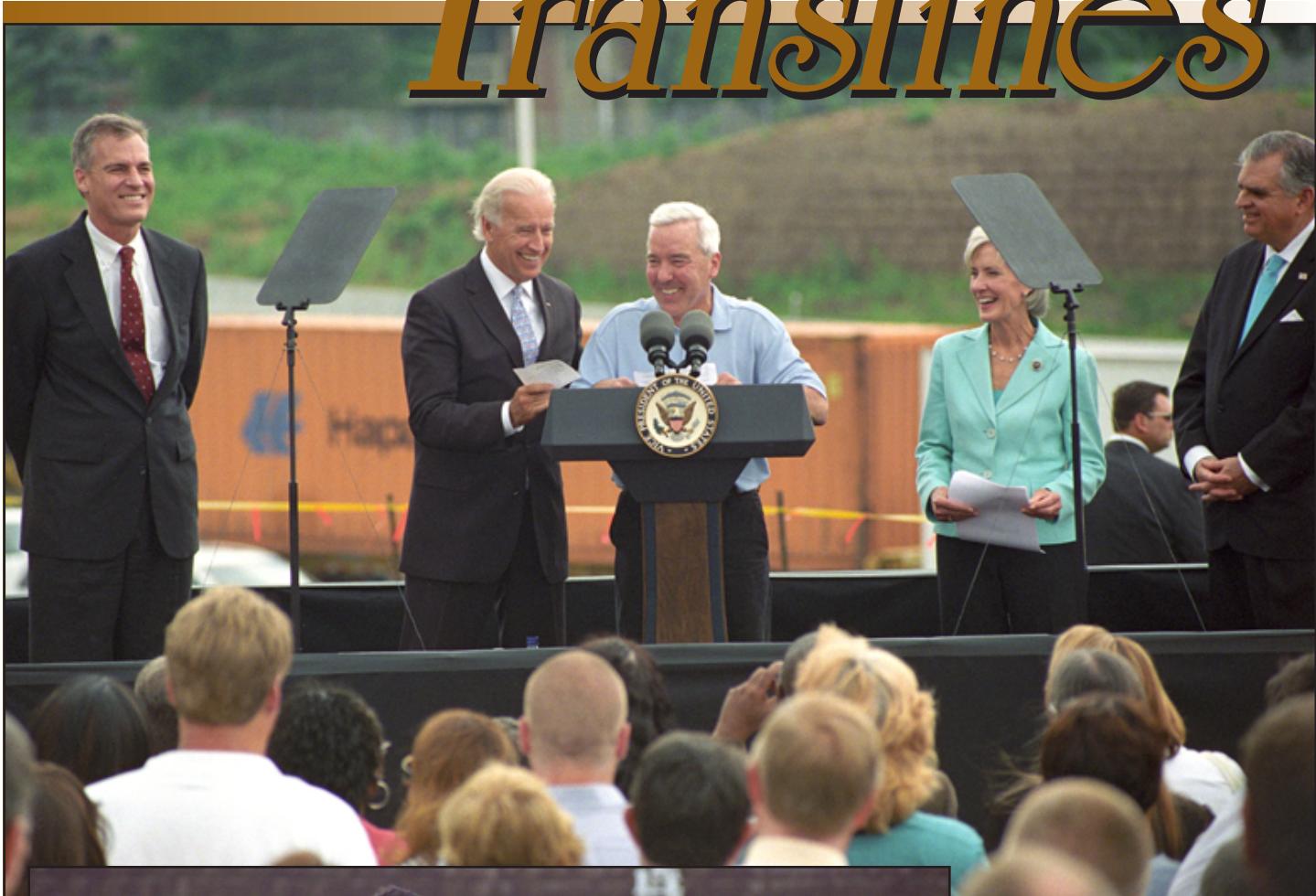


Translines



Vice
President
Biden visits
Kansas

See page 4

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- ◆ **100 years of working at KDOT**
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**By Secretary
Deb Miller**

Scenic byways a sure bet

If we needed another reminder of the natural beauty of Kansas, Stan Herd has provided it.

Stan, a Kansas artist who has an international following, is best known for his earthwork art. But he's using a much smaller "canvas" – the front of a Kansas Lottery ticket – to highlight the natural beauty that can be seen along the state's nine scenic byways. He has created a painting from each byway and four of those have been printed on the lottery tickets. The "Painted Byways" tickets are being used to not only sell the new lottery game, but promote the byways as well.

