

TrakLines

Monthly Employee Publication

Kansas Department of Transportation

Office of Transportation Information



April 2002

KDOT to sponsor designated driver program at Sandstone

By Stan Whitley

It's a hot summer night and alcoholic beverages are flowing freely as friends listen to rock music at Sandstone Amphitheatre. The concert ends and it's time to hit the road, but the scary thought is, who's going to get behind the wheel?

Unfortunately, many times it's a person who has no business driving because they are drunk. KDOT wants to stop those incidents from happening because it knows there's no excuse for driving drunk. That's why the agency is becoming an official sponsor of the designated driver program at Sandstone in Bonner Springs for the 2002 season.

"Sandstone provides a unique market to promote our alcohol awareness message," said Patrice Pomeroy, Assistant Bureau Chief in Traffic Safety. "We are pleased to partner with Sandstone and have the opportunity to reach 20,000 people per concert about responsible drinking which is critically important in this type of social setting. The 'There's

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National Work Zone Awareness Week



KDOT maintenance employees in work zones are very close to traffic on a regular basis, and they understand the dangers associated with these areas. National Work Zone Awareness Week, which was April 8-12, highlighted the need for safety in work zones at all times. For more information, please see page 5.

Public accepting roundabouts

Change is often met with opposition. Just consider the case of the roundabout, which has been proven to enhance intersection safety and efficiency.

"The initial public acceptance of roundabouts has generally been low because they are confused with older, inefficient traffic circles and rotaries," said Dr. Eugene Russell, Professor and Director of the Center for Transportation Research and Training at K-State. Our research

indicates after roundabouts are constructed and used approval ratings more than double. People like them because they are safe and simple."

Russell discussed roundabouts as a presenter at the annual Kansas State Engineering Conference in Manhattan. The KSU professor, along with some of his students, has been researching modern roundabouts

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- ◆ A SHEEP IN WOLF'S CLOTHING



From
Where
I Sit

by E. Dean Carlson

A challenging session

Every legislative session is a challenge for KDOT - this one has been more challenging than most. The state is facing a budget crunch beyond anyone's worst fears, there has been little consensus on how to fix that, and it's an election year. All of those factors have contributed to a parade of proposals; some of which have, understandably, made state employees upset and anxious. I'd like to tell you there won't be more proposals, but there's no way to know.

What I can tell you is that while this legislative session is certainly more challenging, it is also similar to all of the others before it. I believe that, eventually, lawmakers will put their heads together and craft some sort of compromise that has enough to like and dislike for all concerned. With the size of

the budget shortfall, the pain will be widespread. Until that happens, suggestions and proposals are likely to keep flying, and some of them may affect state employees.


We are doing our best to keep you informed with email updates about the legislative actions that may impact personnel issues. I urge you to remember that until any action is passed by both chambers of the legislature (House and Senate) and signed by Governor Graves, it remains only a proposal.

I'd also like to address another typical occurrence at this time of year: rumors. You may hear rumors about pay, about projects, or about policy issues. The ability to communicate quickly through email has only made this perennial problem worse.


Let me give you an example of how one kind of rumor can start. A legislator, through Legislative Research, has asked KDOT a "what would happen if..." question and we're responding. Pretty soon, someone here at KDOT who's been asked to gather information assumes this is not a "what if" but a "we will." And so a rumor is born. I can't tell you how many times those "what ifs" never even make it into a proposal.

Another example is when a committee in the House or Senate, or perhaps the entire chamber, votes on a bill affecting KDOT or state employees. Suddenly the rumor mill starts that "the legislature just did this..." In these cases keep in mind my

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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, Docking State Office Building, Room 754, Topeka, Kan., 66612-1568, or phone (785) 296-3585 (Voice)/(TTY).

Calendar of Events

May 10 - 9 a.m. - Highway Advisory Commission meeting telephone conference call.

May 14 - 11 a.m. - KDOT Employees' Council Meeting, Seventh Floor Conference Room, Docking State Office Building.

May 15 - 2 p.m. - Construction Bid Letting at Topeka Capitol Plaza Hotel.

