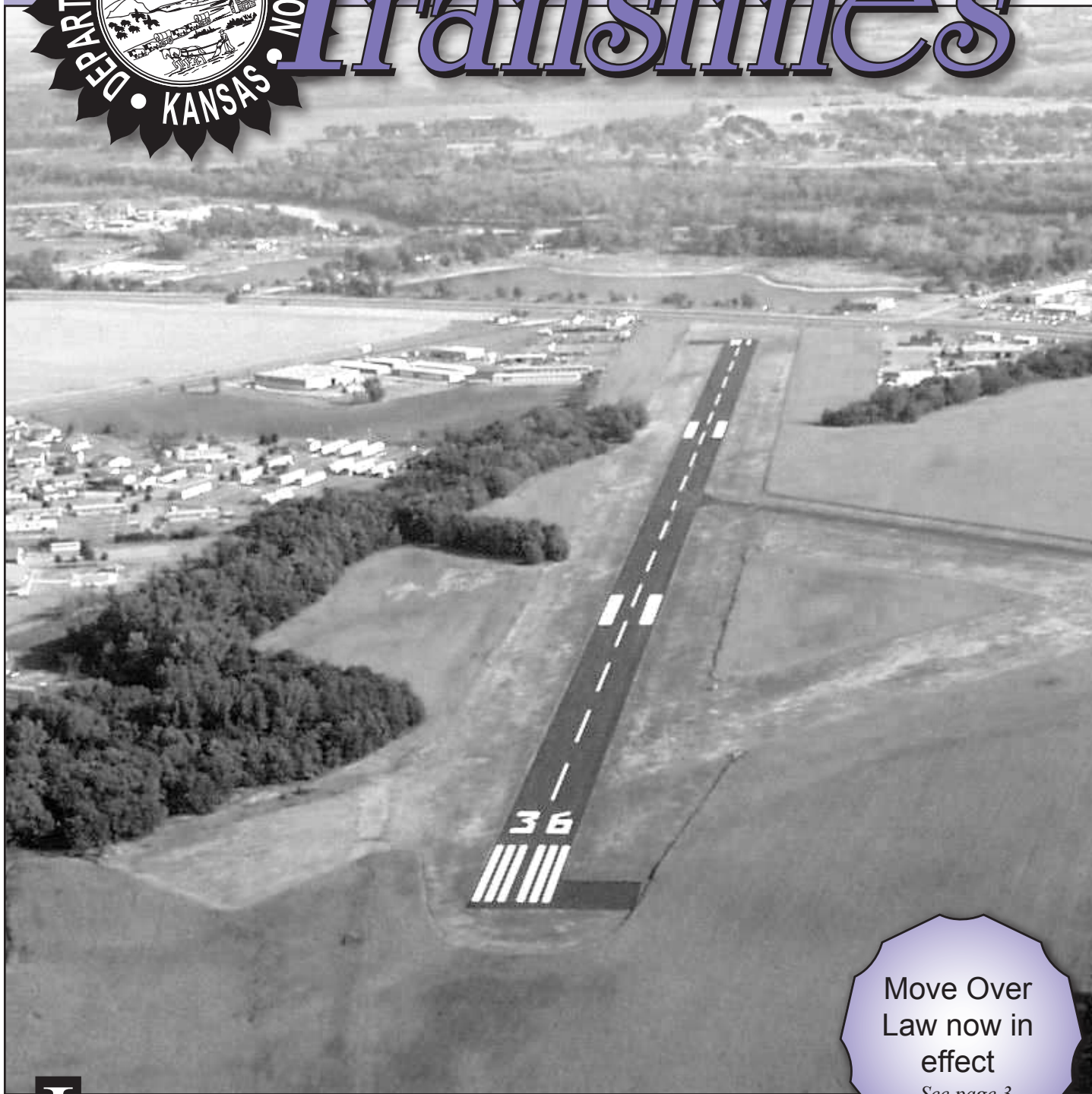




*Kansas Department of Transportation
Monthly Employee Publication*

August 2006

Translines



Move Over
Law now in
effect

-See page 3

Inside ...