I'm sure the people buying the tickets are thinking big money rather than big sky, but only one of those things is a sure bet. And you can count on seeing great things whether you're traveling through the Gypsum Hills, Flint Hills, Glacial Hills or any of the other six byways.

The byways not only provide a way to showcase

regions of the state that even many Kansans may not be familiar with, they attract visitors to the communities, restaurants, shops, hotels and other businesses along the routes. They boost tourism and that pays dividends for the communities and the state.

In a guest column last month in Translines, Area Engineer Joe Palic wrote that the Flint Hills Scenic Byway was his favorite. But he also admitted it's the only byway he's familiar with. As beautiful as the Flint Hills byway is, Joe might have trouble deciding which route is his favorite once he travels all of them.

We should all be proud of the scenic byway program KDOT manages. In April, the Kansas Wetlands Education Center, which KDOT helped fund, opened along the Wetlands and Wildlife Scenic Byway. The center is filled with exhibits and information about the North American Central Flyway. A trip on this byway when a half-million birds are stopping at the marshes during their spring migration puts you in the middle of one of the greatest natural spectacles anywhere in the world.

It's possible that a visitors center also will be constructed in the Flint Hills.

But the real attraction of the byways is nature. A trip on the Gypsum Hills Scenic Byway will expose you to an abundance of spring and summer wildflowers, red soil and scenery you can't see anywhere else in Kansas. The Post Rock and Smokey Valley byways offer fascinating geology and prairie vistas. The Native Stone, Glacial Hills, Prairie Trail and Frontier Military byways have plenty of scenery, too, but many historical points of interest, as well.

As Kansans (like other Americans) vacation closer to home this summer to save money, I hope they choose to see the state from our byways. They'll see things they probably didn't expect to see in Kansas and discover why Stan Herd was so inspired.



Governor: Mark Parkinson

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

Eisenhower Building-
2nd Floor West,
700 SW Harrison,
Topeka, KS 66603-3754

Calendar of Events

July 3 – State employees off for Independence Day holiday.

July 10 – 9:30 a.m. - Highway Advisory Commission meeting.

July 14 - 11 a.m., KDOT employees' Council Meeting, Third Floor, Eisenhower State Office Building.

July 15 – 1 p.m., Construction bid letting, Fourth Floor, West Wing, Eisenhower State Office Building.

Artist Stan Herd to promote Scenic Byways

A unique public-private initiative that promotes nature, the arts, tourism and even luck was formally announced in Topeka May 21.

Kansas artist Stan Herd, best known for his earthwork art, has teamed with the Kansas departments of Transportation and Commerce and the Kansas Lottery to promote the state's nine scenic byways. He has created paintings of scenes along each byway and will visit byways communities this summer and fall to promote the initiative. The original Herd paintings will also be grand prizes in a new lottery instant scratch game called Painted Byways.

"Visitors to Kansas consistently rank scenic drives and byways among their top interests," said Commerce Secretary David Kerr. "With the summer travel season rapidly approaching, the Painted Byways Project is a great way to encourage out-of-state tourists and Kansans to hit the road and experience everything the state has to offer."

The Kansas Scenic Byway program began in the early 1990s as a cooperative effort among private citizens, local groups, local governments and state government agencies. The aim of the byways program is to increase tourism and



The Gypsum Hills Scenic Byway is one of four byways featured on the Kansas Lottery tickets now available.

educate the traveling public about the state's environment, history and culture.

In 2005, the Flint Hills Scenic Byway and the Wetlands and Wildlife Scenic Byway received national scenic byway designation.

"While the real marketing power of the scenic byways is the great beauty that exists along the routes, it can't be successful without broad support," said Secretary Deb Miller. "It's exciting to now have the talents and prominence of Stan Herd to help us raise awareness of the abundant natural and cultural resources of the byways."

Although only four of the byways will be featured on Kansas Lottery tickets, the original paintings of all nine will be given away as prizes in the Lottery's Nov. 13 second-chance drawing of non-winning Painted Byways tickets. Prints of the paintings are available through SouthWind Gallery in Topeka.

To learn more about the byways program and see Stan Herd's summer/fall tour schedule, visit the Kansas Scenic Byways Web site at <http://ksbyways.org/Pages/calendar.html>.



