

Translines



**Thirty projects receive
aviation funding**

See page 5

Inside...

- ◆ Cable median barrier projects begin
- ◆ Save the date for KDOT picnic

- ◆ New test methods look to reduce cracking
- ◆ Economic development funding awarded
- ◆ Retooled program focuses on economic opportunities



*By Secretary
Deb Miller*

Climate survey opportunity to have a say

By the time you read this, I hope you've taken advantage of an opportunity to help improve your work environment and the agency by completing the 2011 KDOT Work Climate Survey. The deadline is 5 p.m. June 1.

Everyone who has been at the agency since April of 2007 has had the opportunity at least once to complete a climate survey. For those new to the survey, and for everyone else who needs a reminder, the survey is a barometer for the agency. It provides information about senior managers and the state of the agency from our work force. And, in general, it provides a gauge of the climate or general feeling in our agency. And knowing about our work climate is important as we take steps to address turnover, retention and recruitment.

Research and studies have shown that one's relationship with his or her supervisor trumps all else when it comes to retaining talented employees. In the book "First Break All the Rules," the two Gallup Organization authors found that employees find it preferable to work for a "great

manager in an old-fashioned company than for a terrible manager in a company offering an enlightened, employee-focused culture." A study conducted by Saratoga Institute says that "poor management" was the most frequently-mentioned issue for employees who left their employer.

So making sure we know what the best supervisors are doing right is a key bit of information to both improve KDOT and to make sure your personal job satisfaction is all it can be.

We know that sometimes there are comments on climate surveys that have to be taken with a grain of salt; that there are those whose issue with a supervisor may be over something that is simply the supervisor doing what he or she is supposed to do. So we'll be looking beyond comments that fall into the "squeaky wheel" category for those that reflect a trend – the "squeaky 18-wheeler" if you will.

And we aren't just looking for the complaints; we also want to know what's happening with your supervisor that's right. That helps us really use the survey as a tool. The more specific your responses, the sharper the tool.

As you may have noticed, we are using a new survey model this year. This model allows us to compile the data more efficiently, keep the respondents anonymous and reduce the number of questions. These all address concerns you and top management had about the 2007 survey. This model allows us to put the information in a data base and establish a benchmark for future surveys. Deb Wiley, a human resource professional at headquarters, has worked very hard to make this the most useful tool it can be and I'm grateful for her hard work.

I want to thank everyone who has taken the survey. And to those who haven't, please take the time to complete it if the deadline hasn't passed. You can get to the survey by visiting http://www.surveymonkey.com/s/KDOT_2011_Work_Climate_Survey.

This is a common tool both private and public organizations use to get better. If you let this slip by, keep in mind that you've missed an opportunity to anonymously voice your opinion about your work environment, to have a say in the direction of your job and to make KDOT the kind of agency at which you're happy to work.



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Editors: Stan Whitley and Kim Stich

On the... COVER

A train passes through ongoing construction on the new four-lane expansion along K-61 about one mile south of McPherson.

Rail line set to undergo major rehabilitation

A project to rehabilitate approximately 70 miles of the Kansas-Oklahoma rail line in Saline, Lincoln, Mitchell and Osborne counties is scheduled to begin in June.

The project begins at Salina and ends near K-181 in Osborne County. Work will include replacing 600-800 railroad ties per mile, 400 tons of rock per mile and replacing ½-mile of track near Salina.

The rail line between Salina and Lincoln has been in operation, but the line between Lincoln and K-181 in Osborne County has been closed the past seven years. Because the line has been closed, brush cutting will be necessary before the major rehabilitation work begins.

"This project will be very beneficial to the short line agriculture operation in the area," said John Rosacker, KDOT Rail/Freight Analyst. "Farmers will be using the rail line primarily to ship their wheat to market and using the railroad will mean less damage to the roadways."

Total cost of the project is \$5.7 million with \$4.6 million coming from federal funds and the remaining \$1.1 million being funded by the Kansas-Oklahoma railroad.

Weather permitting, the project is expected to be completed by September.
— S.W.

Cable median barrier projects begin

The first two cable median barrier projects in the state are under way.

The first location is on U.S. 75 north of Topeka from Soldier Creek to N.W. 35th Street. Lane and width restrictions will be in effect during the work which is scheduled to be finished in June. Double D Construction of Lamar, Colo., is the contractor on the \$235,000 project.

