

KDOT

Translines

Bureau of Transportation Information

March 2003



Governor Kathleen Sebelius and Secretary Deb Miller hold the new state map.

2003-2004 State Transportation maps available

By Kim Stich

Whether you want to drive across the state, find out where the closest airport is located, learn all the county names, or discover new places of interest, the new 2003-2004 Kansas Official State Transportation Map

published by KDOT has it all.

New state maps featuring Governor Kathleen Sebelius are available at the 11 Kansas Travel Information Centers, the Bureau of

Continued on page 10

Bogina retires from KDOT

Nancy Bogina, Special Assistant to the Secretary/Director of the Division of Public Affairs, first stepped through the doors at



Nancy Bogina

KDOT as an employee in August 1991. Now, eleven-plus years, three Secretaries of Transportation, and two transportation programs later, she's getting ready to retire. Her last day will be March 6.

"I will miss all of the wonderful people here at KDOT who've made my job so much easier," she said.

Continued on page 8

Inside ...

- ◆ **B**ILLBOARD CAMPAIGN STRESSES SAFETY BELT USAGE
- ◆ **C**ONTINUOUS IMPROVEMENT IS EVERYONE'S JOB
- ◆ **P**ORTION OF K-7 DESIGNATED AS GLACIAL HILLS SCENIC BYWAY
- ◆ **R**ED LIGHT, GREEN LIGHT
- ◆ **D**ISTRICT CONSTRUCTION PROJECTS GETTING GEARED UP

McLean tapped to be KDOT Division Director

Secretary Deb Miller has selected Jim McLean to be Special Assistant to the Secretary/Director of the Division of Public Affairs.

"I have known Secretary Miller for many, many years and I have a great deal of respect for her," McLean said. "I am truly excited about working with her and the great folks at KDOT to keep the CTP's commitment to the people of Kansas."



Jim McLean

seven years as a reporter with the Topeka Capital-Journal; the last three as the paper's government editor. From 1990 to 1995 McLean was the communications director for Congressman Jim Slattery. Prior to that, he was News Director for Kansas Public Radio, the National Public Radio affiliate at the University

of Kansas.

We'll have more on McLean in the next issue of *Translines*.



Miller's Time

By Secretary
Deb Miller

Could I have that in English please?

After careful consultation with KDOT staff, I have decided that KDOT will no longer require that all plans be submitted in the International System of Measurement (SI) commonly referred to as the metric system. We will return to the English system of measurement (inch/pound).

Why the change? This decision was not easy and was based on a number of factors. Prime among these is that Kansas is one of only eight states in the nation still requiring that plans be done solely using metric measurements. Except for Kansas and Montana, those states are in the Northeast (Maine, Massachusetts, New Hampshire, and New York) or on the West Coast (California and Oregon), making us a metric "island" in the Midwest. Another major consideration was that in no other area of our lives do we use metric (okay, leave aside liter-sized pop bottles for a moment) and our

customers and stakeholders are not accustomed to metric units.

Why did we go metric in the first place? In 1995, Congress passed the National Highway System Designation Act, which contained language requiring states to convert to the metric system for all Federal-aid highway projects by September 30, 2000. However, in 1998, Congress removed that target date when it passed the Transportation Equity Act for the 21st Century (TEA-21), which is the current federal transportation funding legislation. This action left it up to the state DOT's to decide what system to use. Now we've made our decision to use the inch/pound system.

Exactly how we'll make the switch back is still being worked out, but I am happy to announce that Ben Neaderhiser, CPMS Administrator in the Office of Engineering Support, has accepted the task of coordinating the conversion. He has his work cut out for him and will need all the assistance and encouragement you can provide.

To help smooth the transition both internally and externally, we have decided that if a project was started in metric, it will be completed in metric. All projects not yet begun will be done using the English system of measurement.

I know that this change will create some momentary headaches and require many of you to change the way you've been thinking. But I strongly believe this is the right thing to do and will benefit both KDOT and its partners in the long run. I thank you in advance for your help in making this transition.

KANSAS DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Information
Docking State Office Building, 754-S
915 Harrison, Topeka, Ks 66612-1568



Governor: Kathleen Sebelius
Secretary of Transportation: Deb Miller
Director of Public Affairs: Nancy Bogina
Chief of Transportation Information: Marty Matthews
Editors: Stan Whitley and Kim Stich

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

NOTE: This information is available in alternative accessible formats. To obtain an alternative format, contact the KDOT Bureau of Transportation Information, Docking State Office Building, Room 754, Topeka, Kan., 66612-1568, or phone (785) 295-3585 (Voice)/(TTY).

