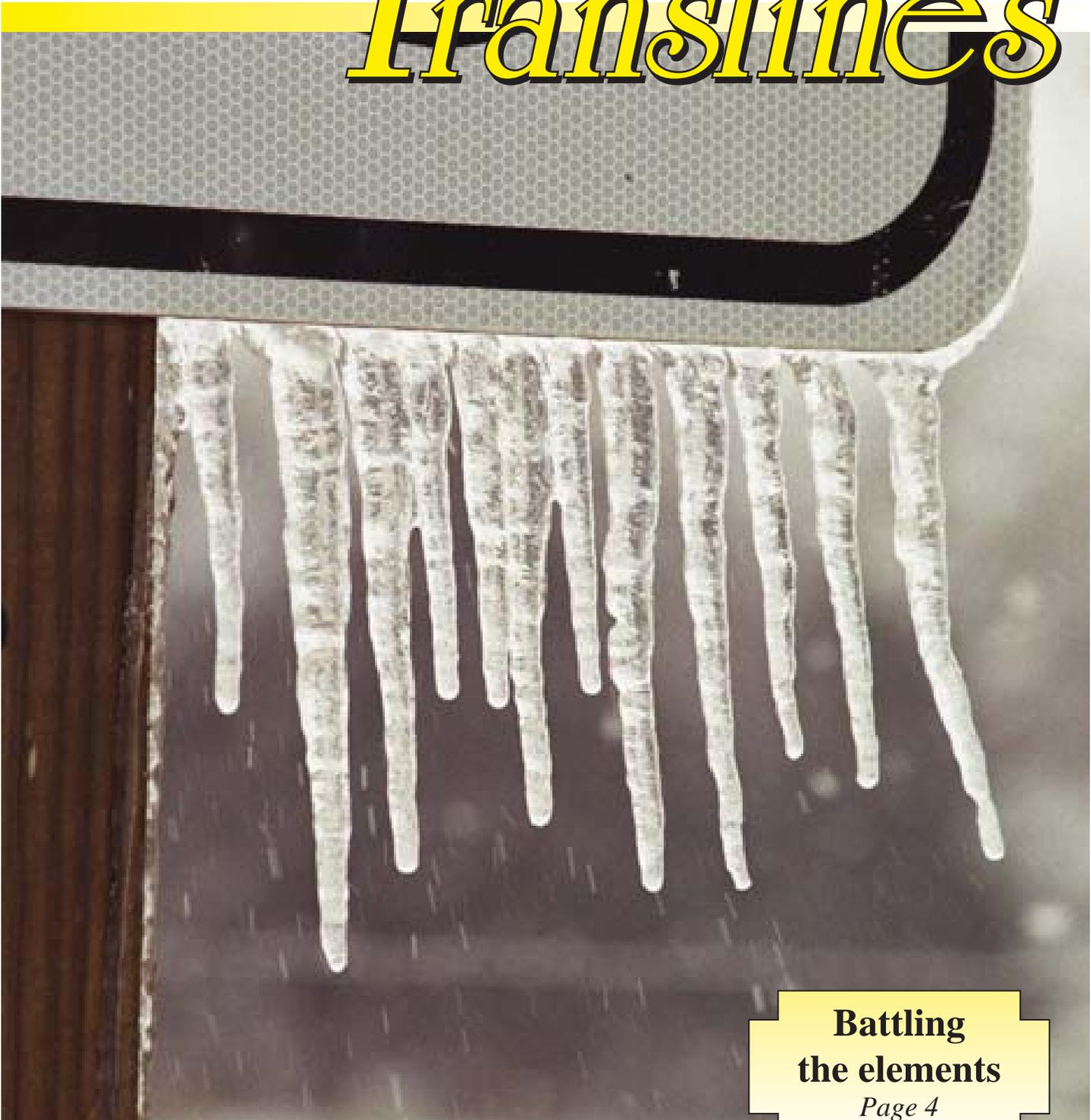


Translines



**Battling
the elements**
Page 4

Inside ...