- ◆ 10-year program to be completed as planned
- ◆ Hall Street bridge expected to reopen in early August
- ◆ A good place to be
- ◆ Future funding key to maintaining system
- ◆ Quick thinking aids summer employee while flagging



Miller's Time

*By Secretary
Deb Miller*

Aviation program is flying high

Highways have gotten the rock star treatment this summer as the nation celebrated the 50th anniversary of the Interstate system. But in the glare of the spotlight focused on highways, we shouldn't overlook the importance of other modes of travel on the future of the state's transportation system.

One of those other modes – aviation – may be a small part of KDOT's operation but it has a major impact on the health and economic well-being of communities large and small. In the past seven years, the improvements KDOT has helped fund at more than half of the state's 143 public use airports have boosted local and state economies, addressed quality of life issues and have even saved lives. And in coordination with other travel modes – including rail and public transit – aviation is going to help us preserve, protect and efficiently manage the backbone of our transportation system – highways.

Beginning with the Comprehensive Transportation Program in 1999, KDOT has been awarding \$3 million in matching grants annually through the popular Kansas Airport Improvement Program (KAIP). The money is used at public use airports for runway reconstruction and extension, lighting improvements, weather information systems and more. Nearly 200 projects have been funded at 85 airports and demand for the KAIP grants far exceeds what we can fund. The results of the program have been dramatic:

- ◆ Every Kansan is now within 30 minutes of an airport that can land the larger aircraft used by air ambulance services. We know that has saved lives.

- ◆ Doctors from larger communities are making regular clinical visits by air to remote, medically under-

served communities. That means some of our aging citizens can continue living in the small, rural communities they love and with which they are familiar. That enhances their quality of life and saves money by keeping them out of expensive care facilities.

- ◆ Big companies that have investments in small communities, such as ethanol producers, can bring their experts in as needed on larger corporate aircraft, thus eliminating the need to add more highly skilled, expensive personnel to the work force.

The airports themselves are also providing important business opportunities for communities. Airports are ready-made industrial parks that, by their nature, attract businesses. In some communities they have become distribution centers that are served by air, rail and highways.

Our geography and the distribution of our airports also provide significant economic benefits for the state. A lot of money is spent by air travelers making a mid-continent stop in Kansas for fuel. Salina in particular gets a great deal of business as the "fuel stop for America." In fact, the state's "fixed base operator" activity, which includes fuel and maintenance business, is a \$2.3 billion industry. And sometimes it only takes a modest investment to produce impressive returns. By simply adding a credit card reader, the city of Larned was able to boost monthly fuel sales at their airport by 500 percent (from 500 gallons a month to 3,000 gallons).

While Larned and other Kansas cities reap immediate benefits from airport improvements, the state and national transportation systems stand to gain in the long term as small airports are developed and made more accessible to travelers. The long-term goal of the national Small Aircraft Transportation System is to reduce congestion at the nation's 38 hub airports by utilizing the country's 5,000 public use airports. In turn, that has the potential to relieve some of the highway congestion in metro areas and provide better service for travelers.

One of the keys to this will be the availability of public ground transportation from airports in small communities. And we are making headway in that area, too, helping local transit operations expand and become more efficient through advanced technology.

Solving the transportation challenges we face now and in the future will require creative, broad-based approaches. And the important investments we make today in aviation and our other non-highway modes will position us to meet the challenges of providing a transportation system that enhances safety and economic growth.

Move Over Law intended to protect roadside workers

Orange vests, hard hats and flashing lights can't always protect roadside workers as traffic whizzes by just feet away. Hopefully, a new "Move Over Law" will provide additional help.

The Kansas Legislature passed the Move Over Law that requires motorists to switch to the lane furthest from any stationary vehicle displaying flashing lights. The importance of the new law, which went into effect on July 1, was highlighted July 10 during a news conference at the I-70 Paxico rest area Worker's Memorial.

"People tend to not understand the danger workers face when working on roads," said Secretary Deb Miller. "Inattentive drivers have crashed into cones, barrels, signs, and even workers, causing injuries and fatalities that could have been avoided."

The Move Over Law only applies on four-lane roads or highways. The law requires motorists traveling on two-



Shirley McDonald, the mother of KDOT employee Scott McDonald who was killed in a roadside crash last year, speaks during a July 10 news conference promoting the Move Over Law. Also speaking were Lt. Col. Terry Maple from the KHP, Secretary Deb Miller and Sen. Laura Kelly.