Calendar of Events

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

March 12 - 2 p.m. - Construction Bid Letting, Capitol Plaza Hotel.

March 14 - 9:30 a.m. Highway Advisory Commission meeting, Seventh Floor Docking State Office Building.

Billboard campaign stresses safety belt usage

A campaign designed to increase safety belt use among Kansans, particularly children, is displaying its message on a billboard near you.

The Bureau of Traffic Safety has embarked on a statewide, year-long outdoor advertising campaign, which began last month. The campaign is aimed at parents and adult drivers, encouraging that audience to ensure that their passengers, particularly children, are buckled up.

Children ages 4-14 in Kansas have the lowest seatbelt use rate of any age group, only 52 percent in 2001, compared to adults at a 61 percent rate and children under age 4 at 92 percent.

"Billboards allow us to reach a large audience and target drivers in high population areas," said Rosalie Thornburgh, chief of KDOT's Bureau of Traffic Safety. "These signs remind adults as they're driving to ensure their children are buckled up at all times. Letting children ride without seat belts is a risk that's just not worth taking."

The distinctive KDOT billboards are located in 16 counties and feature a text box containing white letters against a red background. Text boxes in some cases



A billboard in Topeka encourages parents to ensure child passengers use safety belts.

are superimposed on images. Text boxes will rotate so that different messages appear on the same billboard over the course of the year.

The messages include:

- ◆ "Buckle up your kids or it may haunt you the rest of your life"
- ◆ "You'd strap down any precious cargo wouldn't you?"
- ◆ "A sudden stop and your unbuckled toddler becomes a 35-pound missile"

◆ "What's going to stop your kid from not wearing a seat belt?"

◆ "#1 cause of death for toddlers: parents didn't buckle them in"

The billboards offer constant exposure to the public of the importance of safety belt usage. Increased exposure is vital because research has shown a message must be seen 5-7 times before it has the potential of modifying behavior.

Continued on page 5



Project Topeka

Richard Elliott, Senior Squad Leader in Design, buys flowers from Debbie Greeve, Administrative Specialist in Fiscal Services, during the Project Topeka flower sale on Valentine's Day. The Project Topeka fund raiser runs through the month of February. More details of KDOT's participation will be in next month's Translines.

Continuous improvement is everyone's job

"If you get the chance to sit it out or dance, I hope you dance." It's a line from a country-western song about participating fully in life. Some people go to dances to actually dance, while others watch. Both experience the dance, but those who decide to "sit this one out" have a much different experience, just as those who watch the game experience something different from those who play the game. Similarly, some people come to work and wait for solutions to problems, while others participate fully in the problem-solving process.

Are you waiting for someone to do something with the results of the 2002 Internal Survey? The results are in. Surely someone will take action, won't they? Who should do it? Who is responsible for improving things here at KDOT?

Responsible is defined as "able to account for one's conduct and obligations; choose for one's self between right and wrong." There is a big difference between doing what we must and doing what we can, and we can all participate in KDOT's continuous improvement in a variety of ways.

Be superb at what we do. In

Thomas Jefferson's words, "It is what you do when you don't have to, that determines what you will be when you cannot help it." We are each asked to create work that we are proud of and others can admire. It is not good enough to just get by.

ALL ABOUT ATTITUDE

By
Carla
Mumma

Work together in a new ways. We need to elevate those around us by recognizing and complimenting their effort and good work; lend a helping hand and show support to those in need. "It is really amazing how much can be accomplished when it doesn't matter who gets the credit."

Use state resources wisely. Certainly some decisions are outside our control, but each of us has the opportunity every day to use the vehicle, cell phone, or computer assigned to us wisely. We must expand our network of friends and share what we have with other work units and departments.

Challenge the ordinary way of doing things. Speak up when something doesn't make sense, and recognize good ideas when they come along. Recent scandals in our country challenge us to act with courage and admit when we are wrong.

Confront negativity. Resolve to speak positively and refuse to buy into negative conversation. We can even give others permission to call our attention to those times when we slip into negative talk, and invite positive information into our mind and words.

Have fun. Tough as times may be, we can still have fun and enjoy coming to work each day. We may not be getting rich working at KDOT, but we each bring home a biweekly paycheck and receive generous benefits. We work with good people and enjoy a comfortable work environment. We have freedom of choice and so much to be grateful for in this wonderful country.