- ◆ A diamond in the rough finds its way back home
- ◆ Kansas adopting more natural roadside look
- ◆ Orange Heroes honored
- ◆ Recovery Act projects provide welcome boost
- ◆ Luterick new Bureau Chief of Public Involvement



By Secretary
Deb Miller

Safety most important consideration for KDOT

"I can't say what might have happened without the centerline rumble strip, but I feel it would have been bad for more than one Kansas family."

– John Cillessen, Wichita

"I feel the design of the road saved our lives."

– Forever grateful, Lem Marsh, Grinnell

As part of an agency that puts safety at the core of everything it does, I hope you find these comments as rewarding as I do. They were taken from letters we received after each man survived a frightening experience while traveling on Kansas highways. Because of the safety features we build into our roads, they were able to return to their families and send us their stories.

There's no telling how many others have had similar experiences. But I'd be willing to bet that every day, somewhere in Kansas, a crash *doesn't* happen because of the way we design roads. For John Cillessen it was the centerline rumble strips that may have saved his life. For Lem Marsh, who had his granddaughter with him, it was the rumble strip on the inside lane of I-70 that woke him and the gentle slope of the median that allowed him to regain control of his car.

There are many other things we do to make our roads safe that most travelers take for granted. During the past 20

years of strong support by Kansans, we've expanded two-lane roads into four-lane facilities. We've replaced hundreds of old, narrow bridges with new structures that can accommodate today's larger loads and equipment.

We've rebuilt two-lane roads to flatten hills, valleys and curves. And we've added shoulders to many miles of rural highway. We have designed our freeways with broad medians and gentle slopes on each side of the roadway.

We've installed improved guard rails and concrete barriers that are designed to protect today's errant vehicles. And we've separated traffic in urban areas by building large, innovative interchanges.

We've removed obstacles from the roadside clear zones and installed signs on posts that are designed to break away if struck. Our signs and lane markings are easier to read thanks to improved, high tech materials (the sheeting for our signs actually contains prisms), and we've improved lighting.

We have become a national leader in the use of roundabouts. They may not be universally loved, but they reduce the number and severity of intersection crashes.

We have conducted road safety audits of every inch of state highway and we are working with other agencies to develop a Strategic Highway Safety Plan that will help us make sound highway safety investments. We have implemented many technical improvements that provide up-to-date road and weather information so drivers can make good travel decisions. We are making practical improvements on low-volume roads rather than pass them by because the cost of reconstruction may be too high. We are funding research at the state's universities that may someday lead to more safety features.

There are those in this state who would have us base our project selections solely on whether the work can generate a positive cost-benefit analysis. But John Cillessen and Lem Marsh are living proof that it's just not that simple. While economic impact analysis will indeed be important in how we select some future projects, it will just be a part of the equation. The safety of Kansans and their families will always be the most important consideration in everything we do.



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On the...

COVER

Ice hangs from a speed limit sign along K-99 near Dover. Most parts of the state have seen several snow storms this winter. See page 4 for related information. Photo by Sonya Scheuneman

A diamond in the rough finds its way back home

This Christmas my family was visiting relatives in Fort Collins, Colo. On Sunday, Dec. 27, we departed for home and decided to travel east on I-70.

We made several stops in Kansas before entering Missouri later that night. It wasn't until then that I realized that the diamond from my engagement ring had fallen out. My husband, two children and I frantically searched our car and everything in it but the diamond was nowhere to be found. I thought that this irreplaceable diamond, a reminder of 20 wonderful years of marriage, was lost and would never be found.

Tuesday morning I was ready to call our insurance company but for some reason I thought I should first call the Kansas Department of Transportation hoping that someone may have found my diamond at the rest area that we had stopped at.

I spoke to Denise MacEwan (Trans-



Russell Subarea Supervisor John Boxberger shows where he found the lost diamond.

portation Information Administrative Specialist) and told her that the Russell Rest Area was one of the places where we had stopped on Sunday. She said that I should contact Kristen Brands (District Three Public Affairs Manager), telling me that she couldn't promise

anything but Kristen and her group have had great success at reuniting lost items and their owners.

