented for both the Hot Mix Asphalt and Portland Cement Concrete pavements.

Ingram said another highlight of his career was serving as co-chair of the Superior Materials International Scan Team in 2003. The U.S. delegation visited the United Kingdom, Denmark, Germany and the Netherlands to review their approaches to introducing, approving and specifying new materials and products for highway construction.

The team provided many recommendations for U.S. application including developing a program to explore long-range solutions for meeting highway needs, a facility for accelerated testing of pavement markings, a model-based maintenance contract and guidance on noise issues in pavement design, construction and maintenance.

“KDOT’s been a great place to work with many dedicated employees,” said Ingram. “What I’m going to miss most in retirement is the fellowship of not only agency employees, but people in the industry as well.” – S.W.

Service agencies help in many ways

By Ingrid Vandervort

KDOT Training Coordinator

For many of us, health and human service agencies exist sight unseen right in our community. Their daily missions of serving others may go unnoticed and not touch us personally for many years. Then it gets closer. We hear floods and tornados have wreaked havoc in Kansas. The story unfolds and we learn the American Red Cross has rushed to aid victims and we are thankful they were prepared with trained personnel and supplies. Still, it may seem so far away from our everyday life. Or is it?

Two years ago my then two-year-old son tested in need of speech therapy services. The wonderful assistance he received came from an agency in Topeka funded in part by United Way. My daughter receives before school care from the YMCA, funded in part

by United Way. Years ago, Alzheimer's seemed foreign to me until I watched my grandmother slip away to this disease.

Finally, just a couple of weeks ago, I shed tears to watch a family I've admired since childhood sell off their hobby interests in order to devote full care to the Multiple Sclerosis (MS) that has consumed one of them. I am thankful that Alzheimer's and MS support and research exists in part due to Community Health Charities.

This fall KDOT will again conduct United Way and Community Health Charities (CHC) fund drives under the "Season of Giving." Last year CHC was approved to conduct fund drives within state agencies. It is a 40-year-old charitable federation of 41 non-profit health agencies serving Kansans. United Way funds programs within approved agen-

cies and those vary among communities.

Agencies under United Way do not exist under CHC and vice versa. United Way and CHC allow employees to make cash, check or payroll deduction contributions through pledge cards. Employees wishing to donate may also designate their contribution to their home town community and to an agency(s) that has touched them personally.

I have been touched personally. Many of you are already giving so much of your time and resources to help others. This year as fund raising efforts begin, I encourage you to learn more about the health and human service providers in your community. Ask questions. Get involved if you can. This fund-raising helps provide peace of mind that services are available when we need them - often when least expected.



KDOT highlights safety



Left photo: Equipment Operator Cyle Windsor, left, and Equipment Operator Senior Jeremiah Jacobs, both from Pittsburg, stand next to the KDOT safety display at the Four-State Farm Show south of Pittsburg. More than 20,000 people attended the show in July. Right photo: John Riggins, Construction Engineer in Hays, and LeRoy Werth, Equipment Operator Senior on the Hays Area Crew, talk to Area Engineer Kevin Zimmer while working at KDOT's booth at the Ellis County Fair in July. The booth focused on safety, 511 and construction projects in northwest Kansas. Photos by Joe Engle and Kristen Brands

Bridges

Continued from page 3

were at risk we would close them immediately,” Secretary Miller reassured the media. “There’s no immediate cause for alarm.” (See Secretary Miller’s column on page 2 for more about bridges.)

The bridge in Minneapolis had a deck truss design. The media was informed Kansas has six bridges on the state highway system that have some components similar to the design of the bridge in Minneapolis.

KDOT inspected all six bridges within the past year and found them safe for travel. In addition, after the Minneapolis bridge collapse, KDOT announced it would review the inspection reports for the six deck truss bridges and review the inspection reports for all 104 bridges on the state highway system that are classified as structurally deficient.

KDOT took another step to ensure the bridges were safe for travel on Aug. 8 when Secretary Miller ordered inspections of the six deck truss bridges. The work began immediately with visual inspections on three of the bridges.