If KDOT is to be a place where we use resources wisely and where people feel they can excel, it is because you and I make it that kind of place. Stop waiting for someone else! Start doing what you can where you are today. This is your chance, so don't sit this one out --- dance!



Child Passenger Safety Week

At left, Governor Kathleen Sebelius speaks on the importance of child safety seats during a Child Passenger Safety Week news conference February 10 in Topeka. Other featured speakers, behind the Governor left to right, were Secretary Deb Miller, Kansas Highway Patrol Superintendent Col. Don Brownlee, and Kansas Safe Kids representative Ami Hyten.



Governor Sebelius checks to see that an infant is properly secured during the event.

Red light, green light

By Ron Kaufman

I began to create this *Translines* article after surviving another car/pedestrian near-miss at 10th and Topeka Blvd. in Topeka. I was walking south across the west leg of the busy intersection. The southbound light turned green along with the “Walk” light. After looking around to make sure it was clear, I began to cross. The car in question was traveling north and wanted to turn west. The driver, whom I shall call “&@%#”, entered the turn lane late and missed the turn light. He accelerated and turned anyway, cutting across two lanes of southbound traffic and my path. I saw him coming and stepped backward just in time. The first draft of this article consisted of a few choice words that couldn’t be printed anyway. The driver’s name (&@%#) is the only one that made it past the censors. Grammar and proper etiquette aside, it would have been a quick read and more than sufficient to get my message across.

When I was very young, we played a game called Red Light, Green Light. It was rollicking fun and reinforced the meaning of signals. Learning about traffic signals is a part of growing up, but they are only small fraction of the variety of signals and gestures we must learn. Gestures, like signals, are communication shortcuts, but they only work if people apply them correctly and agree on their meaning and actions. It is important that everyone agrees on the meaning of such

things, otherwise they might not serve their intended goal and communication could fail.

The meaning of signals can be different from culture to culture. For example, Americans would recognize a hearty thumbs up gesture as a positive signal that “all systems are go,” or “good job.” In some Middle Eastern countries, raising your thumb is equivalent to the one-fingered salute Americans might give to drivers named &@%#. In still other countries, the same thumbs up gesture signals the number one. As another example, Americans might encourage someone to come closer by extending their hand, palm up, and sweeping it back to the body. Persons in

some other countries might consider that rude, as only animals are beckoned in such a fashion in their culture.

Always be polite and practice restraint with your gestures when working with people with whom you are not familiar.

Remember, the one signal that is almost universally appropriate is a friendly,

relaxed smile. These two simple rules will help prevent crossed signals that could contribute to a communication breakdown.

After my near miss with &@%#, I wondered if that person had ever played a rousing game of Red Light, Green Light. I kept my hands in my pockets, but I momentarily shook my head from side to side, as if to signal, “I just don’t know why anyone would do that.” I later learned that shaking my head from side to side could mean, “I agree” in another culture. I hope the driver didn’t see that after all.

Communication: A Key to Success



Kansas Department
of Transportation

Billboard

Continued from page 3

Thornburgh said increasing seat belt usage in Kansas is a top priority of the Bureau of Traffic Safety. That’s especially the case where child passengers are concerned.

“The irony here is that Kansas law requires all children under 14 to wear seat belts,” Thornburgh said. “Roadside billboards will encourage all drivers to make sure everyone in the vehicle is clicking their seat belts.”

An observational seat belt survey conducted by KDOT in the summer of 2002 showed that 64 percent of passenger car drivers, 66 percent of van drivers, and 64 percent of SUV drivers were buckled up. Only 42 percent of pickup truck drivers were using seat belts during the observational survey.

Rates for passengers are similar. According to the survey, 62 percent of automobile passengers, 71 percent of van passengers, 66 percent of SUV passengers, and 47 percent of pickup

passengers were buckled up.

“While those numbers have improved over the years, we still find that compliance rate too low,” Thornburgh said. “When you have about 40 percent of Kansans not buckling up, that means we are going to continue to see injuries and deaths that could have been prevented.”

Federal funds specifically targeting occupant protection are being used to support the campaign. — S.W.

— Construction set to begin across Kansas —

DISTRICT ONE

By John Swihart

In the Bonner Springs area, there are three adjoining projects tied together with a common completion date of late November 2004. The cost of one of the two I-635 projects is \$64,134,836 - the single most expensive ever let by KDOT.