Artist Stan Herd speaks at a news conference on May 21 outside the Curtis State Office Building announcing his partnership with him, KDOT, Commerce and the Kansas Lottery to promote the Kansas Scenic Byways on the lottery tickets. Photo by Kurt Weaverling



Bill Clarkson Jr., pointing, discusses the U.S. 69 project in Johnson County with Vice President Joe Biden, Gov. Mark Parkinson and former Gov. Kathleen Sebelius.

Vice President touts Recovery Act

OVERLAND PARK – Vice President Joe Biden brought his national “Road to Recovery” tour to Johnson County on June 11 to tout the benefits of the federal recovery program and the importance of recovery projects such as the widening of U.S. 69.

Biden was accompanied by former Kansas Governor and U.S. Health and Human Services Secretary Kathleen Sebelius and U.S. Transportation Secretary Ray LaHood. Among those greeting the Washington traveling party at New Century AirCenter near Gardner were Gov. Mark Parkinson, KDOT Secretary Deb Miller and Overland Park Mayor Carl Gerlach.

With heavy equipment at work in the background, Biden noted that spending on the construction jobs created by the \$82-million-project will have a

On the... COVER

Vice President Joe Biden, second from left, spoke about the importance of the U.S. 69 project in Johnson County and took time to greet construction workers and others who attended the event on June 11. Other dignitaries at the event included, from left, Gov. Mark Parkinson, Biden, contractor Bill Clarkson Jr., former Governor and U.S. Health and Human Services Secretary Kathleen Sebelius and U.S. Transportation Secretary Ray LaHood.

ripple effect in the economy, helping local businesses stay open and possibly expand.

Bill Clarkson Jr., whose company won the U.S. 69 contract, said he expects to employ 300 people a week for at least 2½ years during construction. With KDOT workers and others added into the mix, the project will employ 500 people a week, he said.

Based on a Federal Highway Administration formula, the U.S. 69 project should create or sustain nearly 2,500 jobs throughout the local and state economy.

“We’re pumping a lot of money into the economy, but that’s not just about jobs,” Biden said. “That’s about staying competitive in the 21st century.”

Following his remarks, Biden took his time posing for photos and greeting construction workers and others who gathered to hear him speak at the 103rd Street bridge over U.S. 69. — S.S.

Good deed by KDOT employee helps MoDOT Director

Pete Rahn was headed to Kansas City International Airport in May when one of the last things he would want happen to him did.

Traveling northbound on I-635 in Kansas, the vehicle he was driving had a flat tire along the busily traveled stretch of highway. It was a sticky situation for Rahn, the Missouri DOT Director, who had no incident control to help protect him and had to make the tire change in heavy traffic.

That's when KDOT employee Kelly Hall came to his rescue. Hall, an Equipment Operator at Bonner Springs, was driving a KDOT truck when he saw that Rahn's vehicle was stopped. He initially pulled in back of him and turned on his

flashing lights to alert oncoming traffic.

“He had a flat on the front driver’s side and it appeared he was having some trouble changing it,” said Hall. “I just stepped in and changed it for him so he could get on his way. He was very appreciative and was thanking me profusely.”

The good deed didn’t go unnoticed by Rahn, who was so impressed he made a call to Secretary Deb Miller the same day. He called the Secretary to say “the nicest and most helpful KDOT employee stopped to help him.”

And what impression did that leave on Rahn? Speaking to Miller he said, “I hope that our MoDOT employees can be helpful in a similar situation.” — S.W.

K-61 celebration marks beginning, ending

By Steve Swartz

HUTCHINSON – Highlighted by a bit of technological razzle dazzle, the June 8 celebration of the four-lane expansion of K-61 marked a beginning and an end and included a call for a new transportation program.

Gov. Mark Parkinson got the McPherson County phase of the Hutchinson-to-McPherson, K-61 project under way with an on-site sign unveiling just north of the McPherson-Reno county line. While the Governor offered a few remarks to go along with the unveiling, more than 200 invited guests watched by live satellite feed on a large screen at the Grand Prairie Hotel and Convention Center in Hutchinson.

The event was designed as a celebration of the 10-year CTP, which came to an end June 30 (a few CTP projects will remain under construction for several years), and the first project in Kansas funded by the American Recovery and Reinvestment Act of 2009.

The speakers, including former Gov. Bill Graves whose comments were delivered by video for the event, extolled the CTP, its impact on the Kansas economy and stressed the need for a new program despite the recession.

Rep. Paul Davis, who was among 16 current and former members of the Kansas Legislature in attendance, noted that the last two times the state passed transportation programs the state was in the process of an economic downturn.