“Our review of the inspection reports did not raise new concerns,” said Secretary Miller. “I concluded that a higher level of scrutiny was a better, more responsible approach and I decided to order visual inspections using the under bridge inspection vehicle.”

Visual inspections are complete on three deck truss bridges, the US-69/18th Street Expressway and the US-169/7th Street Trafficway, both in Kansas City, Kansas., and the US-59 Amelia Earhart Bridge in Atchison. Hands-on inspections are expected to be completed by late September.

Prior to the Minneapolis collapse, hands-on inspections had already been scheduled for the other three deck truss bridges. The bridges, comprising parts of the I-70 intercity viaduct in Kansas City, Kansas, started receiving their bi-annual inspections on Aug. 13 and are expected to take about six weeks.



KDOT routinely inspects all bridges on the State Highway System such as this one on US-169. Photo by Sonya Scheuneman

The timeliness of the I-70 intercity viaduct inspections provided an excellent opportunity for KDOT to continue informing the public about bridges and inspections. A media

event was held on Aug. 14 to talk about bridges in general and inspection of the I-70 eastbound bridge in particular. Highlight of the event was a tour of the 100-year old bridge, which has a low sufficiency rating.

Assistant Secretary of Transportation/State Transportation Engineer Jerry Younger provided opening remarks and Scott Benortham, KDOT Bridge Inspection Engineer, led a tour of the bridge.

“It was a great opportunity for the media to gain a better understanding of bridges, terminology and how sufficient ratings are determined,” said Younger. “The tour gave them a first hand look at what’s involved

Bridge terms

Continued from page 3

federal law.

- ◆ Large structures we consider to play a more significant role in the amount of traffic carried get inspected every year.
- ◆ KDOT has 10 full-time inspectors and inspects approximately 2,900 bridges annually.
- ◆ KDOT uses visual inspections, hands-on inspections, inspections using high-tech equipment such as ultrasound and underwater inspections.

Definitions

- ◆ **Structurally deficient** – A bridge that is inadequate for today’s design loads, whether by obsolete design standards or structural deterioration.
- ◆ **Functionally Obsolete** – A bridge whose design isn’t up to today’s design standards. In many cases, these bridges will be narrower than we would build them today.
- ◆ **Fracture critical bridge** – A fracture-critical bridge is one that does not contain redundant supporting elements. This means that if those key supports fail, the bridge would be in danger of collapse. This *does not* mean the bridge is inherently unsafe, only that there is a lack of redundancy in its design.

KDOT, as green as you think

By executive order of Governor Sebelius, KDOT and all other state agencies have been directed to make energy efficiency and conservation priorities.

Included in the Jan. 10, 2007, directive is a call by the Governor to the Kansas Department of Health and Environment and Department of Administration to expand recycling efforts to every state office by December. KDHE has been a state leader in volunteer driven recycling efforts through its "Green Team," whose focus is to encourage and facilitate state workers in increasing recycling, reducing waste generation and using recycled content products.

"KDOT has done a good job over the years recycling items such as metals, asphalt, and, to varying degrees, paper and aluminum," said KDOT Secretary Deb Miller.

"But this is an opportunity for all of us to redouble our efforts to find more ways to recycle items that we use every day, such as office paper, aluminum cans and plastic."

In addition to recycling a great deal of the agency's construction materials, KDOT has purchasing practices that reflect environmental sensitivity, said Jesse Romo, assistant office chief for Legislative Affairs and Special Projects in the Office of Management and Budget. Romo is also KDOT's representative on the Kansas Energy Steering Committee. A large percentage of paper products, such as toilet paper and towels, purchased by KDOT are made of recycled paper. KDOT also purchases cleaning chemicals that are environmentally preferable, he said.

"The Governor's directive orders our agency to have a recycling program, but it is up to us to determine our personal commitment and overall level of green effort," Romo said. "It's important to strive for continual improvement in all areas, including energy efficiency and the environment, of which KDOT has a strong foundation to build upon."

KDOT is in the early stages of establishing an effort like KDHE's Green Team. The Bureau of Support Services will be driving this effort in the Eisenhower Building, but may also be of service to assist individuals in developing or expanding the recycling program in their work areas. Please contact Steve Magee for more information at 785-291-3756 or e-mail magees@ksdot.org.