Work started in October 2002 with the temporary pavement widening and asphalt overlay on the southbound lanes of I-635. This will allow the switching of all traffic to the southbound lanes in March while the northbound lanes are reconstructed. The project is approximately 2 ½ miles long, starting at K-32 and extending to north of State Avenue. The interchanges at K-32, I-70, and State Avenue will be reconstructed as part of this project. There will be one new bridge, six bridges will be replaced, four bridges will be re-decked, three bridges will be widened, and three will be repaired.

The other work on I-635 is an \$8.6 million project to repair the north and southbound I-635 bridges over the Burlington-Northern Railroad yard. Each of these bridges is approximately ½ mile long and located immediately south of I-70.

Additionally, the pavement will be replaced on I-70 from east of the 38th Street Interchange just west of the I-635 interchange, a distance of about 1 ½ miles. This project will cost \$9.9 million

Clarkson Construction Company is the prime contractor for all three projects totaling more than \$82 million. To date the combination of these projects makes them the most expensive ever let by KDOT.

I-70 from Topeka west to the District One/District Two line is just about fully redone. All that remains

Continued on page 8

DISTRICT FIVE

By Martin Miller

Work will continue this year on the reconstruction of I-135 in north Wichita, from 21st Street to 37th Street. The Wittwer Group is the prime contractor for this two-year project, started in March 2002 and scheduled for completion in October 2003. This \$27.6 million project is 2.6 miles long and includes reconstruction of existing I-135, along with the widening of I-135 with an additional lane in both directions.

One public information technique employed on this project last year was the use of one of KDOT's portable radio transmitters. Variable messages boards were placed in advance of the project advising motorists to tune to a specific radio frequency to hear project information. A radio message was

recorded and played continuously during the period of time interchange ramps were closed advising the traveling public the best routes to use to get to their destinations.

I-135 will also have another reconstruction project beginning this year starting north of Newton and continuing to the Harvey/McPherson county line near Hesston. This project offered contractors the option of bidding the project to be completed in two years or one year. Interstate Highway, the prime contractor, bid \$16.9 million to complete the 7.4-mile project in one year. One important public involvement aspect of this project is that the contractor will keep the interchange at Hesston open during construction, to reduce inconvenience to that community.



I-135 bridge widening in Wichita will continue this year.

DISTRICT TWO

By David Greiser

New construction, as outlined in the CTP, will continue to have a major impact on District Two. On the heels of the complete reconstruction of I-135 from the McPherson/Saline county line north to I-70 comes the replacement of a portion of I-70 from just west of the I-70/I-135 interchange (250) east to a point just west of the Niles road interchange (260).

Koss Construction, the prime contractor for the project, is looking forward to moving traffic off of the eastbound lanes in mid-March. Traffic will be head to head for the duration of the 9.4 miles through the completion of reconstruction of the eastbound lanes and bridges in November of this year.

Continued on page 12

DISTRICT THREE**By Tom Hein**

Detours are a necessary evil on some construction projects. In rural Kansas they are even more menacing as alternate state routes are sometimes a full county away from a construction area. This will be the case in Graham County as work begins on a US-283 project that will incorporate an 87-mile detour (it actually adds *only* 53 miles to the trip).

With a June letting, work adjacent to the roadway will begin this summer and the detour will be in effect during the 2004 construction season. The project includes a new roadway with 12-foot driving lanes plus three-foot asphalt and three-foot turf shoulders. From the north edge of Hill City to the west intersection of US-283 and K-9, the project covers 20 miles. The short section that K-9 shares with US-283 will remain open to east-west traffic with a shoo-fly detour of two miles.

"This is the last leg of US-283 from I-70 to the Kansas-Nebraska state line that lacked modern improvements," according to District Engineer Chriss McDiffett. "While the detour will be quite an inconvenience, the improvements should offset the temporary aggravation."

DISTRICT FOUR**By Priscilla Petersen**

District Four is anticipating the fall 2003 completion of the 11-mile US-400 Parsons bypass. Wittwer Paving, Inc., of Wichita was awarded the \$10.1 million contract to surface the bypass, which begins 3 ½ miles west of Parsons and runs north around the city to conclude about 2 ½ miles east of town. The Portland Cement Concrete paving phase will start this spring. Amino Brothers Co., Inc., Kansas City, Kan., was prime contractor for the grading phase that was finished in the autumn of 2002.

The Parsons bypass is a System



This K-25 bridge over the railroad tracks in Colby will be removed this summer.

Another interesting project in District Three is in Colby. A bridge about six blocks north of US-24 on K-25 that carries traffic over a rail track will be removed and replaced with an at-grade crossing. Work will begin early this summer.

