



KDOT Translines

Bureau of Transportation Information

December 2004

Project takes uncertainty out of work zones

By Kim Stich

A demonstration project to give more information to motorists in rural work zones using a pilot car is helping to improve safety and reduce stress.

Several years ago, the idea came about that if motorists knew how long the wait was going to be in work zones where pilot cars are being used, they would not be as frustrated. KDOT began working on this idea and it was approved in 2002 as an Intelligent Transportation System (ITS) set-aside project.

“The whole concept is – waiting under uncertainty produces stress,” said Stan Young, Research Engineer in Materials and Research. “If you tell people



Vehicles in this work zone on US-24 near Manhattan have a sign showing exactly how long the wait will be for the pilot car to escort them through the work area. Signs like this are part of a demonstration project to improve safety and reduce stress in work zones.

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I-635/I-70 reconstruction project nearing completion

By Stan Whitley

Reconstructing a major interstate interchange in a highly-traveled area has proved to be a challenging assignment for the KDOT District One, Area Three office in Bonner Springs.

Phase One work on the reconstruction of the I-635 and I-70 interchange project began in the spring of

2003 with Phase Two starting in spring of 2004. The project has involved pavement and shoulder reconstruction on existing multiple lanes, including ramps and a new partial cloverleaf interchange with US-24. The extensive bridge work includes one new bridge, six replacements, four resurfacings,

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Miller's Time

By Secretary
Deb Miller

Top 10 reasons to fund KDOT

As we move into December, my thoughts, like so many of yours, are of large get-togethers, seeing old acquaintances, surprises, and stretching the budget to try to give everyone just what they want.

Of course, I'm talking about the Legislature, which reconvenes in a little over a month. With that in mind, some of us have put together a list of reasons why we think legislators should look kindly upon us when they make next year's budget.

So, with apologies to David Letterman, these are my TOP 10 REASONS TO FUND KDOT:

10) We're Number ONE. The first completed section of the great American Interstate system is in Kansas, just west of Topeka, and we continue to be strongly committed to our Interstates. Since the beginning of the CTP, we have let \$907.1 million in construction contracts for the Interstate system, with an estimated \$268.9 million more to be let through the end of the CTP. Also worth noting: it was Kansas' own Dwight D. Eisenhower, who signed the legislation authorizing the Interstate system.

9) We may be the only State Transportation Department in Kansas – but we try not to act like it. Every month, we receive letters and phone calls from a grateful public. Westmoreland Chamber of Commerce President Beverly Davin recently expressed appreciation for the new K-99 bridge just outside her town. "The work was completed in a timely manner with every effort made to prevent inconvenience and disruption of the town businesses. We appreciate the efforts of KDOT and the sensitivity shown for the benefit of our community," she said. We continue looking for ways to better serve Kansans. Proposals that will make KDOT more "responsive and responsible" have been presented in public meetings throughout the state this fall.

8) Who you gonna call? Not Ghostbusters. We respond to snow and ice storms, floods, tornados, crimi-

nal investigations, presidential visits, and more. We even hauled water to Hillsboro and Marion when a potentially toxic algae bloom was discovered in Marion Reservoir. "KDOT absolutely saved our day and we are very appreciative of the sacrifices made by their employees to haul water around-the-clock for 13 days," said Hillsboro Mayor Delores Dalke.

7) Keep on truckin'. Economic expansion depends on our ability to move goods safely and efficiently. And, more and more, those goods are being moved by truck. Projected growth of truck traffic in Kansas dramatically outpaces overall vehicle travel growth.

6) We love football. We need a good highway system to carry a huge football crowd to Manhattan next year for the payback stomping of the Jayhawks. That's the same system, of course, that carried thousands of fans to Lawrence this fall to see the Wildcats get thrashed by KU for the first time in 12 seasons.

5) We are improving the health and well-being of our fellow citizens. Every Kansan is now within 30 minutes of air ambulance service, thanks in part to KDOT's Airport Improvement Program. In addition, one of the results of our investment in Public Transit is that our elderly citizens in more and more rural areas can get to medical appointments without having to rely on family or friends. And, we are partnering with local governments and railroads to improve the safety at highway rail crossings.