"I encourage everyone to participate in this recycling effort," said Secretary Miller. "This is important to our communities, state and nation."

-S.S.

RECYCLING QUIZ

1. Recycling just one plastic bottle can save the same amount of energy needed to power a 60 watt light bulb for:

- a. 10 minutes
- b. 1 hour
- c. 6 hours

2. Each Kansan produces an average of more than _____ of trash each year.

- a. ½ ton
- b. ¾ ton
- c. 1 ton

3. In Kansas we recycle _____ % of our waste.

- a. 20%
- b. 30%
- c. 40%

4. The average office worker uses _____ sheets of paper each year.

- a. 2,000
- b. 5,000
- c. 10,000

5. By recycling 1 ton of paper you save:

- a. 500 lbs. of air pollution
- b. 17 trees
- c. 400 gallons of oil
- d. 7,000 gallons of water
- e. All of the above

6. How long does it take for a Styrofoam cup to decompose?

- a. 100 years
- b. 1,000 years
- c. Forever

Answers: 1.) c 2.) b
3.) a 4.) c 5.) e 6.) c

Greensburg

Continued from page 4

Unruh, Dale Walker Jr., Gene Watts, Ritchie Webster, Chris Williams, and Mike Yohn. **Area Two;** Tracy Barragan, Cindy Behnke, Jim Fulkerson, Josh Lauber, Chad Morgan, Ron Nusz, Dave Peters, Chris Pruitt, Shane Thurmon, Shawn Thurmon, Manny Valadez, and Clint Weyrauch. **Area**

Three; Heath Adams, Michael Baker, Glen Bennett, Dan Blanchat, Caroline Bock, Pete Fuller, Josh Garver, Alvin Gillespie, Dennis Holdt, Lou Hoover, Charles McCann, Cari Jo Patterson, Randy Shay, Jack Shelton, and Paul Thompson. **Area Four;** Gerald Aguilera, Mike Anthony, Terry Atteberry, Keith Burton, Brett Carlson, Gerald Collins, Rick Dickson, Dwight Dillon, Dean Earegood, Walt Eggers, Dennis Graves, Guy Gray, Ed Herl, Russell Howard, Mick Huddleston, Marlin Hudson, Jeremy McDonald, Dennis McGreevy, Steve Murphy, Roger Perdue, Robert Revell, Mike Simmons, Dan Stafford, and John Wherry. **Area Five;** Dan Acridge, Ed Cantwell, Robert Clifton, Ted Coleman, Josh Detherage, Phil Fellers, Gene Hageman, Al Hyden, Marcus King, Tim Kyle, Gary Lawrence, Mike Luna, Rueben Martin, Bob Penrod, Tony Robertson, and Sam Wilmore. **District Five Crews;** Terry Allen, Darren Bailey, Nathan Barringer, Jerry Beasley, Larry Casey, Steve Delventhal, Tom Eddington, George Gier, Bill Harbert, Carl Helsel, James Huffman, Ryan Jeffery, John Loehr, Shane McConnell, Lott Metzler, Scott Miller, David Oberle, Craig Pa-



Members of the Greensburg Tornado Response team enjoy a picnic at the tent in the park on July 27. Partners from the Kansas Highway Patrol, the Kansas National Guard and the City of Greensburg also attended. Photos by Kurt Weaverling

genkopf, Britt Rice, Frank Smith, Mike Smith, Pancho Smith, John Stewart, and Brenda Zimmerman.