May 18-22 - Highway-Railway Safety Conference, Hyatt Regency Hotel in Wichita.

May 21-22 - Transportation Safety Conference at the Topeka Capitol Plaza Hotel and Maner conference center.

May 27 - State employees off for Memorial Day Holiday.

Turnpike, Canal Route, Hayden, Johnson Kansas projects, public officials of 20th century named

The Canal Route and the Kansas Turnpike were selected as Kansas' top two transportation infrastructure projects of the 20th century by American Road & Transportation Builders Association (ARTBA). Former Kansas Governor Mike Hayden and former Kansas Highway Commission State Engineer Walter Johnson were also named the state's top transportation public officials of the past century.

The Kansas selections were announced in Topeka March 14 by ARTBA members Bob Heitmann, Vice President of Wichita-based Koch Performance Roads, Inc., and Norman Bowers, Kansas County Highway Association President.

The Kansas Turnpike was recognized as an important corridor for commerce and for providing unparalleled mobility to the state's motorists.

The 236-mile Kansas Turnpike was built in 1955 and 1956 as a toll facility and construction was completed in a record 22 months. The turnpike construction provided a safe and efficient freeway linking the state's three largest metropolitan areas—Kansas City, Topeka, and Wichita—prior to the start of the Interstate program. It was subsequently



At left, ARTBA members Norman Bowers, Kansas County Highway Association President, and Bob Heitmann, Vice President of Wichita-based Koch Performance Roads, Inc., presented awards for the top projects and transportation officials of the 20th century in Kansas. Those accepting the awards were (from right to left) Michael Johnston, Mary Turkington, Mike Lackey, former Governor Mike Hayden, and Kirsten Johnson.



Road Design Engineer Dick Adams meets Kirsten Johnson, granddaughter of Walter Johnson. Walter was one of the two transportation officials honored by ARTBA.

incorporated into the national system and now carries four Interstate route designations. The design and construction of the Kansas Turnpike created 14 major interchanges and six service areas along a corridor that contained a challenging variety of terrain in addition to both urban and rural environments. The turnpike carries 51,000 vehicles a day on trips averaging more than 40 miles each. It is operated by the five-member Kansas Turnpike Authority.

The Canal Route was recognized because of its



Bob Heitmann, Mary Turkington, Michael Johnston, and Warren Sick reflect on the various transportation projects throughout the state.

Designated

Continued from page 1

No Excuse for Driving Drunk' program helps raise awareness of the issue and encourages the use of a designated driver."

Traffic Safety had been working with its consultant, Corporate Communications Group, to determine other venues to carry out its alcohol awareness program. Sandstone seemed to be a perfect fit, targeting adults of legal drinking age for a designated driver program from April through September during the concert season. The message will be delivered through extensive signing, media advertising, and face-to-face marketing.

Signage promoting the designated driver program will be placed at key patron contact points within Sandstone. Those include concession stands, guest services, entrance gates, restrooms, an illuminated walkway and at the VIP club.

KDOT will have a full-page ad in the Sandstone program, a 30-second video

'We're not going to preach, we just want to provide awareness to a group that is in jeopardy. They should have a good time when they go to concerts, but accept personal responsibility to not drink and drive.'

Pati Pomeroy

spot ad for the season that runs before concerts and its name/logo on the Sandstone web page promoting the designated driver program. KDOT will be a sponsor of the "98.9 The Rock" concert calendar. The designated driver message will be carried on the Kansas City radio station four times a day during the concert season. KDOT will also be the exclusive sponsor of The Rock's annual day long summer concert, Rockfest, to be held June 22.

Wristbands will be distributed to

patrons who sign up at Sandstone guest services to participate in the designated driver program during each concert. The wristbands will have the program logo to help identify that person as the designated driver. Each designated driver will receive coupons for two free soft drinks.

"We're not going to preach, we just want to provide awareness to a group that is in jeopardy," said Pomeroy. "They should have a good time when they go to concerts, but accept personal responsibility to not drink and drive."