"This has been a source of concern for some of Colby's citizens," said McDiffett. "They would prefer to have the bridge rebuilt but the bridge priority formula just did not warrant that action. A number of factors entered in but most glaring is the cost - \$840,000 versus more than \$3 million."

The on-grade crossing has been tied to two projects involving adjoining intersections in Colby, facilitating additional cost savings.

Enhancement project. The design and right-of-way acquisition were completed under KDOT's previous Comprehensive Highway Program, and the remaining elements are part of the Comprehensive Transportation Program. The overall cost of the bypass project is approximately \$40 million. According to Gary Plumb, District Four Construction Engineer, "Completion of this project will provide not only a significant time savings for US-400 traffic, but will also enhance the safety of both the highway motorists and the citizens of Parsons."

Reconstruction of almost seven

DISTRICT SIX**By Kirk Hutchinson**

For the 2003 construction season in District Six, Morton County looks like a beehive of activity. Broce Construction Company, Inc. continues its work on the \$8 million reconstruction of K-27 from Elkhart north to K-51, about a nine-mile project.

The project began last spring and continued through the winter with the construction of a new 1,063-foot bridge across the Cimarron River south of the K-27/K-51 junction. The contractor has also worked on the new section of K-27 which will swing the highway around the north side of Elkhart and connect with US-56 just northeast of town. Still to come is the heavy rehabilitation of K-27 which will require closing the highway through the summer months. One benefit of this project when it's completed in November will be reducing the amount of truck traffic through a residential section of Elkhart.

That work will be followed up with a resurfacing project through

Continued on page 8

miles of Interstate 35 in Franklin and Miami counties will start this spring. Koss Construction Co., Topeka, is the contractor on two adjoining I-35 projects that run from north of Le Loup northeast to the Johnson County line. The northbound lanes will initially be closed for reconstruction, followed by the closure of the southbound lanes in the spring of 2004. The \$20.8 million project should be completed by November of 2004.

The interstate projects mark "another step in reconstructing I-35 throughout the district," said Plumb.

Bogina

Continued from page 1

“What I won’t miss are those nights during the session when we’d be at the Legislature until 3 or 4 a.m. and then have to turn around to come back here at 8:30!”

When she came to KDOT, at the request of then Secretary Michael Johnston, her assignment was to help KDOT gets its message through to legislators. “Many times, KDOT people would have an issue that needed to be addressed in legislation, but they just weren’t aware of how to best use the process and rules to get it done,” she said.

Changing this meant giving KDOT people an insight into the often arcane world of the Legislature, as seen through the eyes of someone who had spent 20 years in the Statehouse as a legislative aide. “My goal was to help KDOT folks become more aware of how the Legislature works; to give them an understanding of the rules and strategies so they could effectively get legislation through the process. I hope



Bogina is looking forward to spending time with her grandsons, Evan (pictured above) and Tyler.

I’ve achieved that goal.”

She’s quick to point out that the successful results depended upon the diligent efforts of many, many people in the agency. “I hope they know how grateful I am for their work,” she said. “I have to give the deepest appreciation to all the KDOT people who gave me the information we needed, sometimes

literally at a moment’s notice. They always made me feel comfortable and confident that what I was saying to legislators was true; that’s a tremendous asset.”

So how will she fill her hours now that she’s not ramrodding legislation? For one thing, she’ll be helping ride herd on two grandchildren, one about two months old and the other about to turn two years old. “I’m looking forward to spoiling them as only a Grandma can,” she laughed. Her new role will also include helping to take care of her 92-year-old mother. But she and her husband, Gus, will also spend time hauling their boat across the state to check out Kansas lakes. “We’re excited about having time to spend together exploring rural Kansas.”

So how would she like to be remembered by those at KDOT? “The highest compliment they could pay me would be to remember me as someone who always had the agency’s best interests at heart and who was always honest and fair.”

District One

Continued from page 6

are the eastbound lanes from the Maple Hill, mile post 341, east to approximately

Valencia Road, mile post 350. With that due to be completed by December of this year, I-70 will be a smooth ride west from Topeka.

The project to repair I-70 west from the Shawnee/Wabaunsee county line to the Maple Hill exit will cost \$17.6 million. The project for the repair of I-70 east from the Shawnee/Wabaunsee



This bridge work is part of the project on I-635.

County line to Valencia Road will cost about \$16 million. The projects were state tied and let in January of 2002. The prime contractor is Koss Construction Company.

Both projects include the replacement of existing span bridges, a box underpass with span bridge, grading, and a 13-inch concrete pavement.