“We know for every \$1 we spend, we receive \$3 in economic benefit. Interest rates are at their lowest, costs for construction and fuel is down,” Davis said.

“This (a new program) will not just put Kansans back to work, but it will save millions.”



Above, Gov. Mark Parkinson unveils an American Recovery and Reinvestment Act sign along K-61 in McPherson County. Left, Secretary Miller visits with former Kansas Sen. Ben Vidricksen, a champion of good highways and tourism. Below, Secretary Miller celebrates the Comprehensive Transportation Program and looks forward to a new program with speakers (left to right) former Sen. Dave Kerr, Sen. Steve Morris, former Representative and State Treasurer Dennis McKinney, Rep. Paul Davis and Gov. Parkinson. Photos by Kurt Weaverling





Members of the District Six, Area One, Subarea Three Crew Team pose with Secretary Deb Miller (front row, center) at the Employee Recognition ceremony on June 3. Photo by Kurt Weaverling

Team members collaborate on repair project

The Garden City Subarea and the District Six crew worked together to replace a concrete road panel in less than half the time a standard operation would require.

This effort by the District Six, Area One, Subarea Three and District Six Crew Team was honored as an Example of Excellence for the first quarter of 2009. Secretary Deb Miller made the presentation at a ceremony in Garden City on June 3.

"Settlement issues under the approach pavement to the Mary Street Bridge on U.S. 50/83/400 (the Garden City Bypass) had caused several concrete panels to crack and one panel to break up," said Area Engineer Gary Bennett. "The broken panel had become a hazard to the traveling public and needed to be replaced."

The normal procedure would be to close the road or lane to traffic, remove the panel, repair the road bed, place new concrete, let the concrete cure and then re-open the road. The cure time for concrete typically requires three to four days, which could have been a major impact on a road carrying 7,300 vehicles a day, including 1,800 trucks every day, Bennett said.

Instead of placing the concrete at the repair location, the district crew would construct the replacement slab in the District Six yard and then move it to the roadway when it was ready to be set in place to minimize the traffic disruption.

On Dec. 30, 2008, the work was completed and the road

opened to unrestricted traffic by 3:30 p.m. What could have taken up to four days was completed in about seven hours, thanks to the collaborative efforts of the district crew, the Garden City Subarea and senior district managers.

Members of the team are: George Carr, Jesus Casanova, Tim Deaver, Denver Donovan, Jim Gilbert, Jeff Haflich, Ron Hall, Frank Hipp, Jack Immroth, Sherry Martin, Ron Munyan, Dwain Murphy, Gerry Pearson, Bob Trosper, Noel Ramirez, Timmy Reid, Lance Reimer, Hector Terrones, Larry Thompson and Danny White.

Do you know of a KDOT group, team, unit, or office that has gone above the call of duty? Then nominate them for the Example of Excellence award. All KDOT employees are encouraged to suggest ideas and can now fill out Form DOT 1204. Once it is filled out, the nomination is then sent to the selected Division Director, Bureau Chief, District Engineer, Area Engineer, or Subarea Supervisor who can then sign the form and submit the nomination to Transportation Information.

Hard copies of the form are still available by calling Transportation Information at 785-296-3585 and require the signature of one of the supervisors listed above.

The award is given quarterly with nominations for the second quarter due by June 30 and nominations for the third quarter are due by Sept. 30.

**KDOT
Employee
Recognition
PROGRAM**

100 years of working at KDOT

Maple enjoys 50 years of public service

By Kim Stich

Queen Elizabeth II and President Dwight D. Eisenhower made national headlines when they opened the Saint Lawrence Seaway from Montreal to Lake Erie in June 1959. About this same time, Joe Maple started working for KDOT in the Iola construction office.

Maple has spent his 50-year career working in various labs in District Four. After starting in Iola, he went to Chanute to work in the cement lab for D.A. Finney and performed physical tests on the materials the state bought.

"So much of it we did back then was done by hand," he said. "The first job I started on was an overlay for the first four miles going out of Yates Center, and all the densities on that base I dug with a hammer and chisel and a golden bucket (a bucket with a bar sticking out of it to get the weight)."

Maple also worked at the refinery and tested asphalt then came back to the cement lab when it closed. Since 1994, he has been on the District staff testing replica samples.

People keep asking when he is going to retire, but Maple said he enjoys working.