Pomeroy said that 78 people were killed and 2,380 injured in alcohol-related crashes in Kansas during 2000. In the 21-34 year old age group, 31 people were killed and 1,047 injured - nearly half of the total for the state.

Sandstone is expected to have about 30 concerts this year and draw 400,000 in attendance. KDOT will be working with local law enforcement agencies and reviewing crash data on highways in proximity to Sandstone to monitor effectiveness of the new program.



Bruce Roberts, second from left, State Chief Information Technology Officer for Kansas, presents a plaque to Ben Nelson, Bureau of Computer Services Chief, in recognition of the state recently earning a perfect score in the GIS/transportation digital state survey. Also attending the presentation was Secretary E. Dean Carlson, left, and Dennis Slimmer, Assistant to the Director of Planning and Development.

WORK ZONE SAFETY

Know where the work zones are before traveling

One way to promote work zone safety is to make sure drivers know where the work zones are before they enter one. On the road, signage does the trick, but Kansas drivers don't have to wait until then. They can find out before they leave their home or office.

Most people think of calling the Kansas Road Condition Hot Line, 1-800-585-ROAD, only during inclement weather. Same thing with using the web site, www.kanroad.org. But both the hot line and the web site also have construction and detour information. The Construction and Maintenance Detour Information System (CMDIS) updates information on each project at the www.kanroad.org site as soon as the crews in the field generate an Alert Bulletin. Drivers can find out where the construction is taking place, when, and what kinds of restrictions they'll face. They can get a condensed version of the information on the Road Condition Hot Line. The Bureau of Transportation Informa-



KDOT Public Information Officer Marty Matthews and Federal Highway Administration Safety/Traffic Engineer Robert Alva help raise awareness about the need for safety in highway work zones at a booth at the Capitol. The booth focused on work zones but also provided information on other safety-related topics.

tion updates the hot line's construction and detour information weekly (on Fridays).

So, whether it's you, a family member, or a friend, share this information with them. Urge them to think about work zone safety before they leave home and to "know before you go!"

National Work Zone Memorial unveiled

U.S. Transportation Secretary Norman Y. Mineta urged motorists to exercise caution and drive safely through work zones on April 9 as the Department of Transportation joined its state, local, and private sector partners to kick off the third annual National Work Zone Awareness Week (April 8-12).

The National Work Zone Memorial was unveiled at the event. This mobile memorial contains the names of persons killed in work zones and will be displayed at future highway safety events throughout the country. The kick-off event took place in a work zone where construction is taking place at an interchange along the Capital Beltway near Washington, D.C.

Over recent years, the number of people killed in

motor vehicle crashes in work zones has increased from 789 in 1995 to an all-time high of 1,093 in 2000. Each year, more than 80 percent of all fatalities in work zone crashes are motor vehicle occupants. In addition, more than 40,000 injuries occur in work zones each year.

"Work zones are proof that America takes care of its infrastructure," said James C. Codell III, vice president of AASHTO. "But our motorists must remember to take care of themselves, their passengers, and construction and maintenance people who keep us moving by being fully focused while driving through work zones. Be alert – your life is as much at stake as the lives of the people behind the cones."

Welcome
new KDOT
employees!

Headquarters

- Derek Ackerman**, Engineering Associate I, Traffic Engineering
- Deanna Bauer**, Senior Administrative Assistant, Planning
- Rebecca Chermok**, Administrative Assistant, Right of Way
- Roger Dodds**, Electronic Technician Senior, Planning
- Frances Gish**, Research Analyst III, Traffic Safety
- Mary Jo Hannu**, Engineering Technician, Traffic Engineering
- John Hobson**, Engineering Associate III, Materials and Research
- Carl Lambrecht-Harvey**, State Auditor I, Fiscal Services
- Amy Smith**, Senior Administrative Assistant, Chief Counsel

District Two

- Julie Cott**, Office Assistant, Junction City

District Four

- Alice Myers**, Office Assistant, Chanute
- The Bureau of Personnel Services supplies information for new employees to Translines.*

Roundabouts

Continued from page 1

for about four years.