The second location is on a

four-mile stretch of K-96 from I-135 to Rock Road which will also have lane and width restrictions at times. It is scheduled for completion by late September. Phillips Southern Electric Company of Wichita is the contractor on the \$763,000 project.

These locations in Shawnee and Sedgwick counties were chosen and funded after applying KDOT's cable median policy to candidate highway sections.

Jump!



Terry Fleck, Engineering Manager in Design, is encouraged by co-workers to jump on the hopscotch mat located in the lobby area of the Eisenhower State Office Building. The mat is in the lobby as part of HealthQuest.

Retooled program focuses on economic opportunities

A retooled KDOT program designed to bring new jobs to Kansas and increase capital investment is now “open for business.”

KDOT’s Economic Development Set-Aside Program was significantly enhanced under the state’s transportation program T-WORKS. Passed by the Kansas Legislature in May 2010, T-WORKS boosts funding and expands the scope of the program to include rail, aviation and transit projects as well as highway projects. In addition, an Economic Development Advisory Panel has been formed to review project applications.

“During discussion with hundreds of Kansans in dozens of cities over the last three years, we were told that communities needed a state economic development program that was more flexible, more responsive and more strategic than what we had,” said Secretary Deb Miller.

“So we retooled our program and made some important changes.”

In addition to expanding the program to all transportation modes, changes include:

- Use of an economic modeling tool called TREDIS to better project a project’s economic impact. This allows for more strategic decision-making.
- An increase in funding to \$10 million a year.

- Addition of an immediate opportunity component that allows KDOT to make funding decisions quickly when a community has a narrow time frame in which to act on an economic opportunity.

- Creation of the Economic Development Advisory Panel, which will review applications and provide guidance in the selection process. Members of the panel include Secretary Miller, Kansas Commerce Secretary Pat George, KDOT Deputy Secretary for Engineering/State Transportation Engineer Jerry Younger, former Speaker of the Kansas House Kent Glasscock and Tim Witsman, president of the Wichita Independent Business Association.

“One of the first questions a business must answer before expanding or moving to Kansas is whether there is adequate transportation infrastructure to support its plans. The Economic Development Set-Aside Program will make it much easier to say ‘yes,’” said Secretary George.

Secretaries George and Miller and Deputy Secretary Younger are standing appointments to the panel and the latter two are selected by the secretaries of Transportation and Commerce.

For more information about the program, visit www.ksdot.org/tworks/ecodevo.

Transit service connects fort, communities

For the first time, the Manhattan, Fort Riley and Junction City areas are connected by public transportation.

The service, provided by aTa Bus, will allow riders to travel from one community to the next, with a number of stops on the Fort Riley military post. The service is a hybrid of a traditional, fixed-route service and a demand-response service. There will be fixed pick-up times and locations, but to avoid over-booking, riders will call to schedule rides on the bus.

“This service is a direct result of our efforts to provide regional, centrally-dispatched transit service in Kansas communities,” said Joel Skelley, KDOT state multimodal planner.

“Through a partnership of the state



An aTa Bus travels from Manhattan on K-18 to Fort Riley.

and the Flint Hills Area Transportation Agency, the communities will have an interconnected service that will be more efficient than what could be provided by individual providers and easier for riders to use.”

The service will operate from 6

a.m. to 7 p.m. Monday through Friday. One bus will originate in Manhattan, and another in Junction City.

To call for a ride or get information about schedules, call 1-877-551-6345. For more information about aTa, visit www.rileycountyks.gov/ATA.



Numerous airports across Kansas can now provide air ambulance service, a critical need throughout the state.

Thirty projects receive aviation funding

By Stan Whitley

Thirty projects that will enhance safety and service at public use airports in the state have been selected for funding under the 2012 Kansas Airport Improvement Program (KAIP).

KDOT will contribute \$3.54 million in funding for the projects made possible by T-WORKS, the transportation program passed by the Kansas Legislature in May 2010. With local funds of approximately \$714,000, the total infrastructure investment will be \$4.25 million.

“Last year we released a study that showed Kansas airports support more than 47,000 jobs, generate \$2.3 billion in payroll and produce \$10.4 billion in on-airport economic activity,” said Ed Young, KDOT Director of Aviation. “With that kind of impact, it’s not only important to maintain our aviation infrastructure, but to ensure that our investments match the needs of our system plan.”

The projects will address maintenance, runway, facility and equipment needs at airports in Kansas.