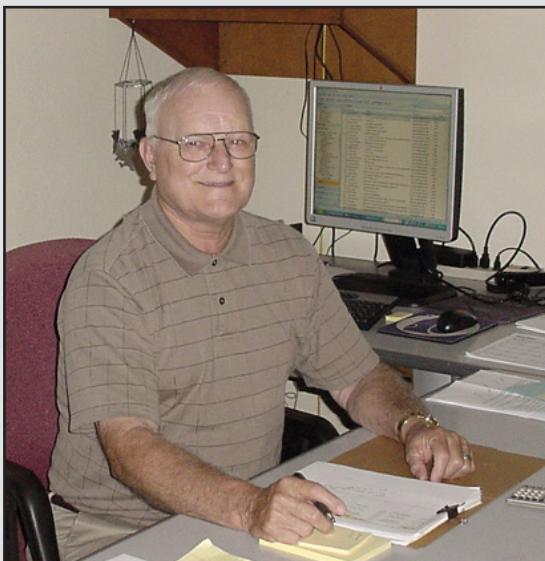


Joe Maple is celebrating 50 years of state service with his entire career in various labs in District Four. Photo by Priscilla Petersen

"I'm going to hang in here as long as I can. You've got to have a reason to get up every day and I do," he said. "I come give the guys a hard time and then get in my pickup and check on the quarries. And I like public service – somebody's got to do stuff for everybody else."

In addition, his wife Naomi says he can't retire until he gets his shop finished. "I'm building a double garage with an attached wood shop because she doesn't want me in the house under foot," he joked.

Maple and his wife have two kids, three grandchildren and two great-grandchildren.



*Allen Grunder began his KDOT career as summer help in 1959.
Photo by Greg Dixon*

Grunder celebrates milestone

While Winfield Area Engineer Allen Grunder only has 46-plus years of service, he's celebrating a 50-year anniversary as well – he started as summer help for KDOT in June 1959.

"I always really wanted to be an engineer and they offered a summer training program," Grunder said. "So I applied for it and got hired."

Grunder went to work full time in 1963 in Pratt and was promoted to Winfield Resident Engineer in 1974. He has been the Area Engineer since 1979.

He and his wife, Beverly, have three kids. Grunder rides bicycles and used to compete in races around Winfield.

While a person may make more money elsewhere, "I think you get a lot of benefits and satisfaction working for the state," he said. "It's a good career and I've enjoyed it. That's why I'm still working here." -K.S.



Construction of a new interchange at I-35 and Lone Elm Road in Olathe is on target for completion in the summer of 2010.

New interchange to relieve congestion, enhance access

A new interchange designed to relieve traffic congestion and enhance access in Johnson County is on target for an opening the summer of 2010.

The project involves the construction of an interchange at I-35 and Lone Elm road in south Olathe. Construction activity on the project began in April and work is expected to be completed by next June.

"There was initially no interchange at this location, but it was long overdue because of the continued growth and development in southern Johnson County," said Ron Hornick, Engineering Technician Specialist on the project.

The new interchange will provide exit and entrance ramps to northbound and southbound I-35 from Lone Elm Road. Additional project improvements include widening I-35 to three lanes in each direction, improving Lone Elm Road to a four-lane divided roadway

and improving 159th Street.

As Olathe continues to expand it is anticipated the area between 151st Street and 175th Street will see even more economic development making the new interchange a critical infrastructure improvement.

Hornick said the overall project is about half completed, but that 75 percent of the Lone Elm bridge work over I-35 has been finished.

The new interchange will serve many existing community facilities including the Olathe Medical Center, the Olathe's school district's sports complex, South Community Park, the New Century AirCenter and the New Century Business Park. The interchange will also provide better access to recreational and park facilities at nearby Cedar Lake.

APAC Construction Co. of Kansas City is the general contractor on the \$42.9 million project. – **S.W.**

KDOT Computer Training

- from the KCTC

Increase your efficiency!

Focus on Excel/Access

What's the difference between Excel and Access?

Excel is perfect for spreadsheets. Access is perfect for databases

So now, you might be wondering:

"What's the difference between a spreadsheet and a database?"

An Excel spreadsheet is a list, or table, of data. Excel can sort the data, filter it (see only part of it), perform calculations on it, format it, and print it. A table in Excel can also be referred to as a database, and that is correct, but an Excel "database" is different from an Access "database."