Kristen was extremely helpful and stated that she would have several people check. No more than two hours later, Kristen called with amazing news. They had found my diamond! John Boxberger (Russell Subarea Supervisor) noticed it lying on the ground among the rock salt in front of the vending machines.

Words cannot express how grateful I am to John and the Hays area employees who took the time to search for my lost diamond. Thank you so much John and everyone at KDOT!

Sincerely,

Susan Kalinowski,
Saline, Michigan

(Editor's Note: Kalinowski called Transportation Information on Jan. 7 to say her diamond had arrived and she picked it up at the post office. "It was a miracle," said an ecstatic Susan. "The best Christmas present ever.")

Luterick new Bureau Chief of Public Involvement

By Stan Whitley

Abbey Luterick brings more than two decades of public relations experience with her as KDOT's new Bureau Chief of Public Involvement.

"I'm very pleased to join the Public Affairs team at KDOT," said Luterick. "It's an exciting time to be working in the transportation industry and I look forward to getting involved in the upcoming projects that KDOT will be working on."

Luterick took the helm of Public Involvement in January. She comes to KDOT following a career directing communication efforts mostly in the healthcare and insurance industries.

Before coming to KDOT, Luterick served more than three years as Corporate Director of Communications for the Devereux Foundation in Villanova, Pa. Devereux is the nation's



Abbey Luterick

largest non-profit behavioral healthcare provider for individuals with development/intellectual disabilities, behavior disorders and mental illness.

Luterick's other work in public relations included:

- ♦ Director of Marketing and Public Affairs for Princeton Healthcare System in Princeton, N.J.
- ♦ Director of Communications and Advertising for Country Meadows Retirement Communities in Hershey, Pa.
- ♦ Director of Communications and Public Relations for the Pennsylvania Association of Mutual Insurance Companies.

"One of the things that's impressed me in the short time I've been here is that public involvement is taken very seriously at KDOT," said Luterick. "The needs and wants of the public are paramount in the decision-making process."

Luterick is a graduate of York College of Pennsylvania with a bachelor's degree in speech communications. She succeeds Ron Kaufman, who is now Director of Information Services for the Kansas Department of Wildlife and Parks.

Battling the Elements

Below are excerpts from e-mails received by the Bureau of Transportation Information in late December and early January about KDOT's efforts to snow.

◆ We drove from Junction City to Leavenworth yesterday around noon and the roads were better than expected, but we were worried about our trip home in the dark. Wow, were we impressed! The roads were amazingly clear and seemed almost dry. The shoulders were clear and we still saw trucks out clearing areas. Thanks to you and your employees for helping make our holidays safe. We appreciate your hard work. It was quite evident that Kansas travelers were your number one priority!!
Most Sincerely, Keith and Traciann Petite



◆ I want to thank you for all the hard work that has been put into clearing and keeping 36 Highway clean from Troy to Hiawatha...I was so happy to see that 36 Highway was being taken care of on Thursday morning.



A KDOT employee plows U.S. 24 near K-4 in Shawnee County.



Snow is removed along K-187 in Nemaha County. Photo by Kerry Bramhall.

◆ I just wanted to give a personal thank you to all the men and women who have put in a tremendous amount of time and effort to keep our roads as good as possible during these last few tremendous snowfalls. The KTA and KDOT employees deserve a lot of praise for their efforts. Thanks again for keeping our roads clean and safe for us to travel on in inclement weather. Eric Wooderson, Topeka



◆ I drive on Highway 169 everyday to work and home, and wanted to send you a message on how well the snow plow trucks did keeping the highway clear to keep it safe for drivers.



The snow pile is higher than Horton Area Superintendent Brian Feldkamp's truck. Photo by Brian Feldkamp

◆ My Missouri hat is off to Kansas DOT for the road information web site and keeping your roads clear. I was checking as we have family moving from Wisconsin to Texas today. Visited family in western Kansas last spring and you are to be complemented on all of your roads and the lack of litter. We drove across the state to near Tribune and all of the roads were excellent and clean. Hats off to Kansas.