KDOT’s Division of Aviation, which manages the program, received 114 project applications for projects

‘Last year we released a study that showed Kansas airports support more than 47,000 jobs, generate \$2.3 billion in payroll and produce \$10.4 billion in on-airport economic activity.’

Ed Young

totaling approximately \$31.6 million. Both the applications and the total requested funding were the most ever received by KDOT.

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

The following communities/counties have been selected for funding.

Northeast

Topeka – Seal runway at Billard Airport.

North Central

Hillsboro – Airport development plan;

Lincoln – Airport development plan;

Salina – Install precision approach path indicators on runway.

Northwest

Bird City – Airfield maintenance equip-

ment; **Colby** – Upgrade airport weather observation system; **Lucas** – Repair and seal airfield pavements; **Norton** – Replace beacon; **Quinter** – Site selection study; **St. Francis** – Repair and seal ramp and taxiways; **Smith Center** – Airspace protection planning; **Trego County/Wa-Keeney** – Design roadway reconstruction and reconstruct and widen roadway (two projects).

Southeast

Fort Scott – Airspace protection planning; **Ottawa** – Improve fueling system; **Parsons** – Drainage improvement; **Pittsburg** – Airspace protection planning.

South Central

El Dorado – Airport weather observation system; **Greensburg** – Replace airport; **Great Bend** – Airfield drainage improvements; **Hutchinson** – Repair and seal runways and taxiways; **Kinsley** – Overlay runway; **LaCrosse** – Repair runway, ramps and taxiways; **Oxford** – Replace hangar; **Wellington** – Reconstruct south taxiway and repair Jet-A ramp (two projects).

Southwest

Satanta – Overlay runway; **Syracuse** – Repair and seal airfield pavements and update airspace plan (two projects); **Tribune** – Airspace protection planning.

District News...

Students build careers

KDOT participated in the iBuild Showcase on April 28 at Bartle Hall in Kansas City, Mo. It is a regional construction industry career day for middle and high school students from Kansas and Missouri. More than 1,300 students attending this event had access to exhibits by professionals in the design, construction, development and project management facets of the industry.

Educational opportunities included apprenticeship training programs, degree programs and scholarships.

KDOT District One

District One

volunteers from Olathe, Gardner, Bonner Springs and Overland Park provided

a hands-on explanation of the inside of a dump truck, and a demonstration of the snow/ice computer system. Staff also had students participate in a hands-on activity by setting up and taking down portable work zone signs.

Improving work zones

The possibility of using traffic lights in lieu of flaggers at contractor's road projects was recently tested on U.S. 56 in McPherson County. The project is a mill and overlay began in March east of I-135.

District Two



Dustrol, Inc. performs a profile mill along K-23 in Gove County.

Lights, much like those used when doing bridge repairs, were set in place on either end of the project. The lights in this case were controlled by the driver of the pilot car. The driver was able to select from a limited list of times for the light to remain green allowing the vehicles following the pilot car to clear the work zone.

Pros of this approach are that this system would free up two employees who would otherwise be flagging to do other work and the traffic lights are visible to oncoming traffic from a greater distance allowing drivers more time to stop their vehicle. The biggest con appears to be a lack of flexibility in timing to accommodate more vehicles during times of high traffic volume.

Greener technologies

Construction is wrapping up on a project to re-surface a portion of K-23 (along with the K-23 spur) in Gove County.

The 15-mile project extends from south of Gove north to the Sheridan/Gove county line. The work involves a half-inch mill followed by a 1.5-inch overlay – using warm-mix asphalt producing technology.

District Three

Warm-mix asphalt is the generic term for a variety of technologies that allow the producers of hot-mix asphalt pavement material to lower the temperatures at which the material is mixed and placed on the road. Degree reductions of the material have the obvious benefits of cutting fuel consumption and decreasing the production of greenhouse gases. In addition, engineering benefits include better compaction on the road, the ability to haul paving mix for longer distances and extending the paving season.

APAC Kansas, Inc. of Hays is the contractor of the \$1.1 million preservation project funded by T-WORKS, the transportation program passed by the Kansas legislature in May 2010.

Traffic lights on the U.S. 56 project in McPherson County are controlled by the pilot car driver's.