4) We're Number FOUR. Kansas ranks fourth in the nation in the number of public road miles (behind Texas, California, and Illinois). And, we have the third highest number of bridges. By contrast, we rank 32nd in population.

3) Safety. As the number of miles driven has increased, our fatality accident rate has actually declined. But we still have a long way to go. We have the 9th worst fatality accident rate in the country and that's unacceptable. We are beginning a major, broad-based initiative to address safety issues.

2) The economy. The short-term economic impact of the 1989 Comprehensive Highway Program was a return of \$2.60 for every dollar invested. The long-term economic impact of the CHP – in factors such as income, production, travel time and accident savings – was a return of three dollars for every one dollar spent.

1) The economy – again. Our contribution to the Kansas economy bears repeating. Highway projects are the best public works program going. Comprehensive Highway Program spending created 118,000 jobs and increased state-wide income by \$1.4 billion.

Thank you for your hard work this year and all you do to make Top 10 lists such as this easy to put together. Have a happy holiday season and please be safe!

Hit-and-run experience doesn't deter EO

By Steve Swartz

Robert Turner was lying on the ground, contemplating what had just happened.

"My God, he just hit me," he thought to himself as he watched the small red car drive away.

For Turner, an Equipment Operator Specialist in District One's Overland Park Subarea office, the "close calls" all road workers experience became an actual metal-on-body encounter at 11:15 p.m. September 25. Weeks after the incident, despite a little soreness in his left knee, he said he feels lucky.

Turner, 34, who has worked for KDOT for more than six years, had been called into work at 10 p.m. on a Saturday to help control traffic following an injury accident on I-635 near the I-35 entrance ramp.

"I had the ramp shut down. I had a dump truck with a crash attenuator. I had all the lights going, the ramp was coned off," he said. "I was standing on the shoulder behind the cones, flagging traffic over."

'I made the decision to jump out of the way. As I was in mid-flight, he caught the inside of my left leg with his front passenger side fender.'

Robert Turner

in mid-flight, he caught the inside of my left leg with his front passenger side fender."

As he lay on the ground, Turner shouted a warning to his Area Supervisor and several law enforcement officers, who were further up the ramp. The red car accelerated as it went past the men.

The supervisor and a police officer ran to Turner, while a trooper got in his car and pursued the hit-and-run driver.

On the ground, Turner took stock of his situation.

"At first, it was scary," he said. "I said a couple thank yous (to a higher being). I was aware I was alive."

Within six or seven minutes of being hit, Turner was being treated by an ambulance crew, who took him to Overland Park Regional Medical Center. After three hours in the emergency room, Turner's girlfriend, Alicia Turk, was allowed to take him home. Turk, who is an EO for KDOT, also had been

At that point, the night was about to get much more exciting.

"I see headlights coming at me and I noticed that he was not merging back into traffic like all the other cars were doing," Turner said.

"I said to myself, 'It looks like he's not going to move over and he's not going to slow down.'"

"I made the decision to jump out of the way. As I was



A week after EO Specialist Robert Turner, Overland Park Subarea office in District One, was injured in a hit-and-run accident September 25, he was back on the road.

called in to work to assist at the accident scene. Although she couldn't see Turner from her post, she knew he was the only person at the ramp entrance where an ambulance had stopped.

Turner said Turk's supervisor notified her by cell phone that Turner had been struck by a car but the injuries were apparently minor.

Meanwhile, the car that had struck Turner was stopped by the trooper and an Overland Park police officer after a 1 ½-mile chase. The driver's blood alcohol content was nearly twice the legal limit and marijuana was found in the car. The driver was to appear in court in November.

Turner was off work for a week.

"The first day back, I felt a little apprehensive until later that afternoon. Now, it's no big deal," he said of returning to road work.

Turner has worked along roadways for half of his working life and he won't let the encounter stop him from continuing to do so.