DISTRICT SIX: Area One; Alan Adkins, Frankie Burns, Erik Felker, Maurice Franzen, Jerry Graham, Curtis Hemel, Frank Hipp, Cory Holmes, Jason Lawrence, Lonnie Matthews, Lori Morrow, Kevin Offutt, Alan Peters, Robert

field, Ronald Stoll, Milton Tacha, Barry Wasson, and Loran Wood. **Area Three;** Scot Addison, Roger Austin, Peggy Bain, Leander Bogner, Dale Borger, Mark Brown, Timothy Burlingham, Chad Burns, Larry Craghead, Jerry Curry Jr., Mark Davis, Tyson Davis, Ronald Edwards, Richard Fregon, Faye Gebhart, Robert Gibbs, Kenneth Green, Jesse

Gutierrez, Stanley Hamilton, Brian Harter, Travis Hearne, Anthony Hirsh, Kelly Housman, Rocky Indiek, Mitchel Jenkins, Sandra Jenkins, Nelson Johnson, Larry Kjellberg, Robert Kugler, Galen Ludlow, Elmer Malone, Tom Myers, Jeffrey Nilhas, Michael Parker, Robert Perkins, Paul Petrowsky, Wilbur Phelps, Eric Rincon, Michael Ringle, Gregory Schlereth, Brady Schulte, David Scott, Steven Shinogle, Jesse Solorio, Richard Squires, Jeff Town, Roy Trisler, Melvin Watson, Danny Wittman, and Steven Zimmerman. **District Six Crews;** Eric

Brown, George Carr Jr., Rodney Crone, Timothy Deaver, Edwin Delinger, Larry Fears, Jimmy Gilbert, Jeff Haflich, Ronald Hall, Jack Immroth, Dwain Murphy, Max Rojas Jr., and Ronald Wigner. **-K.S.**



KDOT Area Superintendent Mark Davis (right) thanks Steve Logue, Operations/Maintenance Chief for the Air National Guard, for the partnership effort in removing debris from Greensburg.

Trosper, and Roger Yost. **Area Two;** Ed Bates, Billy Bell, Doug Benear, Brandon Davis, David Dye, Kevin Euliss, Frankie Francisco, Jeffery Lathen, Bradley Menzie, Eddie Rixon, Thomas Roberts, Dale Rosenberry, Felix Salazar, Joseph Shef-

Dear Editor
 ^ ^ ^
 ^ ^ ^

LETTERS TO THE EDITOR

Dear Kansas Department of Transportation:

On or about 1 July, 2007, we were traveling on US-54. As you may recall, you had a flood condition at Fort Scott. Highways were closed. We arrived in Fort Scott from the re-routed Missouri side.

We were going to continue on US-54, but it was flooded and the highway was blocked. At this point there were several D.O.T. employees who were directing traffic.

These employees were very courteous and took time giving us driving instructions to Wichita. They were very patient with us as we wrote down their instructions.

We then continued north as directed and came upon another set of D.O.T. employees. They verified the directions that was given to us at Ft. Scott. Again these employees were very polite and patient with us.

I am sorry that we do not know the names of these employees but do want to congratulate the Kansas Department of Transportation for having such caring personnel. My husband and I are senior citizens and really appreciate the assistance we received.

Sincerely,
 Ralph and Almeda Emerson,
 Mesilla Park, NM

KDOT employee says thanks

Thanks to all of you who donated sick leave to me. I am genuinely humbled by your kindness.

I have been diagnosed with multiple sclerosis and am no longer able to perform my job duties in the Office of Chief Counsel. Prior to receiving disability, one must not work for six months. I was in need of 5 1/2 months of shared leave. You came to my rescue! I cannot thank you enough. I don't know who you are...but He does! May God bless each of you.

Glenda Cobb

Don't miss out!

KDOT INSULATED MUGS

BIG SALE!



White 22 oz. mugs with red lids feature this blue logo shown above.

To Order:

Headquarters: contact your Employees' Council rep.

Districts/Retirees: mail completed form (or photocopy of form) and checks to: Lindsey Stephens, Personnel, 700 SW Harrison, 1st floor, ESOB, Topeka, KS, 66603.

Checks payable to KDOT Employees' Council.

\$4 each, or 2 for just \$6!

Number ordered: _____ Amount enclosed: _____

Refills in this mug are available in the ESOB cafeteria! Refills are only 85 cents.

Name _____

Work Address: _____
 (Retirees: home address)

For more details, call Lindsey at 785-296-3539

Work phone: _____

*Fun Facts
and Trivia*

Do you know?