An Access database is much more. It's like taking several Excel-style tables and linking them together into a much bigger database. An Access database can have user-friendly forms, so the user will never even have to see the tables or worry about the calculations. (Think of using an ATM machine – those screens you see are database forms!) When it's time to print, Access can produce sophisticated reports.

If you are new to both programs, it's easier to learn Excel first. Excel is an ideal stepping-stone toward Access databases.

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



By

**Kyle
Schneweis**

***TRANSPORTATION*
TALK**

Making government more accessible, responsive to public

I recently attended a focus group on transportation in Kansas City. As a KDOT employee, I was given strict instructions that under no circumstances could I participate in any way.

As the 20 or so randomly selected citizens discussed topics like public transit and traffic congestion, it was sometimes difficult to not chime in and tell them where they were wrong. But as I sat there in mandatory silence, to my surprise I learned a few things.

The last exercise was simple, "What is the role of government?" It immediately became apparent that there would be no consensus. There were 20 people and 20 different opinions. We all wonder why our politicians seem to spend so much time talking and so little time doing. After that experience, I wonder how our government ever gets anything done.

When people find out I work with the legislature, they often look upon me with sympathy and wonder, "just how bad is it working with all those slimy politicians?" On the whole, I've found our legislators to be good people that

are committed to doing what they see as the right thing for Kansas.

Of course their opinions about the role of government are as diverse as that focus group, so finding workable solutions can be difficult and time-consuming. As frustrating as it sometimes is, when it comes to things like laws, statutes and taxes, decisions should be made carefully and it shouldn't necessarily be easy.

Government is improving. The Internet age is already forcing massive changes. This is exciting from a citizen perspective, but it's a two-way street. The Internet provides the government an opportunity to inform its citizens, and an informed populace empowers government to make better decisions.

New ways for citizens to follow and interact with the government are popping up all the time. Recovery.gov is tracking the stimulus and OpenCongress.org allows users to follow bills and members of Congress. Local to KDOT, we've got Web sites, 511, Twitter feeds, YouTube videos and an entire online community with KTOC.net.

Some question the value of these initiatives. They say that we at KDOT are the professionals and we need to worry less about involving the public and more about doing what is right. I would offer a slightly different view: we are the professionals and these initiatives provide us a powerful tool to demonstrate that to the public.

By putting our decisions out there and allowing them to be scrutinized, we can help shape the public consciousness about transportation. It also makes us, the government, more accessible and responsive to the people. I want my city and state politicians and employees to be accountable to me, and as a member of that group regarding transportation, it's only fair that I reciprocate.

By encouraging conversation and sharing of ideas, we can only improve the understanding of both ourselves and that of Kansas citizens. Maybe the next focus group I attend will have a little better understanding of transportation issues.

As for the role of government, America is home to the most diverse population in the world and we have the best form of government in the history of man. It doesn't work as well as any single one of us would prefer it to, but in many ways, that's the point.

Kyle Schneweis is the Chief of Governmental Affairs.



The Bureau of Personnel Services supplies military information to Translines.

KDOT would like to recognize its employees who have returned home from military service in support of the war on terror. Employees are listed by district and their branch of service.

Headquarters

Joseph Dillon, Network Service Technician
III, Air National Guard



*Fun Facts
and Trivia*

Do you know?

Surprising Fourth of July Facts

- ◆ Independence Day commemorates the formal adoption of the Declaration of Independence on July 4, 1776. However, it was not declared a legal holiday until 1941.
- ◆ Fireworks were made in China as early as the 11th century.
- ◆ Uncle Sam was first popularized during the War of 1812, when the term appeared on supply containers.
- ◆ Not all members of the Continental Congress supported a formal Declaration of Independence, but those who did were passionate about it. One representative rode 80 miles by horseback to reach Philadelphia and break a tie in support of independence.
- ◆ The first two versions of the Liberty Bell were defective and had to be melted down and recast. The third version rang every Fourth of July from 1778 to 1835, when, according to tradition, it cracked as it was being tolled for the death of Chief Justice John Marshall.
- ◆ Father of the country and architect of independence George Washington held his first public office at the tender age of 17. He continued in public service until his death in 1799.

Source: msn.com

Kansas moving quickly to construct transportation recovery projects

By Stan Whitley

Kansas is well ahead of schedule in fulfilling the intent of the American Recovery and Reinvestment Act (ARRA) to get money flowing quickly, get people to work and make needed investments in the transportation system.