"I don't have any kind of reservation about it," he said.

"I enjoy it."

"Road Warriors" is a

monthly *Translines* feature that focuses on the employees who are the face of KDOT along highways and other public places.

If you have a story suggestion, please send your idea to Public Information Officer Steve Swartz, stevesw@ksdot.org, or call 785-296-3585.



511: A resource for safe winter driving in Kansas

Being informed about the latest weather-related road conditions and staying alert to road/weather conditions as you travel may increase your driving safety while driving this winter and may even save your life. Before they travel, motorists can easily do this by calling "511" before they travel from either a wireline or wireless phone from anywhere in Kansas, or by calling 1-866-511-KDOT from anywhere in the U.S.

This was the message presented during media information sessions held on November 18 and 19 in Wichita, Salina, Bonner Springs, and Topeka. KDOT, in cooperation with the Kansas Highway Patrol (KHP) and the Federal Highway Administration (FHWA), sponsored these sessions to promote "Winter Driving Safety."

These sessions were held as part of a fall promotion to get information out to the public to help them be prepared and knowledgeable about things they can do that will increase their safety while driving this winter. 511 and Kanroad are resources KDOT provides to the traveling public to help inform them about weather-related road conditions.

While 511 was deployed last January, major promotion of 511 only began this past spring. Promotion efforts began with a Memorial Day news release. TV and radio spots about 511 began

airing this summer and continue to be aired. 511 was also promoted during various fairs this summer and also at the State Fair in September.

511 has been well utilized since its deployment, with about 172,000 calls since January. "Even with the old Road Condition Hot Line, call volumes were greatest during severe winter storms," said Barb Blue, 511 Project Manager. "KDOT knows that Kansas travelers seek information during inclement winter weather, and with winter nearly upon us, we want to be certain they know that

511 has replaced and improved upon our old hot line."

Another resource to obtain weather-related road condition information is through the Internet. On KDOT's Internet site, customers can access a map detail-

ing existing road conditions across the state. The map is located at <http://511.ksdot.org> or www.kanroad.org and it can also be accessed through KDOT's main web site www.ksdot.org under "Road Conditions."

From the map, users will also be able to access links that will provide more information about 511, such as frequently asked questions, and user information and tips. "We want travelers to think '511' for traveler information, whether they are calling on their phone or going to the web," Blue said.



Recommendations for Winter Driving Safety

◆ Prepare your vehicle by checking fluids, winterizing the radiator, and keeping the gas tank over half-full as well as the windshield washing fluid well-supplied. Check belts, hoses, and brake systems for excessive wear.

Keep a survival kit that includes:

- ◆ Ice scraper and shovel
- ◆ Non-perishable food
- ◆ Jumper cables
- ◆ A first-aid kit
- ◆ Flashlights
- ◆ Matches, candles or flares
- ◆ Sand or kitty litter for traction
- ◆ A towrope or chain
- ◆ Extra clothing or blankets

On the road, remember to:

- ◆ Allow extra time for delays and slower traffic speeds.
- ◆ Buckle up and properly secure children in safety seats.
- ◆ Increase the distance between your vehicle and the vehicle ahead of you. Ice and snow significantly increase your stopping distance.
- ◆ Accelerate and brake gently. If your vehicle has an anti-lock braking system (ABS), it is very important that you understand how to use it.
- ◆ Proceed cautiously during rain and snow.
- ◆ Clean frost and snow off all windows, mirrors, and lights. Maximum visibility is very important.
- ◆ Steer in the direction you want to go if your car loses traction and begins to slide. Anticipate a second skid in the opposite direction as the car straightens out.
- ◆ Watch for KDOT road crews—When crews are removing snow, reduced visibility can occur.

Don't gamble with Commercial Driver's License

Chief Counsel Sally Howard wants to make sure all employees who have a Commercial Driver's License (CDL) are aware of a change in the law that took place last year and also remind drivers of some of the requirements to have a CDL.