Continued on page 9

Vintage vehicles



US-400 in southeast Kansas was humming with vintage cars on June 30 as entrants in the National Guard Great Race traveled across Kansas. The racers lunched in Parsons and continued west to a scheduled fuel stop in Fredonia, where the drivers were greeted as they rolled into the town square. The original 1908 Great Race took place with five automobiles racing 22,000 miles around the world from Times Square in New York City to Paris, France. The 2006 race - or 24th annual - started in Philadelphia, Pa., and finished in San Rafael, Calif. It is the longest-running old car race in the world, with a cash purse of more than \$250,000.

10-year program to be completed as planned

As the state's ten-year Comprehensive Transportation Program (CTP) enters its final three years, KDOT is releasing updated schedules for all major remaining construction projects. And despite concerns about cost increases, all projects will be under construction by fiscal year 2009 as promised.

Schedules and construction estimates were updated this January and February in response to the upward trend in construction costs and because of the sticker shock monthly bid lettings were creating. This new list

Continued on page 7

On the...

COVER

Junction City's airport received runway overlay work as part the Kansas Airport Improvement Program. There have been 200 projects funded at 85 airports during the program. See Secretary Miller's column on page 2 for more about the program.

Quick thinking aids summer employee while flagging

By Priscilla Petersen

District Four Public Affairs Manager

LEROY - Was it survival instinct or good training that enabled Logan Martin to save himself while flagging on K-58?

"Probably a combination," Martin admitted. "I pay more attention now."

A 2006 graduate of Yates Center High School, Martin is working his first gig as a summer employee at the Yates Center subarea. Thanks to his quick response the afternoon of June 15, it won't be his last.

As a flagger on a crack-filling crew working along K-58 west of Leroy, Martin had two vehicles stopped when the brakes apparently failed on an approaching ice truck. The truck rear-ended a



Summer employee Logan Martin flags traffic at a work zone on K-58 in southeast Kansas.

parked Suburban, pushing it into the sedan at the front of the line. One person was injured. Martin jumped into the nearest ditch and started running.

"I didn't really have time to think during the collision," said Martin. "I kind of flew into the ditch ... By the time I ran a few steps it was all done."

He credited Yates Center Equipment Operator John Crouch and Equipment

Operator Specialist Kirby Alexander with the excellent flagger training he received prior to the accident. In the aftermath of the incident, Martin's eyes have also been opened to the massive amounts of paperwork that must be filed.

The most important lesson will remain with him forever: "Pay attention to oncoming traffic. You never know when someone's brakes will fail."



KDOT Tour

A delegation from the Vietnam Ministry of Transport visited KDOT and had a tour of the Headquarters operation on July 11. Part of the Vietnamese delegation tour included a demonstration of software used in bridge design. Steve Herrick in Bridge Design gave the demonstration, while David Comstock, Chief of Engineering in Design, right, provided an overview of the agency.



A 45-foot section of the Hall Street bridge over I-70 west of Hays is being repaired and should be open to traffic by early August. The bridge was damaged in February after being struck by the extended arm of a track hoe excavator.

Hall Street bridge expected to reopen in early August

By Kristen Brands

District Three Public Affairs Manager

HAYS - Work to repair the Hall Street bridge west of Hays is nearing completion, as crews with King Construction of Hesston continue to reconstruct the 45-foot damaged section in the overpass.

“We thought we would open the bridge back up to traffic by the first of August and it looks like the contractor will stick to that schedule – barring any unforeseen events,” said Hays Area Engineer Kevin Zimmer. “Partnering with King Construction and having such a great working relationship with them in the past has been such a key to our success in seeing the bridge repaired quickly and efficiently.”

The bridge was severely damaged on Feb. 13 when the arm of a track hoe excavator struck the bridge while the vehicle was traveling east on Interstate 70.

The Hesston contracting firm quickly mobilized their staff on Feb. 20, stabilized the bridge and removed the damaged portion within four days.

I-70 traffic was re-routed onto a temporary detour south of Hays onto the US-183 Bypass initially after the crash. After the demolition process was completed, I-70 re-opened to normal traffic – revealing a huge gap in the structure for all travelers to see – on February 24.