Russell said modern roundabouts are not the big, old, high-speed traffic circles built years ago in Paris, London, Washington D.C., and other eastern cities. These circles were designed for high-speed entry and multilane weaving - a dangerous combination. The potential for serious crashes is high and subsequently, most traffic circles generally have high crash rates.

"The modern roundabout differs from those built early in this century," said Russell. "Modern roundabouts move traffic in a counterclockwise circle. When drivers approach a roundabout, they yield to traffic coming from the left and enter the roundabout by turning right. Roundabouts have entry deflection to slow vehicles, and can have flared entry points to increase capacity."

In addition, roundabouts are relatively small and have a low speed. Typically, they are from 45 feet to 200 feet in diameter and operate between 15 mph and 25 mph. Any circle that is greater than 200 feet diameter with operating speeds greater than 25 mph is not a modern roundabout.

The first modern roundabouts were built in the U.S. in the early 1990s and today there are between 300-400 in existence. Any circular intersection built in the U.S. before 1991 is not a modern roundabout, according to Russell.

The City of Manhattan built the first modern roundabout in Kansas in 1997 and there are now 15 being used in the state. Russell said KDOT became interested in roundabouts in 1998 when the agency started designing and building roundabouts on state highways.

Russell said there are six measures of effectiveness examined by researchers when comparing roundabouts to other types of traffic control. Those measures include:

- ◆ Average delay - Average vehicle

delay for entering vehicles.

- ◆ Maximum approach delay - Average vehicle delay for the approach with the highest average vehicle delay.

- ◆ Proportion stopped - Proportion of entering vehicles that are required to stop due to vehicles already in the intersection.

- ◆ Maximum proportion stopped - Proportion of entering vehicles that are required to stop due to vehicles already in the intersection on the approach with the highest proportion stopped value.

- ◆ Degree of saturation - Amount of capacity that is consumed by the current traffic loading.

- ◆ 95 percent queue - Amount of traffic back-up during busiest time.

"We have found that roundabouts are the most efficient traffic control device that exists today, based on overall vehicle de-

'People weren't too sure about traffic signals when those started going up. But people learned how to use them. I'm sure the same thing will happen with roundabouts.'

Eugene Russell

lay, stopping and queue length (number of vehicles backed up)," said Russell. "They have shown a 50 percent reduction in accidents and a 50-80 percent reduction in fatalities and injuries compared to other traffic options."

One Kansas intersection that has seen a high number of injuries now relies on a modern roundabout. Hutchinson installed a roundabout in fall 2000 at 23rd and Severance after receiving funding from KDOT.

"There were 19 injury accidents in a little more than a year at this intersection," said Russell. "Four months after the roundabout was constructed there were two non-injury accidents."

Russell said the popularity of roundabouts is growing as people get the facts about them and realize they are effective.

"People weren't too sure about traffic signals when those started going up," he said. "But people learned how to use them. I'm sure the same thing will happen with roundabouts." - S.W.



During a coffee break, Secretary Carlson met with Director of Operations Steve Woolington and Construction and Maintenance Assistant Bureau Chief Jaci Vogel to talk shop.



Mike Lackey, right, retired State Transportation Engineer/Assistant Secretary, met with old acquaintances to discuss engineering issues.



Materials and Research employees Richard Riley (left) and Glenn Fager (right) chat with Warren Stanton, District Five Materials Engineer.

Catching up at the Engineering Conference



KDOT's Larry Emig, left, who initiated the national "Put the Brakes of Fatalities Day," displayed a booth to inform participants about the program at the conference.



HNTB's Deb Miller, left, reminisces with KDOT's Suellen Markley, Federal Program Consultant, and Marcia Ferrill, Staff Assistant to the Director of Operations.