"If you are charged with Driving Under the Influence (DUI), whether it's on the job in a commercial vehicle or on your own time in a personal vehicle, you will most likely lose your license for one year," Howard said.

This is a dramatic change to the law, Howard said. Before the change in 2003, a person could only lose their license if they were driving a piece of commercial equipment while intoxicated – it did not apply to personal vehicles.

Some jobs at KDOT require a CDL. "If that is your core function, then you would have to lose your job," she said.

Also under this statute, if an employee is charged with two DUIs, they will lose their CDL for life. "For many

people, their livelihood depends on their commercial driver's license," Howard said. "So if you have two DUIs, that's the end of your livelihood."

'If you are charged with Driving Under the Influence (DUI), whether it's on the job in a commercial vehicle or on your own time in a personal vehicle, you will most likely lose your license for one year.'

Sally Howard

Test failure is also lower for people driving a commercial vehicle. For a person driving a non-commercial vehicle, test failure is .08 or higher while a test result of .04 or higher is defined as test failure while driving a commercial vehicle.

People with a CDL must also notify their employer and the Department of Revenue's Motor Vehicle Division if they receive any traffic infraction other than a parking ticket. "If you have any other serious traffic violation such as excessive speeding or reckless driving, it's possible you can have your CDL suspended for that as well," Howard said.

In addition, a person with a CDL can never enter into a diversion for any type of traffic violation. "It goes with the responsibility of driving commercial equipment," Howard said. "It requires more attention and carries greater responsibility; therefore you have greater restrictions and more serious penalties if you violate your obligations under that CDL."

Howard will be making presentations in each District early next year to make sure everyone knows of the changes. "It's just not something to gamble with," she said.



United Way

Making and bidding on the United Way gift baskets was a popular activity this year and raised \$1,501. Other events such as the steak fry, bike ride, book sale, block party, breakfast, and golf tournament as well as the pledge sheets helped to raise money for the United Way.

Shared leave requirements outlined

1. Are all KDOT employees eligible for shared leave?

Both classified and unclassified employees are eligible to participate in the shared leave program, if they have six months of continuous State service of any type. Temporary employees are not eligible to participate in the program.

2. Can any KDOT employee donate shared leave?

Yes, eligible employees can donate. However, they must have a balance of 80 hours of vacation leave after donating vacation leave or a balance of 480 hours of sick leave after the sick leave has been donated. These limitations do not apply in the case of an employee who is leaving state employment; therefore they can donate with no requirement of a minimum balance.

3. How much shared leave can an employee receive?

Shared leave can be granted for up to six months.

4. How much shared leave can an employee donate?

An employee can donate as much leave as they want so long as they do not drop below the 80 and 480 hour minimums for annual and sick leave balances respectively.

5. Can an employee donate shared leave to a specific employee or does it go into a shared leave pool?

Yes, donations can be made to a specific employee in KDOT or another State agency. There is not a shared leave pool.

6. What is the review process for determining if an employee is approved to receive shared leave?

Shared leave is granted for serious, extreme, or life-threatening illnesses, injuries, impairments or physical or mental conditions which have caused, or are likely to cause, the employee to take leave without pay or terminate employment. Shared leave is not granted for common or minor illnesses, injuries, impairments, or physical or mental conditions. To be eligible for consideration, an employee must not have a history of leave abuse within the last year.

To request shared leave, the employee should complete DA Form 325. This form can be obtained from the KDOT Forms Warehouse. It must be completed in its entirety and then submitted to Karla Thies in Bureau of Personnel Services. KDOT reviews it to make certain it has been completed. Then, it is submitted to the Shared Leave Committee in the Division of Personnel Services, Department of Administration.

There are a few other important points related to the approval process:

First, the approval process now resides with the Kansas Department of

Administration. So, KDOT no longer has any role to play in the approval other than to review the request form for completeness. Second, it is important that the form be filled out legibly. Request forms that are not legible will be returned.

Finally, the medical documentation needs to be specific in order for the Shared Leave Committee to consider the request. It may be returned for lack of complete medical information.