Since the ARRA was designed to provide an immediate impact to the economy through job creation, it came with strict guidelines to obligate (commit) federal funds to specific projects. One of the key stipulations was that funds must be obligated in 120 days, which is June 30.

By the second week in May, KDOT had already obligated approximately \$196.2 million to recovery projects far surpassing the required figure of \$121.7 million needed by the deadline.

"We wanted to be sure to hit the ground running with projects that couldn't have been built in the foreseeable future without the one-time recovery funding," said Deputy Secretary Jerry Younger. "The Kansas projects will create jobs, enhance safety and sustain long-term economic growth."

Based on a formula from the Federal Highway Administration, Kansas stands to gain more than 10,000 jobs from its projects.

There were five major projects identified by KDOT to be earmarked for ARRA funding. Bids have already been received and contracts awarded for three of the projects, while one project will receive bids in July and another is scheduled to tentatively receive bids in March of 2010.

The first recovery project in Kansas

made possible by ARRA is the expansion of K-61 to four lanes in McPherson County. In April, Koss Construction Co., of Topeka was awarded a \$64.2 million contract for the McPherson County expansion work. The project is part of construction that will four-lane the entire section of K-61 between McPherson and Hutchinson by early 2012.

In May a contract was awarded to Clarkson Construction Co., Kansas City, to improve U.S. 69 in Overland Park from I-35 to 103rd Street. The \$82.3 million project will address congestion issues by reconstructing the interchange at 95th Street and U.S. 69 and enhancing the corridor's capacity.

Also awarded in May was a \$7.8 million contract to Venture Corporation, Great Bend, for improvements to 16 miles of K-23 in Gove County. The narrow, 50-year-old road lacks shoulders and has steep side slopes.

The reconstructed K-23 will incorporate components of KDOT's 'practical improvement' philosophy. Asphalt will be added to the outer edge of the roadway as a practical alternative to expensive full width shoulders.

In July, KDOT will accept bids to reconstruct and upgrade the I-135/47th Street interchange in Wichita, which will remove a bottleneck and provide a link to an underutilized area.

In March 2010, KDOT is scheduled to accept bids for the initial phase of four-lane construction work on K-18 between Fort Riley and Manhattan. The section of K-18 is one of the fastest growing corridors in the state.

Program recognizes excellence

KDOT has launched a new program to recognize fellow employees' work.

The KDOT PRIDE (Peer Recognition in Developing Excellence) Program was developed by KDOT leadership to provide a process for employees to recognize and thank other KDOT employees for demonstrating excellence in the workplace.

The awards or certificates are generated through a page on the KDOT intranet site. The KDOT PRIDE icon was also recently placed on the desktop of every KDOT PC. The awards can either be forwarded directly to an employee through the Outlook e-mail system or printed and hand-delivered to the recipient. Employees who do not have an e-mail address may also receive their award from their supervisor, as their certificates would be forwarded in Outlook to their supervisor for distribution.

The PRIDE award is based on an employee's performance in a category of excellence, which is selected by the

nominator. The categories include:

- ◆ Being a positive role model
- ◆ Promoting employee development
- ◆ Creative thinking
- ◆ Going the extra mile

Nominators also can choose a background photo for the award and may also type a personalized message for inclusion on the award certificate. Any KDOT employee can send and receive an award. For those employees who wish to nominate someone to receive an award but don't have an Outlook sign-on, they should contact their supervisor for assistance.

"This is a wonderful way to appreciate the work of your fellow employee," said Deputy Secretary for Finance and Administration Joe Erskine. "Say 'thank you' to the employees you value the most."

The KDOT PRIDE site can be accessed by clicking on the KDOT Pride logo or through the link: <http://prodnet2.ksdot.org/KDOTpride/Default.aspx>

Welcome new KDOT employees!

Headquarters

Zandra Myrick, Systems Software Analyst II, Transportation Safety and Technology

Tze-Weng Ho, Applications Developer III, Computer Services
The Bureau of Personnel Services supplies information to Translines.

Deaths

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

Bert H. Stratmann, 81, died June 10 in Topeka. He joined KDOT in 1974 as a Civil Engineer and worked his way up to Bureau Chief of Design before retiring in 1992.

He is survived by one son, one daughter and six grandchildren.

Memorial contributions may be made to the American Heart Association, 5375 SW 7th Ave., Topeka, KS 66606 or to Midland Hospice, 200 SW Frazier Circle, Topeka, KS 66606.