District News

Continued from page 6

U.S. 69 open house

Around 130 interested citizens attended an open house for the U.S. 69 Fort Scott to Arma corridor study on April 26 at Fort Scott Community College. KDOT staff and consultants were available to explain the three study options of expressway, upgradeable expressway and freeway. Attendees viewed maps to see how land and access would be affected by each of the options. In addition, many left written comments that expressed their opinions about each option or their preference for a specific design.

District Four

KDOT and the consultant team have had several meetings with an 18-member advisory committee to identify issues with the 12-mile stretch of U.S. 69. The corridor begins just south of the U.S. 69/K-7 junction at Fort Scott and ends about three miles north of the Arma city limits.

KDOT will make the final decision on the type of facility that will be built, taking the public input into consideration along with technical details gleaned through the study. Probable construction costs range from \$40 million for the expressway option to \$100 million for the freeway option.

Work in Wichita

A busy spring construction season continues in Wichita with the start of three new projects in late May – one a high-profile median cable barrier and two on high traffic count highways.

Work has begun on four miles of high-tension cable barrier on K-96 from the I-135 junction to Rock Road in northeast Wichita.

In downtown Wichita, bridge repairs on eastbound U.S. 54/400 over Washington Street and the Union Pacific rail tracks has traffic reduced to two lanes. Repairs include concrete patching, a silica fume overlay and replace-



At right, Eric Nichol, Road Squad Leader in Design, speaks to an attendee at the U.S. 69 open house meeting in Fort Scott.

ment of the east bridge abutment.

With 75,000 vehicles per day on I-135 south of U.S. 54, night work is required to complete concrete patching on six highway lanes and a number of ramps before an asphalt overlay is applied.

Ongoing projects in the metro include the reconstruction of the I-135/47th Street interchange, the first phase of Wichita's Intelligent Transportation System (ITS), an intersection improvement on U.S.

District Five 54/400 east of Goddard. One new project will begin in June (repairs on the eastbound K-96 bridge over the Big Arkansas River) and two others in July.

Intersections upgraded

A multi-million dollar project to realign the intersections of K-156 and two crossroads on the east side of Garden City is under way. With increasing com-

mercial development along the K-156 corridor, city officials had identified the need for a new alignment more than a decade ago, but the necessary funding wasn't available until recently.

K-156 travels northeast from Garden City and the two crossroads, Mary Street and Jennie Barker Road, intersect the highway diagonally, making it difficult for drivers to check for traffic on the highway before entering or crossing K-156. In addition, the two intersections are only 400 feet apart.

About 5,000 vehicles a day pass through the corridor, with many of them making turning movements at the crossroads.

The joint city-county-state project will re-align Mary Street and Jennie Barker Road and create a single right-angle intersection with K-156. Smoky Hill LLC of Salina, is the primary contractor on the almost \$4 million project, which should be finished by the end of the year.

District Six



Roads intersecting with K-156 are being realigned.

Information for the District news briefs section is provided by the District Public Affairs Managers.

New test methods look to reduce cracking

By Kim Stich

KDOT's Bureau of Materials and Research has developed new field test methods in an effort to reduce and prevent early cracking in asphalt pavements.

Tack is placed on the existing pavement because adhering the new asphalt overlay to it is important, according to KDOT Materials Field Engineer Greg Schieber. Trucks delivering the asphalt can pick up some of the tack in the wheel path.

"We know that the tack that we put down is mostly removed right in front of the paver, so we want to know if that's detrimental or not to our long-term performance," Schieber said. "We have early top down cracking that we're getting, so it's possible that this might be contributing to it."

The new bond strength test that will be done in the field within 24 hours will help determine if there is an adhesion problem so changes on that project can be made immediately, he said.

In the past several years, cracks in the driving lanes have started appearing within two to three years, Schieber said. This is much earlier than expected, requiring maintenance repairs to begin earlier as well.

"We're trying to get a handle on how we can delay or stop that and get the pavement performance that we want," he said.

KDOT Materials and Research employees Craig Rutherford and Griz Mohny built special equipment to help test how much adhesion the surface layer has to the existing layer. The equipment has an electronic scale that measures the force that it takes to pull the layers apart, Rutherford said. Anything below a 70 PSI (Pounds per Square Inch) level of adhesion would require further investigation, he said.

Other states are performing lab tests, but Kansas is one of the first to perform testing on the project site. The testing must take place 24 hours after the asphalt is placed for consistent results, Rutherford said.

Four projects will have the new testing performed this year with the first one being on K-16 in Jackson and Pottawatomie counties in late June. The other projects are U.S. 50 in Edwards County, U.S. 183 in Rooks County and U.S. 75 in Coffey County.