Personnel Policies and Procedures

Highlights of your benefits as a State employee



Step Back in Time



Workers placed signs along a roadway in 1957 to promote progress generated by the Kansas Highway Program.



Headquarters meeting

Secretary Deb Miller outlines the status of the Comprehensive Transportation Program and also discusses various personnel issues with employees at Headquarters on November 10.

Welcome new KDOT employees!

Headquarters

Shawnette Bronson, Senior Administrative Assistant, Personnel Services

Joel Skelley, Planner II, Transportation Planning

Wesley Vigneron, Information Technology Consultant II, Computer Services

Bryan Weimaster, Engineering Technician, Transportation Planning

Richard Woodhead, Accountant II, Fiscal Services

District Two

Amber Kistler, Administrative Assistant, Salina

District Four

Eric Walker, Equipment Mechanic, Chanute

District Five

Jonathan Hisley, Engineering Associate I, Winfield

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

Missouri Project will untangle triangle at I-435/I-470/US-71

In the Missouri Department of Transportation's continuing efforts to "Untangle the Triangle" in Kansas City, the Kansas City division of APAC-Kansas, Inc., is at work on a \$50-million project that includes the construction of seven bridges.

Untangling the Triangle — the convergence of Interstates 435 and 470 and Highway 71 — is a multi-year, multi-phase undertaking engineered by HNTB that is expected to cost about \$250 million. It is among MoDOT's largest projects this season and will add capacity and make negotiating one of the state's busiest interchanges smoother for travelers.

APAC began their work last fall and will complete Phase Three by the end of next year. In addition to the construction of seven new bridges, Phase Three work also includes 104,000 square yards of 14-inch mainline paving, demolition of five bridges and a large retaining wall, and construction of six large retaining walls and three sound walls totaling about 98,000 square feet.

The project adds several eastbound

lanes on the west end of the project where everything splits apart. One of the tight points — where 71 breaks off to the north, 435 to the north, 470 to the east, and 71 to the south — will have two lanes breaking off. Before, those were only one lane with the exception of two lanes for 435 to the north.

According to Lanny Miller, P.E., one of APAC's project managers, the biggest challenge this construction season is working under the congestion.

"There really hasn't been anything unexpected or more of a problem than we thought, but it is a challenge because of the phasing and the traffic," said Miller. "The project is right where three interstates come together and we may have to build a pier and footing here and the next one is 100 feet away over four lanes of traffic."

To minimize inconvenience to travelers and provide greater safety to its workers, APAC has used several night closings to work over the roadway for bridge demolition and hanging steel.

Proverbial Past

By Ron Kaufman

When I worked as an animal keeper and educator at the Topeka Zoological Park, one of the most frequent questions I heard was “Is it true that elephants never forget?” Like many such questions, the answer was “Yes, no, and it depends.” That’s the short version of what biologists knew then and now. I also found that reply to be useful in all kinds of situations involving my family. In reality, the question about elephantine memory stems from an ancient proverb that probably had nothing to do with elephants and more to do with camels. According to one of my sources, the Greeks sometimes said, “The camel never forgets an injury.” However, in another historical waltz with words, the ancient proverbians (really old, bearded men who devised clever, often-quoted phrases) probably weren’t even referring to camels or bodily trauma. They were probably referring to other people who they observed as tending to remember “slights and wrongs.” It was only later, perhaps in the last century (yes, the 1900s), that the proverb was altered to include references to elephants. That author, who only thought he was a clever proverbian, specifically noted that “Women and elephants never forget an injury.” I’ll bet he was in trouble when his wife read that in the town newspaper. He probably lost his proverbial you-know-what.