Recovery Act projects provide welcome boost

By Steve Swartz

Ted Willard's Christmas came early in 2009 – back in August when he was hired as a crane operator on the U.S. 69 expansion project in Johnson County.

Willard, a crane operator from Salina who had been out of work since May, is one of hundreds of people who have worked on Kansas road projects funded by the American Recovery and Reinvestment Act of 2009.

"I'm a perfect example of what the stimulus has done. I was really excited that I was picked for this job," said Willard, 52, who has been a crane operator for 32 years and is now employed by Clarkson Construction Co. of Kansas City, Mo.

"I normally work year-round, but this is probably the worst year I've had for the last 10 years."

Through the end of November, contracts had been awarded for 81 projects in Kansas and construction was under way on nearly 40 of those. The payroll for non-KDOT workers through the end of 2009 totaled \$6.6 million for all projects. Many more projects will be under contract this year, and the work force on the major projects already under way will significantly expand as construction ramps up to full speed in the spring.

"Building roads creates well-paying jobs during con-

struction and provides the infrastructure necessary to both sustain and grow the Kansas economy," said Secretary Deb Miller. "And when hundreds of workers spend millions of dollars in thousands of Kansas businesses, it creates a ripple effect felt throughout the local and state economies.

"The Recovery projects have done exactly what they were intended to do."

Kansas received \$378 million in Recovery funds. Of that, \$348 million will be spent on highway projects and \$30 million on transit. The Recovery Act is funding five major road projects on the state level and more than 100 local projects in the state's urban and rural communities.

Willard was back home in Salina over the holidays to spend time with his wife and 11-year-old daughter while construction of the \$84-million U.S. 69 project was on winter



Ted Willard of Salina was unemployed when he was hired as a crane operator on the U.S. 69 expansion project, which is funded by Recovery Act money.

hiatus. Having a job helped make it a special Christmas.

"I knew the summer was going to be pretty slim, so I was surprised I went to work when I did. If it wasn't for the stimulus money, I probably wouldn't have gone back to work," Willard said.

"It made the holiday a lot better."

Calendar of Events

Feb. 9 - 11 a.m., KDOT employees' Council Meeting, Third Floor, Eisenhower State Office Building.

Feb. 12 - 9:30 a.m. - Highway Advisory Commission meeting.

Feb. 17 - 1 p.m. Construction bid letting, Fourth Floor, West Wing, Eisenhower State Office Building.

Employees honored as Orange Heroes

Employees from across the state were presented Orange Hero awards on Jan. 19 in Topeka and in District offices.

“Orange Hero recipients put responsible and responsive into action, by fostering good partnerships, taking on additional responsibility, or representing the agency in a positive light, said Secretary Miller. “And they in some way move our agency forward— whether it’s by making us more efficient or offering a new approach to something.”

The 2009 Orange Hero winners and their accomplishments were:



Matt Broxterman



Ruth Malloy



Donna Falkenstein



Debbie Davis

♦**A-Team Award** – Bureau of Right of Way workers Matt Broxterman, Debbie Davis, Ruth Malloy and Donna Falkenstein. They all took on additional responsibility to help in the recovery and rebuilding Greensburg as KDOT began the process of outlining a corridor to be preserved for a future U.S. 54.



Leo Perry



Bob Loveless

♦**Disaster-Waiting-to-Happen Award** - Leo Perry, Heavy Equipment Crew Supervisor at District One; Bob Love-

less, Specialty Crew Supervisor at District Two; and Emergency Management Coordinator Mark Krentz. These three were the key KDOT employees in the development of Crisis City near Salina.



Mark Davis

♦**Disaster-Waiting-to-Happen Award, Part Deux** - Mark Davis, Area Superintendent at Dodge City. Davis suggested that KDOT mixing strips along the state borders would be good places for state officials to conduct a multi-agency exercise to hold and inspect livestock shipments during a simulated outbreak of highly contagious foot and mouth disease.