Questions

1. What is the largest city in the United States that does not have public transportation?
2. What interstate route passes through the most states? (16)
3. What is the most common type of bridge on the Interstate system?
4. Kansas ranks _____ among the states in miles of railroad.
5. The Rock Island Bridge is the longest railroad bridge of its kind, measuring 1,200 feet long. What Kansas city is it located near?

- ANSWERS**
1. Arlington, Texas
 2. I-95
 3. Stringer/Multi-beam (58%)
 4. 6th
 5. Ashland, in the southeast corner of District Six

New K-99 alignment, bridge dedicated

By Priscilla Petersen
District Four
Public Affairs
Manager

Drums rolled and a trumpet sounded shortly after noon on July 30 as Margaret Gragg, a former mayor of Howard, cut the ceremonial ribbon to dedicate the new alignment of K-99 Highway and new Pawpaw Creek Bridge.

Reconstruction began in 2005 on the two tied K-99 projects that started north of Howard and continued north for almost 10 miles, concluding 1.3 miles above the Elk-Greenwood county line. The new roadway, with 12-foot driving lanes and eight-foot shoulders, was built on an offset alignment west of the old highway for approximately \$11.6 million. Koss Construction Company of Topeka was the primary contractor. The bridge over Pawpaw Creek, located on the north edge of town, was also reconstructed on a new alignment to the west.

District Four Engineer Mike Stringer escorted Gragg to the middle of the highway for the ribbon-cutting, and was also among the slate of speakers. Others making remarks



District Four Engineer Mike Stringer (second from right) escorts Margaret Gragg, a former Howard mayor, to the middle of the highway for the K-99 ribbon cutting on July 30. Photo by Priscilla Petersen

were: State Senator Derek Schmidt, State Representative Jeff King, Elk County Commissioner Liz Hendricks, and Julie Perkins of the Howard Chamber of Commerce. Master of Ceremonies John Markley read a special "Ode to the Road" he had authored for the occasion, and the Rev. Robin Haines led participants in a road blessing.

A parade of vehicles selected to represent the community's economic, educational and recreational sectors traveled the new roadway at the conclusion of the dedication. Sousa marches and expressions of goodwill accompanied the parade.

Translines delivery

Translines is not mailed first class, so we rely on you to contact us when updates or changes need to be made in mailing Translines.

If you are a retiree or know of a retiree not receiving Translines, have

moved, or will be moving soon, please let us know to update the mailing list. If a Translines recipient has passed away or you no longer want to receive Translines, please let us know that as well.

We appreciate your assistance in keeping the mailing list up-to-date.

MILESTONES

KDOT salutes employees celebrating state anniversaries in August

10 YEARS

Steven Baert Wichita
 Jimmie Day Winfield
 Mynatt Mitchell Shawnee
 Larry Stephenson Dodge City
 Mark Walker Osage City
 Lance Wilton Lincoln

20 YEARS

Jerome Glassman Oakley
 Gerald Hammerschmidt Hays
 Clinton Hutchins Overbrook
 Kevin Lacy Norton
 Larry Lock Scott City
 Christine Pessagno Topeka
 Edward Strickland Norton
 Joseph Wakefield Topeka
 Danny Wittman Bazine

30 YEARS

Nancy Fleeker Daniels Topeka
 Ronald Heiman Topeka
 Chester Willson Wichita
 Billy Wilson Cottonwood Falls

State service anniversaries are compiled by Personnel Services.

Lorenz

Continued from page 6

develop the plan we'll draw upon the priorities they've identified to help us make programming decisions. It has become clear through these meetings that we must involve locals in our project development in order for them to believe it's a credible process.

Answer D: Credibility

If you answered D, look out – we may just put you on staff. It's important to note the reason we used the word "help." The truth is, in terms of our credibility, we're all in this to-

gether. While our office may serve as the "voice" of the KDOT at times, the work being done in other departments is very much its heart and soul. Thus, whether we're doing work internally or externally, we have a responsibility to maintain our agency's credibility. This is the one thing that should remain constant, regardless of whether our leaders, mantras or performance measures change. Because if we lose our credibility, nothing can fill its void – not even those cool chip-clips.

Julie Lorenz is the director of the Division of Public Affairs.