The point of the ancient proverbs (and this story) is not that elephants or camels don’t forget “slights and wrongs,” but that people never forget those things. In fact, people remember many kinds of things about which they have strong feelings. The Army Corps of Engineers was recently reminded of this phenomenon. When the Corps announced that they were seeking comment on a proposal to strengthen the Tuttle Creek Reservoir dam against potential earthquake damage, they received some comments from people who remembered when the dam was built more than 50 years

ago and have harbored ill-feelings to this day. According to an article in the Topeka Capital-Journal, approximately 1,713 landowners were displaced, seven towns were destroyed, and more than 34,000 acres of agricultural land were taken out of production when the reservoir was built. It is easy to see why some people would still remember that experience after all these years. At least one person questioned whether the benefits of Tuttle Creek reservoir outweighed its effects on the land and people.

Highway and bridge projects sometimes stir similar memories in the people we serve. Some of you have probably listened to comments or read letters or e-mails from people who talk about an upcoming or recent project while recalling experiences from an earlier project. We know from talking with some of these people that ill-feelings can be passed from

generation to generation by the words of older relatives. All of us carry some of the past with us. We retain what is meaningful to us and set aside the remainder to be used for memories yet to come. The challenge

for those of us with KDOT is to acknowledge the hurt that some people may still feel from past projects, try to maintain the legitimacy of those earlier decisions (if, indeed, they are worthy of being legitimized), and gently guide the discussion into the present and the future. After all, the past cannot be changed. It can only be recognized.

After I had worked with camels and elephants for awhile, I came to realize that they remembered some things quite well. There were other matters they seemed to forget rather quickly. Since they are intelligent creatures, I could only surmise that the things they remembered were important for them to remember. I knew two camels and three elephants as friends and I remember them still (yes, even the odor!). What I can’t say is whether I was important enough to them that they would have remembered me. I hope I was. Unfortunately, not knowing for sure will have to remain the proverbial mystery.

Reprinted from the November 2002 Translines.

Communication: A Key to Success



Kansas Department
of Transportation

I-635

Continued from page 1

three widened, and three bridges repaired. Weather permitting, the project is expected to be completed by mid-December.

“This \$82 million project was the largest one ever let by KDOT and the schedule is to have the work completed in two construction seasons,” said KDOT Field Engineering Administrator Paul Gripka. “Once we got into the project, we realized the scope of work on the I-635 bridges over the Union Pacific railroad tracks needed to be changed from bridge deck patching to bridge deck replacement. The adjustments we’ve made have pushed the project cost to about \$98 million.”

Gripka said a tight time frame is being used to complete the work in two seasons. He compared the \$98 million I-635 and I-70 project to a \$65 million project to construct the East Topeka interchange which was scheduled for three construction seasons.

The work this season has included new pavement and safety barrier in two spots: southbound I-635 between Swartz Road and State Avenue, and westbound I-70 between Quarry Road and 18th Street Expressway. A new roadway has been built for traffic entering westbound I-70 from 38th Street or exiting westbound I-70 to I-635.

Phase Two also includes new bridges on westbound I-70 over northbound and southbound I-635, and upgrading bridges over 43rd Street and State Avenue. New bridge decks will be constructed on southbound I-635 at Kansas Avenue, Speaker Road, the Kansas River, and the Argentine Rail Yard.

The project is being constructed in a high traffic area with I-70 carrying about 90,000 vehicles and I-635 carrying 60,000 vehicles every day.



A \$98 million project to reconstruct the I-635 and I-70 interchange in Kansas City is expected to be completed by mid-December. Construction work on the project began in the spring of 2003.

“It took a lot of planning by the contractor to keep access to the work areas during construction,” said Gripka. “There were so many ramps and bridges in a restricted area that it became a challenge to pour concrete.”

‘It took a lot of planning by the contractor to keep access to the work areas during construction. There were so many ramps and bridges in a restricted area that it became a challenge to pour concrete.’

Paul Gripka

Work that was completed on the project in 2003 included removing and replacing the pavement at northbound I-635 from Swartz Road to State Avenue, eastbound I-70 from Quarry Road to 18th Street Expressway, and State Avenue between 42nd Street and 47th Street. The project’s first phase also included a substantial amount of bridge work including a new bridge on eastbound I-70 over I-635.