Jim Kowach

♦**Long, Winding Road Award** - Jim Kowach, Chief of Design. Kowach championed the Program and Project Delivery performance measure team at the same time his bureau was heavily engaged in design of the FY 10-12 projects and Recovery Act projects.

♦**Green Giant Award** - Peter Carttar, Assistant Bureau Chief of Construction and Maintenance.



George Laliberte



Mark Krentz

♦**Head of the Class award** - LeaAnn Curtis, Chief of the Bureau of Personnel Services. Curtis oversaw her team’s development of the KDOT Learning Management System,

Laliberte, Program Consultant in the Division of Aviation. Laliberte’s proactive approach helped determine the need for instrument approaches at airports.

a system that has been praised by many other state agencies.



LeaAnn Curtis



Ron Hall

♦**The Iceman Cometh Award** - Ron Hall, District Six Maintenance Engineer. Through Hall’s efforts, KDOT has begun a program of installing equipment in trucks that helps employees make the best decisions during snow and ice storms.

♦**Junkyard Dog Award** - Hugh Bogle, Area Engineer at Garnett. Bogle and his crew played a key role in the months-long effort to clean up the huge Lambeth Truck Salvage yard along I-35 near Wellsville.



Hugh Bogle



Vicky Johnson

♦**Meaner Than a Junkyard Award** - Chief Counsel Vicky Johnson. Johnson’s efforts helped KDOT remediate the issues with Lambeth Truck Salvage.

♦**Lord of the Finances Award** - Bruce Burditt, Chief of the Office of Financial and Investment Management. Burditt helped rework much of KDOT’s debt

Orange Heroes

Continued from page 6



Bruce Burditt

Engineer. Schwartz and his team developed economic impact scores for 188 urban and rural projects in record time.

♦**Get on the Bus Award** - Lisa Koch, Public Transit manager. Koch suc-



Lisa Koch

♦**The Need for Speed Award** - Corky Armstrong, Engineering Manager, Roadway Design. Armstrong led the team to fast-track the K-18 project.

♦**Get the Monkey off our Back Award** - Joe Palic, Area Engineer at Marion; Mike Longshaw, Area Engineer at El Dorado; Bob Hirt the Design Leader; Denise House of the Bureau of Right of



Joe Palic

and saved the agency from paying double-digit interest rates.

♦**The Just Keep Going Award** - David Schwartz, Statewide Planning



David Schwartz

cessfully worked with local transit providers and governments to move to a more efficient regional approach to rural public transportation in Kansas.



Corky Armstrong



Bob Hirt



Mike Longshaw



Denise House

Way. These employees were leaders in making it possible for expansion of the McPherson County portion of K-61 to begin last summer.



Jim Brewer



Jeff Stewart

♦**The K-23 Premier Practical Improvement Award** - Jim Brewer, Engineering Manager, Administration and Project Development; Jeff Stewart, District Three Engineer. The collaborative effort between Brewer, Stewart and local officials using a practical improvement approach to widen the roadway will save time and money.



Steve Rockers



Gary Chan



Mark Hoppe



Burt Morey

♦**The U.S. 69 Mean, Green Commuter Machine Award** - Steve Rockers, Road Design Leader; Gary Chan, Senior Squad Leader in Bridge; Mark Hoppe,

Squad Leader in Bridge; and Metro Engineer Burt Morey. This group led the charge in accelerating the project so it could be let a year earlier and save millions of dollars.



Steve King



Mark Hurt

♦**The I-135/47th Street Let's Get it Together Award** - Steve King, Road Design Leader; Mark Hurt, Senior Squad Leader in Bridge; Metro Engineer Benny



Benny Tarverdi

Tarverdi. This group helped get this project ready to construct in minimal time, working with a consultant and the City of Wichita.



Ron Seitz

♦**The Omnibus Undertaking Award** - Ron Seitz, Chief of the Bureau of Local Projects. Seitz got local partners to submit candidate projects that met the strict ARRA

criteria and helped develop a formula for selection in a short time period.