A sheep in wolf's clothing

Isn't the title supposed to be reversed? Not necessarily. For instance, take the interesting e-mail I received the other day from a woman who lives in a very large metropolitan area in north-eastern Kansas. It came just in time, too. I had been searching for a topic for this article and was running out of inspirational messages gleaned from bumper stickers. The tantalizing subject line read "Public citizen wanting to help the KSDOT." What could that mean? Having worked with volunteers in a previous career, I was already formulating possible scenarios and answers before I even read her message. Was this going to be someone wanting to help with our Adopt-a-Highway Program? Would she offer to help during a snow and ice storm? Or, would she be interested in helping out around an office or in a maintenance shop? Was it possible that she had come into a small fortune and wanted to help fund a traffic safety program? Perhaps she wanted to plant wildflowers along our right-of-way. The list of possibilities seemed to span the universe. The reality was much more down to earth.

She wanted to know if we were interested in getting information from the public when they see something that needs to be fixed. She also wanted to know where to call, because she had seen something that seemed to need fixing. My first thought was "Well, of course we want to know if something needs to be fixed." We do want to know that, don't we? She had seen two places

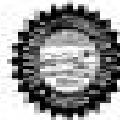
where traffic lights were out. There was a good chance the lights weren't KDOT's responsibility, but I reasoned that it would be better to report them to someone. After all, she wanted to report a situation that could impact the safety of other drivers. As Martha Stewart might say, it was a "good thing" for her to get involved. "I just thought I'd help a little," she said. "Let me know, when you have the time." I felt guilty then, because it had taken about 30 minutes to get to her message. I responded immediately with the appropriate KDOT number for her to call along with our thanks and appreciation for her help.

The tone of her message was very polite, almost as if she feared that she was imposing. Other people might have been a little more abrupt. Suppose it hadn't been traffic lights but a downed signpost. Each situation could involve driver

safety. Another (fictitious) person's message could have shouted from the screen, "Hey, you dorks! Don't you know one of your signs has been knocked

down? Who do I have to call to report this so you people will do the job we pay you to do?" What would have been a good response to that? The same one used for the polite person. Aside from the fact that civility is usually the best response for uncivilized remarks, the person reporting traffic lights and the person reporting a sign problem were basically trying to report something they thought needed our attention. Regardless of how it was worded, each person was trying to help KDOT and other drivers. Complaints, reports of things needing repair, or observations about how we do our work can be helpful. How they're worded can be distracting or even annoying, but the underlying message might be something we should listen to. It could be a sheep in wolf's clothing.

Communication: A Key to Success



Kansas Department
of Transportation

Four highway commissioners reappointed

Four members of the State Highway Advisory Commission have been reappointed to the commission by Governor Bill Graves.

The reappointments included Charles Elsea, Salina; Robert Kruetzer, Garden City; Kevin Mitchelson, Pittsburg; and C. Gage Overall, Caldwell. The commission advises the Secretary of Transportation regarding plans and improvements for the Kansas system of roads and highways in the state. There are 12 members on the commission appointed from KDOT's six districts.

Elsea works for The Scoular Company as a Corporate Vice President and is responsible for the company's wheat marketing division. He was reappointed as a commissioner from District Two.

Mitchelson is an attorney with Wheeler and Mitchelson, Chartered. He was reappointed as a commissioner from District Four.

Overall is Chairman of the Board and CEO of the Stock Exchange Bank and President of the Stock Exchange Financial Corporation. He was reappointed as a commissioner from District Five.

Kruetzer is President of Tatro Plumbing in Garden City. He was reappointed as a commissioner from District Six.

All four reappointed commissioners will serve terms through January 31, 2006.

Step Back in Time



Workers build a new roadway in Mitchell County during construction activity in July of 1919.

Deaths

Condolences to the family and friends of three former KDOT employees who recently passed away.

Esther R. Wright, 77, died March 20 in Topeka. She retired from KDOT's Office of Public Information in 1986 after 40 years of state service.

She is survived by her husband, Floyd.

Memorial contributions may be made to the Fairlawn Heights Wesleyan Church or Midland Hospice House and sent in care of Piper-Verschelden Funeral Home in St. Marys.

Ted Tibbitts, 75, died March 18 in Topeka. He worked in Materials and

Research for KDOT before retiring in 1984.