Crow

Continued from page 3

representative of the dedication and pride KDOT employees have in their job."

Crow was named Area Engineer at Oakley in 1983, before being promoted to Assistant District Engineer at Garden City in 1986. Crow became KDOT's first Topeka Metro Engineer in 1990 before being selected to serve as Bureau Chief of Traffic Engineering in 1992.

In 2004, Crow took over as Director of Operations and served in that capacity before moving back to Planning.

"I believe Mike will provide important leadership to the Division," said Secretary Miller. "Mike is a strong collaborator and that skill will be helpful as our agency continues to develop a team approach to project development and management.

"Our internal project teams need to include design, operations, and planning and Mike will be helpful in building a team approach that begins at the earliest phases of a project."

Crow is a 1972 graduate of the University of Missouri at Rolla with a Bachelor of Science degree in Civil Engineering. Crow received his Masters of Science in Civil Engineering from Kansas State in 1976

Crow and his wife, Martha, have two grown children, David, 28, and Christy, 27.

Crow succeeds Terry Heidner, who spent his entire 40-year career in Planning before retiring in June.

"I know I've got some big shoes to fill in replacing Terry," said Crow. "KDOT's Planning Division was well-respected under his leadership and I want to keep that tradition going."



Eisenhower Building-
2nd Floor West,
700 SW Harrison,
Topeka, Ks 66603-3754

Governor: Kathleen Sebelius
Secretary of Transportation: Deb Miller
Chief of Transportation Information: Steve Swartz
Editors: Stan Whitley and Kim Stich

Phone/TTY: (785) 296-3585 ♦ FAX: (785) 296-0287

Calendar of Events

- Sept. 3** – State employees off for Labor Day holiday.
- Sept. 7-16** – KDOT booth at the Kansas State Fair at Hutchinson in the Eisenhower Building.
- Sept. 11** – 11 a.m., KDOT Employees' Council Meeting, Third Floor, Eisenhower State Office Building.
- Sept. 14** – 9:30 a.m. - Highway Advisory Commission meeting.
- Sept. 19** – 1 p.m. Construction bid letting, Fourth Floor, West Wing, Eisenhower State Office Building.

Welcome new KDOT employees!

Headquarters

Aaron Chilcoat, Technology Support
Consultant II, Chief Counsel

District Four

Seth Bloesser, Equipment Operator
Trainee, Ft Scott

Melvin Lane Jr., Equipment
Operator Trainee, Ft Scott

District Six

Louis Blakenship Jr., Equipment
Operator Trainee, Ulysses

Michael Jenkins, Equipment
Operator Trainee, Bucklin

David Sagebiel, Equipment Operator
Trainee, Rolla

Christopher Sanchez, Engineering
Associate I, Dodge City

*The Bureau of Personnel Services
supplies information to Translines.*

Promotions/Transfers

Headquarters

Brenda Abney-Gonzalez,
Administrative Assistant, Local Projects

Kyle Malcolm, Management Systems
Analyst II, Management and Budget

Tod Salfrank, Engineering Associate
III, Local Projects

District One – Northeast

John Hobson, Materials and Research,
Topeka

District Two – Northcentral

Michael Alkire, Engineering Technician
Senior, Belleville

District Five – Southcentral

Candace Conwell, Administrative
Specialist, Great Bend

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

KDOT monthly retiree meeting in Topeka

KDOT retirees meet in Topeka on the first Tuesday of each month at Coyote Canyon restaurant, 1251 S.W. Ashworth Place (Huntoon Street and Wanamaker Avenue). Lunch begins at 11 a.m., with a program that follows. All KDOT retirees are invited to attend.

For more information, contact Bill McAdoo at 785-478-3941.

Do you know of other regular KDOT retiree meetings that take place across the state? Contact the Bureau of Transportation Information at 785-296-3585 to have it published in Translines.

Kansas Department of Transportation

Bureau of Transportation Information
Eisenhower State Office Building
700 SW Harrison, Second Floor, West
Topeka, KS 66603-3754

PRE-SORTED STANDARD
U.S. POSTAGE
PAID
TOPEKA, KS
PERMIT No. 157