♦**The Sultan of Swat Award** - Assistant Secretary Jerry Younger. The title was originally Babe Ruth's nickname and was given to Younger as he "hit a home run" in the charge to get projects included under ARRA.



Jerry Younger

40 years of service

**Welcome
new KDOT
employees!**

Headquarters

Abbey Luterick, Public Service Executive II, Public Involvement
The Bureau of Personnel Services supplies information for new employees to Translines.



KDOT employees celebrating 40 years of service with the State of Kansas pose with Secretary Deb Miller (center). They include: (front row) Verlin McHenry, Engineering Technician Senior in Hutchinson; William J. Tommer, Engineering Technician Senior in Topeka; (back row) Robert L. Martin, Engineering Technician in Dodge City; Robert Hirt, Road Design Leader in Topeka; and Daniel Casper, Engineering Technician Senior in Bonner Springs.

Promotions/Transfers

Headquarters

Diane Flanders, Computer Operations Manager, Computer Services

Jeff Neal, Technical Support Manager, Computer Services
The Bureau of Personnel Services supplies information for promotions/transfers to Translines.

It's Wild, It's Wacky, It's Crazy!

- When: **Sunday, February 21, at 1 p.m.**
- Cost: **\$7 per person, free shoe rental**
- **Deadline to sign up: NOON, Feb. 17**

To sign up: **Bring team money (\$28) to Kim Stich in Transportation Information**

- Who: **Teams consisting of 4 people** (KDOT employees, friends and family members are welcome to participate - it is just for fun)
- Where: **Gage Bowl** (On Huntoon Street just west of Gage Boulevard in Topeka)

What is "Crazy Bowl?"

People participating in the Employees' Council Crazy Bowl event bowl three games. The first two games are bowled normally. The third game is the "crazy" part. Each frame is different - one time you bowl backwards, the next time you bowl on one leg, etc. And the only rule is that you relax and have fun!

CRAZY BOWL



For more details or to sign up, contact Kim Stich at 296-3585 or your Employees' Council representative.

Kansas adopting more natural roadside look

Story courtesy of Beccy Tanner - The Wichita Eagle

WICHITA - Drive Kansas highways these days, and chances are the roadsides might not look the same as last year.

Grasses might be taller.

Birds more plentiful.

Snow less drifted over in places.

Think back to last fall.

Remember the glorious wildflowers? The sunflowers, goldenrod, blue pitcher's sage, gayfeathers, Indian grasses and big bluestem grasses?

Chances are, you'll see more in the coming years.

KDOT is mowing roadways less - both to save money in tight budget times and to increase habitat for wildlife.

In years past, Kansas highways were mowed from fence to fence. Now, the department mows the shoulder - enough space for vehicles to pull over and off the highway - and intersection rights-of-way. It may mow other areas very occasionally.

"Kansas is a beautiful state," said Secretary Deb Miller.

"We want people as they come into the state and drive through to see the beauty.

"Texas may have their bluebells. But we also have such beautiful native flowers and plants. I think our state will show better by allowing the roadsides to become more natural."

In 2008, the price of fuel rose to nearly \$4 a gallon. That's when state officials began looking at why they mowed.

Did a prairie state really need the grass along its major highways to look like a golf course?

"It's been an evolution," said Roger Wolfe, regional wildlife supervisor for Kansas Wildlife and Parks.

Some states mow from fence to fence.

North Carolina plants day lilies and cannas along its roadways.

Iowa and Nebraska use prairie vegetation.

And now, so will Kansas.

The new policy is just for state highways and interstates, Wolfe said.

"My hope is that if this works, it will carry over to county roadways," Wolfe said.



Grasses along the right of way, such as shown above on U.S. 36 last winter, help to reduce snow on the roadways. Photo courtesy of Ron Klataske, Executive Director, Audubon of Kansas.

Already, the policy change is winning recognition from nature advocacy groups.