District Six

Continued from page 7

Elkhart on the current K-27. That project will be let in March.

Also in Morton County, Smith Sand Company, Inc. has begun work on an eight-mile section of US-56 from about four miles west of Rolla, east to the Morton/Stevens county line. The \$5 million dollar project calls for a surface rehabilitation west of Rolla and a reconstruction of the roadway east of town to the county line. The work east of Rolla includes a three-mile-long shoo-fly detour which the contractor worked on last fall and hopes to surface in March. Once traffic is on the detour, work on the highway will begin.

A final note on roadwork in Morton County: CCS Roadway Enterprises will perform crack sealing on K-27 and K-51. There’s not much highway that’s untouched in Morton County this year.

Deaths

Condolences to the family and friends of one working and three retired KDOT employees who recently passed away.

W. Dean Batesel, 58, died January 17 in Topeka. He was an Engineering Technician Senior at the Materials and Research Laboratory. He had served the agency for 40 1/2 years.

Survivors include one sister and one brother. Memorial contributions may be made to The First Christian Church in Overbrook or to the Cat Association of Topeka, 5324 S.W. 17th Street, Topeka, 66606.

Lewis D. Myers, 63, died January 23 in Topeka. He was a Geologist with KDOT for 37 years before he retired.

Survivors include his wife, Judith, his mother, three daughters, a brother, a sister and six grandchildren. Memorial contributions may be made to West Side Christian Church, 432 S.W. Lindenwood, Topeka, 66606.

Milton S. Fry, 79, died Jan. 22 in Hutchinson. He worked for KDOT 39 years, including serving as the Fifth District Engineer.

Survivors include his wife, Mary, two sons, one daughter, a brother and six grandchildren. Memorial contributions may be made to the Trinity United Methodist Church Parking Lot Fund in charge of Elliott Mortuary, 1219 N. Main, Hutchinson, 67501.

Charlotte B. Peyton, 97, died January 27 in Topeka. She worked at KDOT 33 years before retiring in 1970.

Survivors include a son, four grandchildren and eight great-children. Memorial contributions may be made to Westminster Presbyterian Church, 1275 S.W. Boswell Ave., Topeka, 66604 or to Brewster Place Retirement Home, 1205 S.W. 29th, Topeka, 66611.



Lots of unique scenery can be found along the Glacial Hills Scenic Byway in northeast Kansas. This is the fifth route named as a Scenic Byway.

Portion of K-7 designated as Glacial Hills Scenic Byway

If you are traveling in northeast Kansas, make a point of driving on K-7 from the K-7/K-92 junction north about 63 miles through Atchison, Doniphan, and Leavenworth counties to see the new Glacial Hills Scenic Byway. It is the fifth one to be designated as a Kansas Scenic Byway by KDOT.

The topography, geology, and terrain were formed along this scenic byway thousands of years ago as a direct result of the retreat of the last glacier, according to Bill Leek, Landscape Architect in Environmental Services and Acting Kansas Scenic Byway Coordinator. It extended south into the northeast part of the state to approximately the Kansas River and west to the Blue River. As the glacier retreated, he said that erosion occurred and formed the hills and valleys of northeast Kansas.

Local communities and counties nominated this scenic byway that features some of Kansas' oldest communities along the rural and unique landscape of a river bluff corridor.

The other four scenic byways in

Kansas include the Frontier Military Scenic Byway primarily on US-69, K-7, and K-5; the Flint Hills Scenic Byway on K-177; the Gypsum Hills Scenic Byway on US-160; and the Post Rock Scenic Byway on K-232.

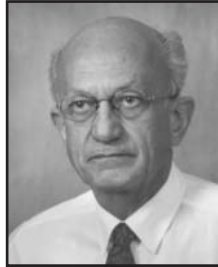
To become a scenic byway, Leek said the nominating groups must first provide a mile-by-mile evaluation of the route in both directions as well as a corridor management plan and other information involving how they intend to preserve, enhance, and promote the route for economic development and tourism. "The primary issue is that it is truly a scenic route as opposed to just a pretty drive through the country," Leek said. "We're looking for things that are really outstanding in terms of their scenic value."

From there, more detailed reviews of the route must take place and all of the information is reviewed by the Kansas Scenic Byways Committee. For more information, contact Deborah Divine, Kansas Scenic Byways Program Manager, at 785-827-3603 or 1-800-684-6966.

Bishara nominated for Fulbright Lecturing Award

Safwat Bishara, Research Chemist in the Bureau of Materials and Research, has been nominated for a Fulbright Lecturing Award by the U.S. Department of State. He will teach chemistry for the fall semester at Sultan Qaboos University in Muscat, Oman.