Temporary crossovers were constructed near the bridge the week of May 16, and the I-70 traffic flow changed to a head-to-head pattern in the westbound lanes while King’s crews worked to bridge the gap in the Hall Street Bridge.

Following is a time line of the labor required to make the necessary repairs before the bridge is re-opened to carry normal traffic:

- ◆ June 12: Poured floor of the bridge
- ◆ June 16: Poured interior support structure
- ◆ June 28: Poured the bridge deck
- ◆ July 3: Special holiday work to perform pouring of both curbs
- ◆ July 7: Poured one bridge hand rail
- ◆ July 13: Poured other hand rail
- ◆ Week of July 17: Removal of temporary construction support (false work) and begin removal of temporary crossovers on I-70.

Removing the damaged section of the bridge cost about \$134,000. The final price of the bridge repair will be determined after the construction and the inspection processes are complete.

Future funding key to maintaining system

By Stan Whitley

Kansas' Interstate Highway System has remained a critical link in the state's transportation network over the past 50 years, but some of the system's benefits will erode over time unless the state can fund needed Interstate improvements in the future.

That's according to a report recently released by The Road Information Program (TRIP), a national nonprofit transportation research group.

The report pointed out that the Kansas Interstate system is in good shape, however, millions of dollars in improvements will be needed in the next decade to protect the investment.

"We've built a great system and worked hard to maintain it," said Terry Heidner, KDOT Director of Planning and Development. "We must continue to be vigilant."

The TRIP report, titled "Saving Lives, Time and Money: A report on the condition, impact, use and future needs

of Kansas' Interstate Highway System," estimates that the safety features of the Interstate Highway System have saved approximately 2,600 lives in Kansas since 1956.

In addition to saving lives, improved traffic safety provided by the Interstate system saves each Kansan \$120 (\$329

million statewide) annually in reduced healthcare costs and costs associated with lost productivity due to traffic crashes. Kansas' Interstate Highway

System also saves the average resident \$468 annually (\$1.3 billion statewide) in the value of saved time and fuel, and saves \$1,297 per resident (\$3.5 billion statewide) in reduced consumer costs for apparel, food, housing and transportation.

"The Interstate system has been the backbone of the state's economy, providing tremendous safety, time and economic benefits over the last 50 years," said

'We've built a great system and worked hard to maintain it. We must continue to be vigilant.'

Terry Heidner

Continued on page 10

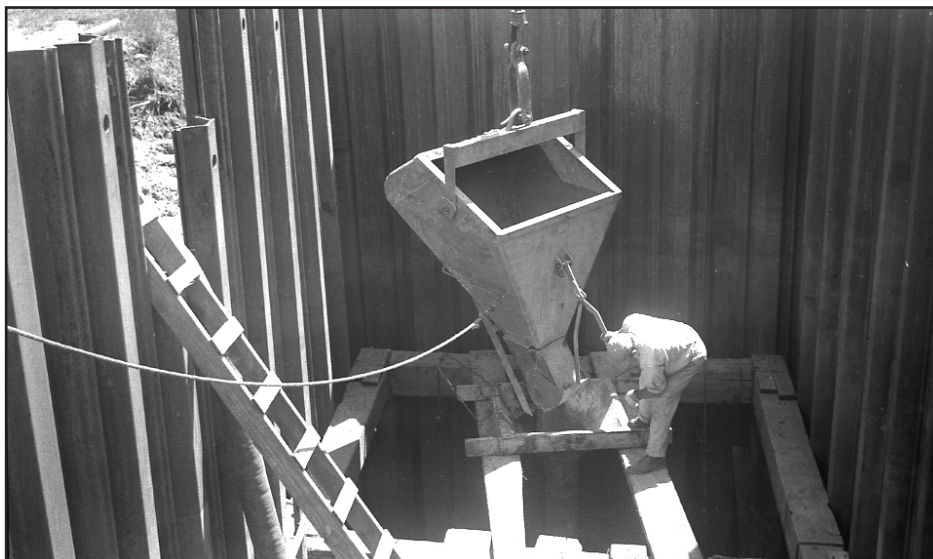
**Welcome
new KDOT
employees!**

Headquarters

Mohamed Ali, Engineering Associate I, Traffic Engineering
Chelsea Hoyt, Administrative Specialist, Traffic Engineering
Alan Vitt, Applications Developer II, Computer Services
Debbie Wallace, Human Resource Professional II, Personnel

District One – Northeast

Donald Bloomquist, Equipment Mechanic, Topeka
Jenny Hesseltine, Administrative Assistant, Chief Counsel
The Bureau of Personnel Services supplies information for new hires to Translines.