"As I view it, vegetated roadside rights-of-way can either be a maintenance liability - an area with little or no aesthetic or ecological value - or they can be a public-land resource that helps to project pride in our state's rich natural prairie heritage," said Ron Klataske Executive Director of Audubon of Kansas.

The group plans to give Miller an award for public land stewardship and roadside beautification.

This year, the new policy was tested through all four seasons, said Clay Adams, District One Engineer.

Abundant rainfall in some areas of the state encouraged wildflowers to bloom into summer and fall. The wildflowers are expected to nurture more butterflies, insects and birds.

Late-term mowing in October and November allowed most of the native plants to mature and seed.

"This will require patience from all of us," Miller said. "Wildflowers don't just spring up overnight. Some years will be more beautiful than others, depending on rainfall."

But the beauty of the wildflowers and tallgrass may not be the only benefit.

Some wildlife studies indicate the taller grasses may help reduce the number of deer-vehicle collisions, Miller said.

"Deer are more attracted to the brome and fescue that we previously planted," she said. "Those grasses are more likely to attract deer to grazing."

Taller grasses, Adams said, allow the deer to feel more

hidden and protected.

And, in some northern areas of the state last year, Klataske noted, the roadside vegetation left unmown through the winter acted as a living snow fence, causing less snow to blow and drift over roads.

Time will tell how effective the new mowing and seeding policy will be.

KDOT officials are hopeful less snow on the road may mean increased safety, better visibility, lowered maintenance costs and less salt needed to distribute on roads.

*Fun Facts
and Trivia*

Do you know?

Snowfall facts

♦The commonly used 10-to-one ratio of snowfall to water content is a myth for much of the United States. This ratio varies from as low as 100-to-one to as high as about three-to-one depending on the conditions.

♦Nationwide, the average snowfall amount per day when snow falls is about two inches, but in some mountain areas of the West, the average is seven inches per day.

♦Snow kills hundreds of people in the United States each year. The primary snow-related deaths are from traffic accidents, overexertion, and exposure, but deaths from avalanches have been steadily increasing.

♦Almost 187 inches of snow fell in seven days on Thompson Pass, Alaska, in February 1953, according to the National Snowfall and Snow Depth Extremes Table provided by the National Climatic Data Center.

♦Snowflakes are agglomerates of many snow crystals. Most snowflakes are less than one-half inch across.

Source: <http://nsidc.org/snow/facts.html>



David Ross, Pittsburg Subarea Equipment Operator Specialist, and Trey Hudson, Equipment Operator at the Pittsburg Subarea, applied their “fix-it wizardry” to a spreader that was damaged when a KDOT truck plowing snow was rear-ended during a snow storm in Baxter Springs on Jan. 3. According to Area Crew Supervisor Joe Engle, the truck (shown with Ross and Hudson above) was brought in, repaired and back on the road in 45 minutes.

Reduced budgets make it necessary to find new ways to provide training

By Kim Stich

With organizations facing tightened or reduced budgets, finding new ways to offer training opportunities is important.

“Our employees have to have the knowledge to do their jobs, so we’ve been looking into ways to still provide technical training but at a better cost for KDOT,” said Becky Welsh, National Highway Institute (NHI) and Research Programs Coordinator.

The Federal Highway Administration and the American Concrete Institute are offering two free concrete seminars – one on Chemical Admixtures and one on Cementitious Materials for KDOT employees and contractors. The seminars are one day each and are designed for materials engineers, concrete inspectors and engineering technicians. One series took place Jan. 27 and 28 in Wichita,

the other will be Feb. 9 and 10 in Topeka at the Kansas Historical Society.

“Most of the Districts have been picking two people from each Area to attend,” Welsh said. “Then those people will bring back the information to the others.”

Later this spring, a concrete curriculum by NHI will be available to KDOT employees across the state online through KDOT’s Learning Management System. There will be 10 technical classes available where the employee takes the class and the test, then the information is automatically registered in their training record.

Welsh said they plan to start with this series and monitor the effectiveness of the classes to decide if more would be beneficial.