A six-inch test section of asphalt can be tested in this equipment to determine the level of adhesion between the existing and new layers of asphalt.

Calendar of Events

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

June 22 — 1 p.m. Construction Bid Letting, Fourth Floor West Wing, Eisenhower State Office Building.

Deaths

Ricky L. McVey, 55, died May 3 in Wichita. McVey had worked as a Mechanic at the Iola Area KDOT office since 2007.

He is survived by his companion, Latona Arn, three daughters, his father and mother, four brothers, three sisters and one grandson.

Memorials may be made to the Ricky Lee McVey Memorial Fund and left with the Waugh-Yokum & Friskel Chapel, 16 N. Buckeye, Iola, 66749.

James A. Brown Jr., 71, of Kansas City, passed away April 14. He had worked for the Kansas City metro materials section from 1999 until his death.

He is survived by his wife, Martha, three daughters, two sons, 14 grandchildren and 10 great-grandchildren

In lieu of flowers, the family request donations to the James Brown Memorial Bible Bowl Fund, c/o Stony Point Christian Church, 149 S.78th St., Kansas City, KS, 66111.

Step Back in Time



Construction work on a U.S. 183 bridge at Hays in June of 1953.

Welcome new KDOT employees!

Headquarters

Tricia Fulzenloger, Management System Analyst I, Planning and Development

Kyle Gonterwitz, Professional Civil Engineer, Planning

Paul Heffren, Surplus Property Agent, Support Services

Theodore Henry, Program Consultant II, Public Affairs

Scott Lein, Program Consultant I, Planning and Development

Andrew Markley, Engineering Technician Associate, Engineering and Design

District Three

Jorge F. Lopez, Equipment Operator Trainee, Goodland

Jarek Wagenblast, Engineering Technician Associate, Pittsburg

The Bureau of Personnel Services and Districts supply information for new employees to Translines.

*Fun Facts
and Trivia*

Do you know?

Kansas Fun Facts

Tornadoes trivia from the National Weather Service (using official tornado records that began in 1950)

1. What year did the most tornadoes occur in Kansas?
2. True or false - Since 1950, there has been only seven years that Kansas did not record an EF3 or greater tornado.
3. What period of time during a year has the highest tornado frequency?
4. Where does Kansas rank with tornadoes per state per 100 square miles?
5. What is the most likely time for tornadoes to occur? What is the least likely?
6. Why does the number of tornadoes generally decrease dramatically in late June?
7. How many tornadoes were in Kansas in 2010?
A. 88 B. 118 C. 158 D. 278
8. True or false - Windows should be opened before a tornado approaches to equalize pressure and minimize damage.

Answers on page 12



Employees' Council Annual Fun Day and Picnic



Saturday, July 16 Gage Park in Topeka

Discounted tickets will be available for the

- Picnic
- Pool
- Zoo
- Train
- Carousel

For advance tickets and information, contact Cathy Gorman at gorman@ksdot.org or 785-296-3756.





M I L E S T O N E S

KDOT salutes employees celebrating state anniversaries in June

10 YEARS

Stephen Bass Topeka
 Paul Beeman Emporia
 Guy Gray Lyons
 Michael Hedman LaHarpe
 Fredrick Howard Grainfield
 Jimmy Parrack Washington
 Kristina Rizek Topeka
 Robin Schreiner Vassar
 Shawn Thurmon El Dorado
 Aaron Zier Lincoln

20 YEARS

Loretta Hess Humboldt
 Eric Oelschlager Atwood

30 YEARS

John Crawford Goodland
 Kenton Stoland Topeka

40 YEARS

Russell Ash Topeka

*State service anniversaries are compiled by Personnel Services.
Employees and home towns are included in this list.*

Memorial highway dedicated

A ceremony dedicating K-18 from U.S. 81 west to the Lincoln/Russel county line as the Donald K. Ross Memorial Highway took place on May 27. Signs were unveiled during the ceremony.

American Legion Commander Steve Errobo served as the emcee with Rep. Elaine Bowers, Sen. Jay Emler and USN Captain Dan McCully speaking at the event.

Ross, a native of Beverly, was the first man awarded the Congressional Medal of Honor during World War II. He served on the USS Nevada and was recognized for heroic actions taken on Dec. 7, 1941, during the attack on Pearl Harbor.