Step Back in Time

A construction worker places concrete in a footing below river level during construction of the Mount Hope bridge in 1953. The bridge was constructed two miles north of the city of Mount Hope in Sedgwick County.

Beauty under the bridge



Artistic piers were incorporated into the design of the Kellogg (US-54/400) bridge over Tyler Road in west Wichita. The bridge construction is part of a long-range plan to make Kellogg a six-lane freeway that will serve as the main east-west thoroughfare for the city.

Retirees

The following employees officially retired from KDOT on July 1.

District Five

Paul Jimenez, Engineering Technician Senior at Wichita – 38 years of state service

Ron H. Konvalin, Equipment Operator at Lyons – 18 years of state service

District Six

Donald J. Brungardt, Equipment Mechanic Senior at Garden City – 34 years of state service

The following employee will officially retire from KDOT on Aug. 1.

District Three

Dennis L. Rumbaugh, Equipment Operator at Phillipsburg – 11 years of state service.

CTP

Continued from page 3

of schedules, which can be viewed at www.ksdot.org, reflects that work.

“We still have concerns about the cost of commodities and we will continue to monitor this situation and its impact on our project costs,” Secretary Deb Miller said. “Despite this, I remain cautiously optimistic that we will meet the schedules contained in this document.”

Most of the increases in commodities are driven by the rising cost of oil, which has increased about 40 percent in the past year. Miller noted that if the price of oil, steel, asphalt and cement do not stabilize to late 2005 prices these construction estimates and schedules will need to be revised.

“To meet the challenges of cost increases, KDOT will continue to work with its partners to keep projects on schedule,” Miller said. “And we will work hard to manage resources and closely monitor costs to put ourselves in the best position to complete the program.”

Since the recession in 2001, there have been many challenges to the completion of the CTP. Miller noted that when legislative leadership authorized \$210 million in bond financing to cover the gap in federal funds this session, KDOT had hoped it would be the last challenge to completing the CTP.

However, escalating costs have added another challenge.

Still, Miller remains confident that as long as state leaders maintain the commitments to the program they’ve shown in the past, the CTP will overcome this challenge.

“Throughout its entirety, the CTP has been successful because of the strong support of both Governors Graves and Sebelius and legislators from both parties and from all regions of the state,” Miller said. “By continuing to work together we can complete this program, which has generated jobs, protected and enhanced our state’s infrastructure, and made the highways safer for the nearly two million Kansas drivers who use them every day.”



By

**Allen
Humphrey**

***TRANSPORTATION* TALK**

A good place to be

About 18 months ago my family and I were in the process of preparing our home for sale. Unfortunately, as part of that process we had to have two basement walls straightened. Given the considerable cost of this project, I decided to monitor the work being performed.

The majority of the crew worked outside while one person was assigned tasks inside the basement. Although I rotated between the inside and outside, I spent quite a bit of time with the employee assigned the interior duties.

I couldn't help but ask about the benefits his employer provided. He told me he had been with the company several years and greatly enjoyed the work he did. He explained it was a small company and there was no health insurance, sick leave, or vacation leave offered.

He had mentioned earlier that he had young children, so I asked what he did for health insurance. He told me his kids were covered by HealthWave (a federally subsidized program that provides insurance for children whose families meet specific income requirements). He and his wife were covered through her job. From his description of his wife's insurance, it sounded like there were significant out of pocket expenses (co-pays and deductibles) with limited coverage.

I asked what happened if he was ill and couldn't work. He responded something to the effect of, "If you don't work, you don't get paid."

We were standing near a basement wall with one of the windows open. Several members of the crew were working directly on the other side of the wall. He started to say something, then stopped and closed the window. He then told me, lowering his voice as he did so, since he had been with the company so long the owner was providing him a week of paid vacation that year. He also said he didn't want the others to know as it would cause "problems."