For more information on these classes, contact Welsh at 785-291-3463.

Deaths

Condolences to the family and friends of a former KDOT employee who recently passed away.

Debbie Cooper, 56, died Jan. 2 in Topeka. She had worked for KDOT seven years and retired from the Bureau of Right of Way.

Survivors include her mother, one brother, two nieces, three great nephews and two great nieces.

In lieu of flowers, memorial contributions be made to the Marian Clinic or the Topeka Genealogy Society and sent in care of the Kevin Brennan Family Funeral Home, 2801 SW Urish Rd., Topeka, 66614.

Step Back in Time



A KDOT worker clears the roadway for motorists following a snowstorm in January 1959.

Upcoming KDOT Training Courses

Classes at Headquarters

- ♦Difficult Conversations, Feb. 4
- ♦Myers-Briggs Type Indicator, Feb. 16
- ♦Emotional Intelligence, Feb. 18
- ♦Business Writing Basics 1 & 2, Feb. 25
- ♦On Second Thought, March 4
- ♦New Employee Orientation, March 11
- ♦SMART - Day 1, 2, 3, March 16-18
- ♦Leadership Basics Bootcamp, March 16-18
- ♦Transition to Leadership/Ethics, March 29-31
- ♦You'll Catch On, April 1-2

Classes at District Offices

- ♦You'll Catch On, Feb. 10-11, Hutchinson

M I L E S T O N E S

KDOT salutes employees celebrating state anniversaries in January

10 YEARS

David Bertling Altamont
 Rick Frakes Valley Falls
 Karen Peterson Topeka
 Robert Pierson Topeka
 Paul Thompson Harper
 Sheila Ward Potwin
 Joshua Welge Topeka

20 YEARS

Paul Ahlenius Topeka
 Hugh Bogle Greeley
 Billy Brokar Kinsley
 Steven Buckley Auburn
 David Fischer Salina
 Duane Heine Hutchinson
 Gary Hillebrand Norton
 Mark Karolevitz Topeka
 Sandra Koetkemeyer Salina
 Benedikt Middleton Iola
 Charles Oldaker Ulysses

30 YEARS

Ricky Conner Pomona
 Larry Katsbubas Topeka
 Evelyn Larson Topeka
 David March Lamar
 Roy Meier Oakley
 Richard Mohney Topeka
 Janet Spencer Iola
 Michael Stock Topeka

40 YEARS

Louis Thompson Topeka

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

KDOT Computer Training

- from the KCTC

Increase your efficiency!

GET ORGANIZED

FOCUS: More Outlook Tips

New Contact Tip: To add a new contact from an email message you receive: 1) Open or preview the e-mail message that contains the name that you want to add to your contact list, 2) Right-click the name of the sender who you want to make into a contact, 3) then click Add to Contacts on the shortcut menu.

Task Tip: To reclaim a rejected task assignment: 1) Open the email message that contains the task request (usually in your Sent Items folder), 2) On the Task tab, in the Manage Task group, click Return to Task List.

Another Task Tip: To send a status report or comment about a task assignment: 1) Open the task for which you want to send a status report or comment, 2) On the Task tab, in the Manage Task group, click Send Status, Report, Reply or Reply to All, 3) Enter recipient names or e-mail addresses in the To and Cc boxes. If the task is assigned to you, then the names of people to be updated are added automatically, 4) In the body of the message, type any information you want to include in the status report, 5) Click Send.

Calendar Tip: To make an appointment of meeting private: 1) Create or open the appointment or meeting you want to make private, 2) On the Appointment tab, in the Options group, click Private.

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
700 SW Harrison, Second Floor, West
Topeka, KS 66603-3754

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KDOT 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 Rodney Maag at 785-266-5449.

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.

Retirees

The following employees will officially retire from KDOT in February.

District One

Daniel D. Reser, Equipment Operator, Topeka

District Two

Karen Ehrlich, Engineering Technician at Marion

District Four

Scott A. Pliler, Equipment Body Mechanic, Chanute

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