This is a prestigious award, Bishara said. "When I applied, I didn't really expect that I would get it," he said. "But by the grace of God, I was honored with this nomination - it was a very nice surprise."



Safwat Bishara

The U.S. Department of State sponsors the Fulbright Scholar Program which announces the awards each year. It provides financial support for selected faculty members and professionals to teach and/or carry out research at a university abroad. The program promotes mutual understanding and helps to benefit students and universities as well as the faculty members.

Bishara chose to teach in Oman because he speaks Arabic, the country's native language. "I thought this might be helpful for both the instructor as well as the students," he said. "The teaching language is English and uses English books, but the students speak Arabic."

To be eligible for a Fulbright award, a person must submit a detailed application which is reviewed by the Council for International Exchange of Scholars (CIES). The official selection is made by the Fulbright scholarship board that includes 12 educational and public leaders appointed by the President of the United States.

Bishara has been involved in research and teaching for more than 40 years. He did research in Cairo, Egypt, then moved to the U.S. in 1981 and taught at a university for two years. He worked at the Kansas Department of Health and Environment for four years before coming to KDOT in 1987. He is also an Adjunct Professor at Washburn University. Bishara has published 55 research papers in Europe and the United States, and received a patent in asphalt science in 2001.

Bishara and his wife, Dawlat, Programmer/Analyst IV at Social and Rehabilitation Services, will be in Oman from September until January 2004. They have three daughters; Dr. Heba Ferguson, Rasha Allen, and Shahira Bishara.

Step Back in Time



Rosie Ingram and Tom Eisenbarth gather survey information on US-59 south of Oskaloosa in 1978. Ingram is now the Bureau Chief of Program Management, and Eisenbarth is a TE Project Coordinator in Engineering Support.

Map

Continued from page 1

Transportation Information, and KDOT's six District offices across the state.

"This state map is a wonderful source of information for both the citizens and visitors of Kansas," said Secretary Deb Miller. "Several state agencies worked together to provide this publication that will greatly benefit the traveling public."

Fred Holthaus, Assistant Cartography Manager in Transportation Planning, said they used a similar layout and format to the previous map, but spent more time proofing and checking font sizes of information and verifying alignment changes. "With the amount of circulation the map gets and the number of eyes that look at it during its lifetime, you want to make sure it's very accurate," he said.

Tourist information and pictures were provided by other agencies, then new software was used by KDOT staff to produce the map entirely in-house. "With this software we can now see exactly on the screen what it's going to look like," Holthaus said. "We're still using MicroStation but this software rides on top of MicroStation as an enhancement to it."

One new item is the Lewis and Clark Trail which was added in honor of the bicentennial celebration planned in 2004.

In keeping with Governor Sebelius' goal to save state funds wherever possible, KDOT will continue to distribute the 2001-2002 state maps to fulfill requests from schools. Old maps can be requested from Transportation Information or any of the six District offices.

"The old maps are still a valuable instructional tool and can be used to help educate our students," Governor Sebelius said. "This is an excellent way to utilize our resources."

Haverkamp honored as top surveyor

By Stan Whitley

KDOT Survey Coordinator Bill Haverkamp has been honored as the 2002 Surveyor of the Year by the Northeast Chapter of the Kansas Society of Land Surveyors.

"The fact I'm being recognized by peers for my efforts certainly gives me a lot of satisfaction," said Haverkamp, who is licensed as a Professional Land Surveyor by the Kansas State Board of Technical Professions. "You just hope the work you are doing makes a difference."

Haverkamp manages the design survey functions of KDOT from Headquarters in Topeka. The Survey group provides two critical functions - mapping to support the engineering design for highway improvements and land surveying to support the acquisition of land for highway purposes.

Haverkamp has worked at KDOT 25 ½ years. He began in September 1977 as an Engineering Technician I on the Design field survey crew. In 1986, he was promoted to an Engineering Technician Specialist. He began working in the Coordinating Section in 1987 handling utility adjustments before accepting his current position in 1990.

"Professional land surveying has been witness to great changes in technology over the past 10-20 years," said Haverkamp. "In particular, the use of electronic measuring devices and computer software for processing our survey information into electronic design files. These processes have virtually eliminated the redundant and labor intensive calculations, which had previously been done with a calculator and manual drafting."

This is the second straight year a KDOT employee has won the honor. Last year Thad Fowler, Right of Way Agent in the Bureau of Right of Way, was selected for the award.