I couldn't help but think about the benefits KDOT provides. I don't need to tell anyone that for the past few years we have experienced limited salary increases along with an increase in health insurance premiums and/or out of pocket expenses.

Fortunately, this year has been different. Along with a cost of living increase that took effect at the beginning of the fiscal year, classified employees, including those on step 15, will receive a step increase this September. Health insurance premiums remained flat and for those with dependent coverage the State increased its contribution from 35 percent to 45 percent. Additionally, the State's payment for medical preventative services (such as routine physicals) was increased. The net result is that many KDOT employees actually saw a decrease in health insurance costs.

KDOT employees have enjoyed stable employment; an excellent retirement system that provides retirement payments for life (unlike a 401k that ends when employee/employer contributions run out); longevity bonuses; a robust health coverage plan; and sick, vacation, and holiday leave. KDOT employees also have a management team that is committed to providing a constructive work environment and other benefits such as flexible work schedules, the Infants at Work and Equipment Operator Senior Progression programs, generous tuition assistance, as well as several other innovative programs.

I can't help but believe, and I hope you do as well, the State of Kansas, and especially KDOT, is an outstanding place to work. I understand that all of us from time to time may be tempted to dwell on those aspects of our employment we may not always be pleased with. Yet, as I think about my conversations with the gentleman from the foundation company, it only validates my appreciation of KDOT.

Allen Humphrey is chief of the Bureau of Personnel Services.



A crew from KSNT-TV in Topeka prepares a news story on I-70 west of Topeka to help promote the new Move Over Law in Kansas.

Move Over Law

Continued from page 3

lane roads to slow down and proceed with caution when passing a stationary vehicle displaying flashing lights.

The Move Over Law was enacted following the deaths of two KDOT maintenance workers, who were killed in traffic incidents in 2005. On June 1, a driver ran off US-75 highway north of Topeka and killed Scott McDonald. Two months later, KDOT workers Richard Cunningham and Gary Burroughs were pinned beneath their dump truck after it was struck by a semitrailer. Cunningham was killed in the crash and Burroughs suffered serious injuries.

Scott McDonald's family, Cunningham's widow, Mabel Cunningham, and Burroughs attended the news conference. Scott's mother, Shirley, was one of the featured speakers at the news event.

"We firmly support this piece of legislation," said McDonald. "There are people who have loved ones out there who want them to come home."

The new law was modeled after legislation passed in 2000 to protect law

enforcement and emergency workers. That law came in the face of grim FBI statistics, which revealed that traffic crashes claimed the lives of more police personnel than any other cause of death in the line of duty, including shootings. In 2005, 49 law enforcement officers died in crashes; 13 were struck and killed by passing vehicles while they worked outside their patrol cars.

Violators will receive only warnings until July 1, 2007. After that, violators can be fined \$90 for failure to move over. Kansas joined more than 30 other states in adopting legislation aimed at protecting public works crews and other roadside workers. Some bills passed in other states feature fines as high as \$1,000.

"The Move Over Law is meant to reduce the number of injuries and fatalities to police officers, paramedics, firefighters, tow truck operators and highway maintenance workers," said Miller. "Reports show emergency vehicles of all types have been struck while parked beside Kansas highways, even while their emergency lights were flashing." — S.W.

KDOT Computer Training

— from the KCTC

CLASSES ARE ON THE CALENDAR AT ESOB

Increase your computer efficiency! "Crystal Reports vs. Infoview" On June 27, the KCTC provided updated information to help people understand the difference between being a Report Reader and a Report Writer. The process for accessing published reports was outlined as well as suggestions when considering becoming a report writer. If you would like a hand-out and or have questions, contact the KCTC at 785-296-8993 or kctc@ksdot.org

DID YOU KNOW?

Tips & Tricks:

♦ How do I change fonts throughout my already designed PowerPoint presentation? Click Format – Replace Fonts. In the dialog box that appears, underneath "Replace" select the font that should be replaced with another. Underneath "With" click the Replace button. Repeat as necessary for changing multiple font types. Click Close when completed.

♦ How do I make adjustments to the headers and footers on Word documents? In your open Word document, click Help at the top, then Microsoft Word Help. Type headers and footers, choose a subject that meets your needs & follow the directions.