In addition, bridge decks were replaced on southbound I-635 at 42nd Street, Speaker Road, the Kansas River, and the Argentine Rail Yard. Bridge upgrades were completed at State Avenue, 43rd Street, and the eastbound I-70 to northbound I-635 ramp. Ramps have been reconstructed at northbound I-635/

Kansas Avenue, I-635/I-70, and I-635/ State Avenue.

Clarkson Construction Company has been the general contractor in charge of the massive reconstruction work.

Dear Editor

LETTERS TO THE EDITOR

Dear Secretary Miller:
 We began writing letters in 2002 to request the lowering of the hill south of Kansas Highway 161 and County Road BB north of Bird City. While we were hopeful our concerns would be heard, we never really believed anything would be done.

So now after all of the complaining and since the project is complete we need to express our sincere gratitude. Our county engineer, Dave Flemming, and the state crew whom we do not know by name need to be commended. They did a wonderful job in a short amount of time and we couldn't be happier.

Thank you so much for allowing this project to go forward and for making our roads so much safer.

Sincerely,
 Jon and Stacey Waters

District One visit



Secretary Deb Miller, left, talks with Area Utility Coordinator Terry Daniels, right, and Lynn Gormley, Administrative Assistant, both of the Horton Area office. Miller spoke to Horton Area employees November 1 in Hiawatha as part of a District One tour. The Secretary later met with city and county officials in Sabetha and toured several construction projects.

Correction on deferred compensation article

An incorrect figure was provided concerning deferred compensation in last month's *Translines*. The question was how much money can an employee put into deferred compensation each pay period?

The answer given was an employee may defer a minimum of \$11.54 per biweekly pay period or a

maximum of the lesser of 50 percent of taxable income up to \$11,000. Please note that the correct figure instead of \$11,000 should be \$13,000.

During the last three years prior to the employee's normal retirement date, they may be eligible to defer up to \$22,000 per year.

M I L E S T O N E S

KDOT salutes its employees celebrating anniversaries in November

10 YEARS

- Vincent Grier Oskaloosa
- Kevin Howard Fort Scott
- Leroy Koehn Garden City
- Michael Orth Topeka
- Scott Otipoby Topeka
- Richard Wiley Topeka

20 YEARS

- Lauren Gonzales Topeka
- Allan Haverkamp Topeka
- Michael Johnson Bonner Springs
- Edward Schaben LaCrosse
- Mary Shivers Topeka

30 YEARS

- Fonda Lawrence Norton

40 YEARS

- Jon Holley Topeka

The following employee celebrated a service anniversary in October.

10 YEARS

- David Schwartz Topeka

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

Project

Continued from page 1

they are going to be waiting 13 minutes, they are much happier than sitting there and not knowing how much longer it's going to be."

Students at Kansas State University visited construction zones and put together a prototype system, Young said. The system had to be portable and meet certain crash criteria for safety. The signs are based on a standard sign placard and are four feet square.

One or more signs (depending on each project) would be placed near the flagger at each end of the construction zone with a time counter at a certain point that was visible to the motorists. Wireless communication using Global Positioning System (GPS) technology would track the pilot car through the construction zone. Depending on the terrain, more than one antenna could be necessary to continually track the pilot car. The time on the signs would then be constantly updated and keep drivers informed of how long the wait would be.

All the times that are measured by

the system can be saved and the data can be recorded. "KDOT is very concerned that people don't wait more than 15 minutes," Young said. "This system also provides verification of what the waits in the queues actually are."

Three demonstrations of this system have taken place this fall on an overlay

'KDOT is very concerned that people don't wait more than 15 minutes. This system also provides verification of what the waits in the queues actually are.'

Stan Young

project on US-24/US-77 north of Manhattan. According to Cliff Hobson, Bituminous Research Engineer, each trial led to improvements in the operation of the system.

"Survey cards were distributed to the motorists waiting in the queue to get their input and a telephone number was listed on the sign so that motorists could call to get information about the project or

to leave their own comments," Hobson said. "We have received useful comments from motorists, the contractor, and KDOT personnel."