The Northeast Chapter of the Kansas Society of Land Surveyors comprises an area similar geographically to KDOT's District One. Both public and private employees are in the organization.

Welcome new KDOT employees!

Headquarters

Elaine Bryant, Information Technology Consultant II, Planning

Alex Hammes, Engineering Technician Associate, Design

Terry King, Human Resource Professional II, Personnel Services

Jonathan Marburge, Engineering Associate I, Design

Christopher Smith, Engineering Technician Associate, Design

Pamela Thompson, Conservation Program Specialist I, Design

Edward Thornton, Engineering Associate III, Local Projects

District Four

John Payne, Engineering Technician Senior, Chanute

District Six

Michael Davis, Equipment Mechanic, Garden City

The Bureau of Personnel Services supplies information for new hires to Translines.

Retirees

The following employees will officially retire from KDOT in March.

Headquarters

Nancy Bogina – Special Assistant to the Secretary/Director of Public Affairs – 25 years of state service.

District One

Patty Spain – Office Assistant at Wamego – 12 years of state service.

BROWN BAG

LUNCH

Topic: Long Range Planning

Speaker: Dave Schwartz

Date: Wednesday, March 5

Time: Noon to 1 p.m.

Place: 4th floor conference room, Docking State Office Building

All employees are invited to attend.

M I L E S T O N E S

KDOT salutes its employees celebrating anniversaries in February

10 YEARS

Stephen Baalman Topeka

Roger Dahlby Topeka

Larry Disney Salina

David Fischer Garden City

Charlotte McCall Topeka

Arlin Phelps Norton

Larry Rohr Topeka

20 YEARS

Curtis Watts Wichita

Paul Whipple Beloit

40 YEARS

George Sloop Topeka

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

Promotions/Transfers

Headquarters

Elizabeth Harper, Administrative Specialist, Fiscal Services

District One

Nathan Anstey, Engineering Technician Specialist, Emporia

Larry Cheek, Engineering Technician Senior, Materials and Research

Michael Daniel, Highway Maintenance Supervisor, Lawrence

Edward Ford, Engineering Technician Senior, Topeka

Richard Gardner, Highway Maintenance Supervisor, Osage City

Dennis Lindsey, Engineering Technician Senior, Bonner Springs

Howard Lubliner, Professional Civil Engineer I, Design

Charles Protasio, Professional Civil Engineer, Engineering Support

District Two

Robert Loveless, Highway Maintenance Supervisor

District Three

Marlene Bebb, Engineering Technician Specialist, Norton

Kevin Zimmer, Professional Civil Engineer, Hays

District Four

Alva Hoag, Highway Maintenance Supervisor, Waverly

Justin Lange, Engineering Technician Senior, Independence

District Six

Matthew LaPorte, Engineering Associate III, Dodge City

Allen Phillips, Highway Maintenance Supervisor, Tribune

The Bureau of Personnel Services supplies information to Translines.

Training Opportunities

- ◆ So Let it Be Written, March 18, DSOB in Topeka.
 - ◆ Leadership Basics, February 18-20 and March 25-27, location TBA.
 - ◆ New Employee Orientation, April 3, DSOB in Topeka.
 - ◆ BEST - Week 2, April 15-18, Kansas State Historical Society in Topeka.
 - ◆ New Employee Orientation, May 1, DSOB in Topeka.
 - ◆ Leadership Basics, May 13-15, Kansas State Historical Society in Topeka.
- All classes, except BEST, are available to non-supervisors with supervisory permission and where space is available. A training calendar is on the KDOT Intranet.*

District Two

Continued from page 6

The northbound side is scheduled for completion next year and will include the replacement of the Ohio St. interchange (253) on an offset alignment. This will mean area drivers can look forward to major interstate reconstruction projects on the outskirts of Salina for a total of six

years running. However, the result will be all new modern interstate throughout the county with the exception of six miles which is scheduled for replacement in 2005-06.

Elsewhere in the District, we are approaching the completion of a huge project involving 2,339,923 cubic yards of earthwork in Marion and Chase counties. The K-150 project from Marion

east to Strong City is nearing completion. Motorists driving the completed K-150, starting in early summer, will find a beautiful scenic drive on new concrete with 15-foot wide lanes and the never-before-seen five feet of rock shoulder. The addition of the shoulders and the improved sight distances should provide a safe and enjoyable drive.

Kansas Department of Transportation
Bureau of Transportation Information
 915 SW Harrison - Room 754
 Topeka, KS 66612-1568

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