This tip is from the KDOT Help Desk.

Enroll by e-mail kctc@ksdot.org or call Ingrid Vandervort 785-296-8993. **Questions are welcome!** Supervisor's approval to enroll is necessary.

Fun Facts and Trivia

Do you know?

By the numbers

1st - an eight-mile section of US-40 (now I-70) was the first section of Interstate highway completed under the Federal Aid Highway Act of 1956.

1 - percent of Kansas' total lanes miles that are on the Interstate

24 - percent of Kansas vehicle travel carried on Interstate highways

40 - percent of Kansas commercial truck travel carried on Interstate highways

74 - percent of Kansas Interstate rated in good condition

197 - percentage increase in total vehicle miles of travel in Kansas since Interstate construction began in 1956

874 - Interstate miles in Kansas

926 - number of bridges on the Kansas Interstate system

156,000 - vehicles per day that travel on the state's most congested Interstate highway - the six-lane section of I-35 from 67th Street to 75th Street in Johnson County



Frank Moretti, Director of Policy and Research for The Road Information Program (TRIP), discusses the benefits and future of the Kansas Interstate Highway System.

TRIP

Continued from page 6

Frank Moretti, Director of Policy and Research for TRIP. "But, without an additional investment in maintaining and expanding the system, the state may see some of those benefits slip away."

According to the report, Kansas faces a significant challenge in rebuilding its aging Interstate system and providing additional lane capacity to meet growing travel demands. Traffic congestion is likely to get significantly worse in Kansas unless the state can fund needed congestion-relief projects.

Travel on Kansas' Interstate highways is expected to increase by 55 percent by the year 2026. Currently, 25 percent of Kansas' urban Interstates are congested. If the state's urban Interstate highways are not widened, 59 percent of Kansas' urban Interstate highways will be congested during peak periods by the year 2016 and 72 percent will be congested by 2026.

Over the next 10 years, approximately 150 miles of Kansas' Interstate system will

need to be significantly rehabilitated or reconstructed and approximately 220 Interstate bridges will need either significant repair or reconstruction.

Additional findings include:

- ◆ Nine percent of Kansas' Interstate pavements are in mediocre condition

- ◆ Kansas' 874-mile Interstate system, which includes one percent of all roadway lane miles in the state, carries 24 percent of all vehicle travel in the state.

- ◆ Since Interstate construction began in 1956, total vehicle miles of travel in Kansas increased by 197 percent. Since that time, the number of vehicles in the state has increased by 118 percent and the state's population has increased by 32 percent.

- ◆ Because it reduces travel times and provides more direct routes, the Interstate system saves each Kansas resident 29 hours of travel time annually - 80 million hours statewide.

- ◆ Kansas' Interstate system annually reduces statewide motor fuel consumption by 38 million gallons.

Kudos to KDOT employees

KDOT employees **Lora Kowach, Jim Kowach, Sandy Biber, Linda Bosak, and Earl Bosak**, along with family and friends, raised more than \$10,000 through various events during the year for the Silver Lake community's 7th annual cancer walk.

MILESTONES

KDOT salutes its employees celebrating anniversaries in July

10 YEARS

*Daniel Goodman Jr. Holton
 Roger Moore Topeka
 Jason Rojas Pratt
 *Ryan Salber Lawrence
 *Susan Tammen Great Bend
 Judy Tyner Topeka

20 YEARS

*Gerald Bennett Garden City
 *Douglas Foye Horton
 Donald Hart Chanute
 *Donald Koehler Wamego
 *Edwin Kreutzer Topeka
 *William Nading Chanute
 *Alma Ocasio Olathe
 *Linda Schurz Phillipsburg
 *Michael Shelton Troy
 *Jerome Younger Topeka

30 YEARS

*Rebecca Crowl Topeka
 *Don Stewart Fort Scott

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

**denotes state service anniversary*

Transportation Briefs

Driver feedback

In Oregon, survey results released by Information Display found that traffic engineers rank driver feedback signs as the fastest way to reduce speeding on residential streets.