He is survived by his wife, Barbara, two daughters, one sister and three grandchildren.

Memorial contributions may be made to the organization of the donor's choice.

Clifford Price, 83, died March 27 in Topeka. Price was a former Design Engineer for KDOT.

He is survived by two sons, one daughter, 11 grandchildren and eight great-grandchildren.

Memorial contributions may be made to the First Free Methodist Church, 3450 S.E. Indiana Drive, Topeka, 66605.

Ways to measure your organization's trust

1. Do people in your organization follow-through with what they commit to? Trust reserves will run low if what people say and what they do are incongruent. Follow-through builds Trust.
2. Do people in your organization freely share quality information between each other and between departments? People who withhold information are often viewed by others as untrustworthy and self-serving.
3. Is the behavior of your managers and leaders predictable and positive? Leaders that exhibit aggressive, inconsistent, or passive-aggressive behaviors hurt trust from the boardroom to the breakroom. Reward positive, constructive, helpful and consistent behavior.
4. Is performance feedback a regular and on-going part of your reward and recognition process? Employees who know how they are doing and who believe managers and supervisors are invested in their success will fill your organizational trust tank to overflowing.
5. Are gossip and the grapevine the primary way people know what is going on in your organization? Quality information that is formally and consistently shared builds trust by reducing employee concerns. It also softens the walls between people invested in "Us and Them" thinking.
6. Do people discuss disappointments in an open and responsible way? People who have no way to discuss disappointments openly with management will often resort to "coffee-clutch" discussions and undermine trust between employees and leadership.
7. Does management encourage competition between employees? In a competitive workplace, employees will not share information, help one another succeed or work well in a team environment. Competition breeds the notion that the end justifies the means, which will drain your trust reserves dry.

This is an excerpt from TIGERStripes, a bi-monthly newsletter on core values and leadership.



Get ready for lots of fun at the Employees' Council co-rec

Summer Softball Tournament

Don't miss out! Deadline to sign up is May 31.

WHEN: Saturday, June 8

WHERE: Shawnee County North ball diamonds, 300 N.E. 43rd, Topeka.

WHO CAN PLAY: KDOT friends and family members are welcome, but 1/2 the team must be KDOT employees. It is a co-ed (1/2 the team must be women), one-day tourney, following city league rules.

ENTRY FEE: Only \$50 per team!

WEATHER: Will be rescheduled on June 22 if rained out.

TYPE OF TOURNEY: All teams are guaranteed three games, a sportsmanship trophy is awarded.

HOW TO SIGN UP: Get roster from Employees' council representative, or by calling Peggy Hansen-Nagy at 296-3285.

DEADLINE: Rosters and entry fee must be turned in to Peggy by NOON on May 31.

Employees from across the state are encouraged to participate!



Ballplayers, family, and friends as well as all KDOT employees are invited to attend the picnic from 11 a.m. to 1 p.m. just east of the swimming pool at the community center. Bring lawn chairs if you want, and **BE PREPARED FOR A VERY WARM KANSAS DAY!!**

KDOT is not responsible for any accidents in conjunction with this event.

Bring the kids to the picnic area also from 11 a.m. to 1 p.m. for lots of fun games with great prizes! Don't miss

ARTBA

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engineering achievements and its importance to the Kansas economy.

A 2.2-mile portion of I-135 in Wichita, the Canal Route at the time was the most costly and technically challenging project on the Kansas Interstate system.

Construction began in 1968 on parts of I-135 leading to the new roadway. Work on the Canal Route itself began in 1971 and was completed in December 1979 at a cost of \$32 million. It is a six-lane highway with three interchanges, a crossover bridge and four pedestrian bridges. The Canal Route channels traffic through Wichita's core at speeds of 60 to 70 miles-per-hour and links with three other highway and freeway routes. It carries an average of 91,000 vehicles a day.

ARTBA also recognized two former Kansas public officials.

Mike Hayden, elected 41st governor in 1987, made improved transporta-

tion a priority during his campaign and tenure as governor. During his term, Hayden pushed for and successfully secured the Comprehensive Highway Program that—for the first time in years—increased investment for new construction, maintenance, and support for local transportation programs.