A fully-operational system is scheduled to be tested again next year on a project. Once operational, Young said other uses for the wireless data communication system may be possible.

"We spoke to a few flaggers and they welcome it," Young said. "They welcome anything that will grab the drivers' attention."

Retirees

The following KDOT employees will officially retire from KDOT on January 1.

Headquarters

Thomas O. Dutton, Engineering Technician Senior in Materials and Research – 26 years of state service.
Williams E. Watts, Bureau Chief of Management and Budget – 38 ½ years of state service.

The following KDOT employees officially retired from KDOT on November 1.

District Three

James M. Albers, Equipment Operator at Oakley – 25 years of state service.

District Four

Wallace W. Erikson Sr., Equipment Operator Senior at Chanute – 24 years of state service
Claudia M. Ortega, Area Office Manager at Independence – 33 years of state service.

KANSAS DEPARTMENT OF TRANSPORTATION

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Calendar of Events

December 1 - 1-4 p.m. – KDOT open house, Eisenhower State Office Building

December 14 - 11 a.m. KDOT Employees' Council Meeting, Third Floor Harrison Center

December 15 - 2 p.m. Construction Bid Letting at the Airport Hilton in Wichita.

December 24 - State employees off for Christmas holiday

December 31 - State employees off for New Year's Holiday

Promotions/Transfers

Headquarters

Deborah Cisneros, Senior Administrative Assistant, Division of Operations
Chris Herrick, Bureau Chief, Transportation Planning
Mary Sanders, Right of Way Property Appraiser I, Right of Way

District One

Mishelle Jones, Senior Administrative

Assistant, Topeka

District Two

Sarah Donley, Administrative Assistant, Salina
Leland Nelson, Highway Maintenance Supervisor, McPherson

District Three

Rod Kaus, Equipment Mechanic Senior, Norton

District Four

Michael Griggs, Engineering Technician Senior, Iola
Mary Rockers, Administrative Specialist, Garnett

District Six

Neil Schroll, Highway Maintenance Supervisor, Syracuse

The Bureau of Personnel Services supplies information for Promotions/Transfers to Translines.

Projects

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There are two “marquee” bridges on the project. The bridge that will take I-435 eastbound traffic to I-470 eastbound is about 1,700 feet long and 75 feet wide. The I-470 westbound bridge to Highway 71 south is slightly shorter at about 1,560 feet but will be more than 80 feet off the ground.

“That bridge is the really large flyover bridge that everyone will be talking about after they drive it the first time,” said Miller. “It’s very tall because it goes over Red Bridge and the eastbound I-470 bridge. A couple of the columns

on it are 100 feet from the base to the bottom of the bridge right now and even after more dirt is put underneath it will at least 80 feet high.”

The other, smaller bridges in Phase 3 include a bridge to southbound 71 that is about 300 feet long, a similar sized bridge on the new Red Bridge alignment and a shorter bridge, Scovill said, at the end of the flyover bridge for westbound traffic. APAC has also built two small temporary bridges to handle area traffic during construction of the newer bridges.

APAC’s workforce includes about 75 people working varying hours depending on the critical path items and

the weather. Despite heavy rains earlier in the year, APAC has kept the project on schedule and expects to meet its milestone dates.

“We have to have the I-470 westbound bridge (the flyover) and the new paving open this fall,” Miller said. “The rest of the project will be open next fall. The wet spring and early summer didn’t help but hopefully the good weather trend will continue and it will even out.”

You can find out more about this project on-line at www.kctriangle.org. - *Midwest Contractor Magazine, September 13, 2004*

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Bureau of Transportation Information
Eisenhower State Office Building
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NOTE: This information is available in alternative accessible formats. To obtain an alternative format, contact the KDOT Bureau of Transportation Information, Eisenhower Building, 700 SW Harrison, 2nd Floor West, Topeka, Kan., 66603-3754, or phone (785) 296-3585 (Voice)/(TTY).