More than 96.7 percent of those surveyed agreed or strongly agreed that the feedback signs work best. Speed bumps got about a third as many votes as being an effective measure to slow traffic speed. - *Better Roads, June 2006*

Highway deaths increase

Early information estimates from the National Highway Traffic Safety Administration indicate that the highway death rate last year increased for the first time in about two decades, going to 43,200 from 42,636. Death rates per million vehicle miles went from 1.44 to 1.46.

While this increase is small, it shows the need for greater safety in driving. According to the Virginia Tech Transportation Institute, about 80 percent of crashes and near-crashes include driver inattention such as cell phone use, sleepiness, reaching for a moving object within the vehicle, and so on.

Fatalities in comparable countries

- Canada, Great Britain, and Australia - fell by about half from 1979 to 2002. In the U.S., rates fell only 16 percent. -*Better Roads, July 2006*

Life is a highway

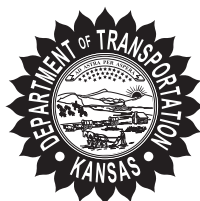
America's transportation network, anchored by 46,000-miles of Interstate highways and nearly 56,000 Interstate bridges, has inspired more than 500 popular songs and played a central role in more than 100 major motion pictures, according to research by the American Road & Transportation Builders Association (ARTBA).

The association's search for "road songs" drew such classics as: "Life is a Highway," Tom Cochrane; "On the Road Again," Willie Nelson; "King of the Road," Roger Miller; "Long and Winding Road," The Beatles; and "Thunder Road" and "Workin' on the Highway," Bruce Springsteen.

American moviemakers have also used transportation and highway themes. Examples include: "Thunder Road," "Easy Rider," "Smokey and the Bandit," "Convoy," "The Cannonball Run," "National Lampoon's Vacation," and "Thelma and Louise." -*ARTBA news release, June 22, 2006*

KANSAS DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Information
 Eisenhower Building, 2nd Floor, West
 700 SW Harrison, Topeka, Ks 66603-3754



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Secretary of Transportation: Deb Miller
Chief of Transportation Information: Steve Swartz
Editors: Stan Whitley and Kim Stich

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

Calendar of Events

August 8 — 11 a.m. KDOT employees' Council Meeting, Third Floor, Eisenhower State Office Building.

Aug. 11 - 9 a.m. - Highway Advisory Commission meeting, telephone conference call.

Aug. 16 - 2 p.m. Construction Bid Letting, Fourth Floor West Wing, Eisenhower State Office Building.

Aug. 19 — KDOT golf stroke play championship at Western Hills. Contact Karen Peterson at 785 296-0799 or Kevin Adams at 785 296-5297.

Aug. 26 - KDOT golf stroke play championship at Cypress Ridge. Contact Karen Peterson at 785 296-0799 or Kevin Adams at 785 296-5297.

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ARE ON SALE!



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logo shown above.*

**--COST--
Only \$6 Per Mug!**

To Order:

Headquarters: contact your
Employees' Council rep.

Districts/Retirees: mail
completed form (or photocopy
of form) and checks to:

Lindsey Stephens, Personnel,
700 SW Harrison, 1st floor,
ESOB, Topeka, KS, 66603.

**Checks payable to KDOT
Employees' Council.**

Number Amount
ordered: _____ enclosed: _____

Name _____
Work
Address: _____

(Retirees: home address)

*For more details, call Lindsey
Stephens at 785-296-0939*

Promotions/Transfers

Headquarters

Sarah Boyle, Engineering Technician
Senior, Local Projects

Roger Dahlby, Professional Civil
Engineer I, Materials and Research

Susan Darling, Professional Civil
Engineer II, Construction and
Maintenance

Michael Freeland, Engineering
Technician Associate, Design

Jeff Horton, Professional Civil
Engineer II, Local Projects

Jayson Schneider, Engineering
Technician Associate, Design

District One – Northeast

Anthony Menke, Engineering Associate
III, Emporia

Burt Morley, Professional Civil
Engineer I, Topeka

District Three – Northwest

Laura Washburn, Senior Administrative
Assistant, Norton

District Four – Southeast

Larry Umbarger, Public Service
Administrator I, Altoona

*The Bureau of Personnel Services
supplies information to Translines.*

KDOT monthly retiree meeting in Topeka

KDOT retirees meet in Topeka on the first Tuesday of each month at 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 Bill McAdoo at 785-478-3941.

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.

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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