The late Walter Johnson was the state engineer for the Kansas Highway Commission from 1955 to 1968. He was a leader in the development of the Interstate Highway System in Kansas. Johnson earned his reputation as a national authority during his tenure as engineer for the state's secondary roads. He served as president of the Kansas Society of Professional Engineers

and National Society of Professional Engineers.

ARTBA, which celebrates its 100th anniversary this year, conducted a national survey to help identify the top two transportation infrastructure projects and public officials of the past century in all 50 states.

Top transportation infrastructure projects:

- ◆ The Canal Route, Wichita
- ◆ The Kansas Turnpike

Top transportation public officials:

- ◆ Former Kansas Governor Mike Hayden
- ◆ Former Kansas Highway Commission State Engineer Walter

Training Opportunities

- ◆ **New Employee Orientation**, May 2, and June 6.
 - ◆ **Competency Based Interviewing**, June 6, Topeka.
 - ◆ **Conducting Effective Performance Reviews**, May 22, Chanute; June 5, Topeka.
 - ◆ **Turning Around Poor Performance**, May 23, Chanute; June 4, Topeka.
 - ◆ **Basic Effective Supervisory Techniques**, September 10-13 and October 15-18, Topeka.
 - ◆ **You'll Catch On!** May 7-8, Chanute; May 21-22, Topeka.
 - ◆ **Transition to Leadership**, May 7-9, Hays.
 - ◆ **Leadership Basics**, May 21-23, Salina; June 18-20, Hutchinson.
 - ◆ **Retirement Planning Seminar**, June 19, Hays; June 26, Topeka.
- All classes, except BEST, are available to non-supervisors with supervisory permission and where space is available. A comprehensive training calendar is on the KDOT Intranet under Personnel, Training.

M I L E S T O N E S

KDOT salutes its employees celebrating anniversaries in April

10 YEARS

Melinda Desch Topeka
 Ronald Keim Salina
 James York Hutchinson

20 YEARS

Roger Mace Garnett

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

30 YEARS

Gary Lane Kansas City
 Ernest Munoz Garden City

The following employee celebrated a service anniversary in March.

10 YEARS

Dianna Perry Topeka

BROWN BAG LUNCH

Topic: GPS Survey Equipment Demonstration
Speaker: District Surveyors
Date: Wednesday, May 1
Time: Noon to 1 p.m.
Place: Capitol Building, south steps by flagpole
All employees are invited to attend.

Promotions/Transfers

Headquarters

Deanna Bauer, Senior Administrative Assistant, Transportation Planning
Raymond Boller, Engineering Technician Specialist, Design
Clint Hutchins, Engineering Technician, Materials and Research
Robert Koch, Engineering Technician, Materials and Research
Tom Palmer, Engineering Technician Specialist, Traffic Engineering

District Two

Michael Schneider, Highway Maintenance Supervisor, Marion

District Four

Mike Bright, Engineering Technician Specialist, Chanute
David Riebel, Equipment Mechanic Senior, Chanute
The Bureau of Personnel Services supplies information for promotions/transfers to Translines.

Secretary

Continued from page 2

caution that a bill must pass both the House and Senate and be signed by the Governor before any action is final. KDOT keeps track of legislation and is always "in there fighting" on bills that affect us.

I ask you to do two things if you hear a rumor: consider the source and check with someone who would know the truth such as your supervisor, district engineer,

or bureau/office chief. We are committed to honest and open vertical communication and owe you the respect and courtesy to tell you what we know when we can.

Finally, I know it's difficult to remain focused when so much is happening on issues that affect your livelihood. You can't just tune it out, but I hope that you will try to keep it in perspective. As the saying goes, "this too shall pass," and we'll have to work together to make the best of whatever happens.

Correction:

US-81 south of Wichita is not a four-lane roadway as was stated in the construction story last month. However, motorists do have access to a north-south four-lane roadway across central Kansas by using US-81, I-135, and the Kansas Turnpike.

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