Gov. Sam Brownback signed the bill declaring this portion of K-18 as a memorial highway while he was in Lincoln on April 25.

Berry Plastics awarded economic development funding

Berry Plastics of Lawrence will be the initial recipient of economic development funding made possible by T-WORKS, the transportation program passed by the Kansas Legislature in May 2010.

KDOT is providing \$300,000 in funding to assist with roadway improvements at a new Berry Plastics facility located ¾ mile east of the intersection of Douglas County roads 438 and 1029.

The funds will be used to make improvements on County Route 438, which include construction of an eastbound left turn lane and extension of the existing westbound turn lane. Douglas County applied for the funding and will provide a 25 percent local match toward

the \$400,000 project.

“We’re thrilled we were able to work successfully with Berry Plastics and KDOT to put this economic package together, allowing for expansion of their operation in our community,” said Craig Weinaug, Douglas County Administrator. “Not only will this project have economic benefits, but it will also address issues involving increased traffic and safety.”

The turning lanes will service a \$19 million capital improvement investment that will allow Berry Plastics to relocate their warehousing and printing operations. This will then allow for expansion production at their current location in Lawrence. – S.W.

Upcoming KDOT Training Courses

Classes at Headquarters

- ♦Leading with Emotional Intelligence, June 2
- ♦Ouch! That Stereotype Hurts, June 21
- ♦Best Week 1, June 27-30
- ♦Ouch! That Stereotype Hurts, July 13
- ♦New Employee Orientation, July 14
- ♦On Second Thought, July 19
- ♦Ouch! That Stereotype Hurts, Aug. 4
- ♦Ouch! That Stereotype Hurts, Aug. 26

Classes at District Offices

- ♦Dealing with Difficult People, June 7, District One, Topeka
- ♦Transition to Leadership/ You’ll Catch on, June 13-17, Chanute
- ♦Dealing with Difficult People, June 22, District One, Topeka
- ♦Ouch! That Stereotype Hurts, Aug. 29-Sept. 2, District Six

Monthly retiree meeting in Topeka

KDOT retirees meet in Topeka on the first Tuesday of each month at the 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

Nancy Fleeker Daniels at 785-286-0201 or nancyjfd@thedaniels.org.

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.

KDOT Computer Training

– from the KCTC

LiveMeeting and Office Communicator Server

KDOT's "greener" method of distance communication

KDOT employees using the combination of Web Cams, LiveMeeting and Office Communicator reduce long distance phone charges and fuel use as well as travel (seat) time and makes their day more efficient. As the benefits continue, use of this technology expands across KDOT.

Unlike using PolyCom, which relies on scheduling a conference room, LiveMeeting participants may join in and share documents right from their own desk. LiveMeeting and Office Communicator also require less network bandwidth and no disconnect.

LiveMeeting and Office Communicator are compatible with the statewide Unified Convergence (UC) project. Here are some definitions to better understand this technology:

PolyCom - standalone video conference solution

LiveMeeting/OCS – Combines Video and Computer Data together

UC – Combines all three (Video, Data & Voice)

Did you know it is easy to schedule a LiveMeeting with the Outlook plug-in and easy to share a document or your desktop when doing training? As examples; LiveMeeting has been used to train users on Crew Card and CMS Expeditor statewide. Reduced travel and increased employee efficiency is always a "greener" savings to KDOT.

Check out the shared calendar: KCTC for on-going classes. Contact the KCTC at kctc@ksdot.org or call Ingrid Vandervort 785-296-8993.

Kansas Department of Transportation

Bureau of Transportation Information
Eisenhower State Office Building
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Topeka, KS 66603-3754

PRE-SORTED STANDARD

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Promotions/Transfers

Headquarters

Dustin Shepard, Engineering Technician Senior, Design

District Three

Kegan Hemel, Engineering Technician Specialist, Atwood

Stuart Withington, Engineering Associate III, Oakley

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

- Answers**
1. 2008, with 187
 2. True.
 3. Late April through mid June, with the peak occurring May 22-23.
 4. Kansas ranks third behind Oklahoma and Florida.
 5. Most likely is between 4-8 p.m.
 - Least likely is between 7-8 a.m.
 6. The jet stream and associated strong vertical wind shear shifts north.
 7. A. 88 tornadoes, making it the 15th most active year in state history.
 8. False. Opening windows allows damaging winds to enter the structure. Leave the windows alone; instead, immediately go to a safe place.