Truman J. Miller, 92, died June 8 in Gainesville, Florida. He worked as a Design Engineer before retiring in 1983.

He is survived by two sons, one daughter 15, grandchildren and 22 great-grandchildren.

Donations in lieu of flowers may be sent to Hospice of the Nature Coast, 201 NE 1st Ave., High Springs, Florida, 32643.

MILESTONES

KDOT salutes employees celebrating state anniversaries in June

10 YEARS

Gregory Delaney	Coldwater
Jason Flax	Hill City
John Hutchinson	Stark
Larry Isle	Independence
David Langdell	New Strawn
Carl Maley	Garnett
Sherry Perry	Meriden
Amy Pope	Olathe
Brent Terstriep	Goddard

30 YEARS

Pamela Fleck	Topeka
John Hrenak Jr.	Fort Scott
Morris Hunt	Topeka
Vicky Johnson	Mclouth
Dennis Lindsay	Tonganoxie
Raymond McIntosh	Pratt
Loren Risch	Topeka
Daniel Scherschligt	Berryton
Benny Tarverdi	Goddard
Conrad Walter	El Dorado
Randy West	Ellsworth

20 YEARS

Bret Calvin	Latham
Ritchie Farrell	Concordia
Ronald Hornick	Lenexa
Jean Istas	Salina
Mark Kussman	Topeka
Richard Ryan	Parsons

40 YEARS

Robert Hirt	Topeka
-------------------	--------

50 YEARS

Joseph Maple	Chanute
--------------------	---------

State service anniversaries are compiled by Personnel Services.

Promotions/Transfers

Headquarters

Matthew Bleier, Engineering Technician Specialist, Design

District One

Daniel Harper, Engineering Associate I, Lawrence

District Three

Michael Terry, Professional Civil Engineer II, Norton

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

Retirees

The following employees will officially retire from KDOT in July.

Headquarters

Wayne Thornton, State Auditor III, Fiscal

Richard L. McReynolds, Engineer of Research, Topeka

District Two

Robert A. Bergman, Engineering Technician Specialist, Salina

Macario A. Villalpando, Equipment Shop Superintendent, Salina

District Three

Jerry Moritz, Professional Civil Engineer II, Norton

District Five

Van Adams, Jr., Equipment Operator Specialist, Wichita

James C. Harris, Engineering Technician Senior, Winfield

District Six

Terry L. Dakan, Equipment Operator at Meade

Ina F. Smith, Administrative Specialist, Garden City

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

Kansas Department of Transportation
Bureau of Transportation Information
 Eisenhower State Office Building
 700 SW Harrison, Second Floor, West
 Topeka, KS 66603-3754

PRE-SORTED STANDARD
 U.S. POSTAGE
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 PERMIT No. 157

NOTE: This information is available in alternative accessible formats. To obtain an alternative format, contact Transportation Information, Eisenhower Building, 700 SW Harrison, 2nd Floor West, Topeka, KS, 66603-3754, or (785) 296-3585 (Voice)/Hearing Impaired - 711.

Policy for use of cable median barrier implemented by KDOT

Cable barriers designed to reduce the chances of vehicles crossing narrow medians into the path of oncoming traffic will be installed on stretches of highway in Shawnee and Sedgwick counties.

Two locations – just north of Topeka on U.S. 75 and on K-96 near Wichita – were selected using guidelines developed through extensive research by the University of Nebraska's Dr. Dean Sicking, one of the nation's foremost experts on roadside safety, and input from KDOT.

"Cable median barriers have been used successfully in other states as a way to reduce crashes resulting from vehicles crossing medians on divided highways and striking oncoming traffic," said KDOT Deputy Secretary for Engineering Jerry Younger.

From 2002 through 2006, the time period examined in developing the guidelines, there were 115 cross-me-

dian crashes in Kansas and 19 of those involved fatalities. Such crashes represent only three-tenths of one percent of all crashes in Kansas during the study period.

"We have a small percentage of cross-median crashes because most freeways in Kansas have broad, flat medians. Kansas medians are designed to allow a driver to regain control of a vehicle before it crosses into opposing lanes," Younger said. "As a result, there are very few sections of four-lane, divided freeway in Kansas we will consider for this treatment."

"The new guidelines allow KDOT to use cable median barriers in a way that is cost-effective and makes sense in Kansas."

Every three years, KDOT engineers will develop a new list of potential locations for cable median barriers based on calculations and the most current data.