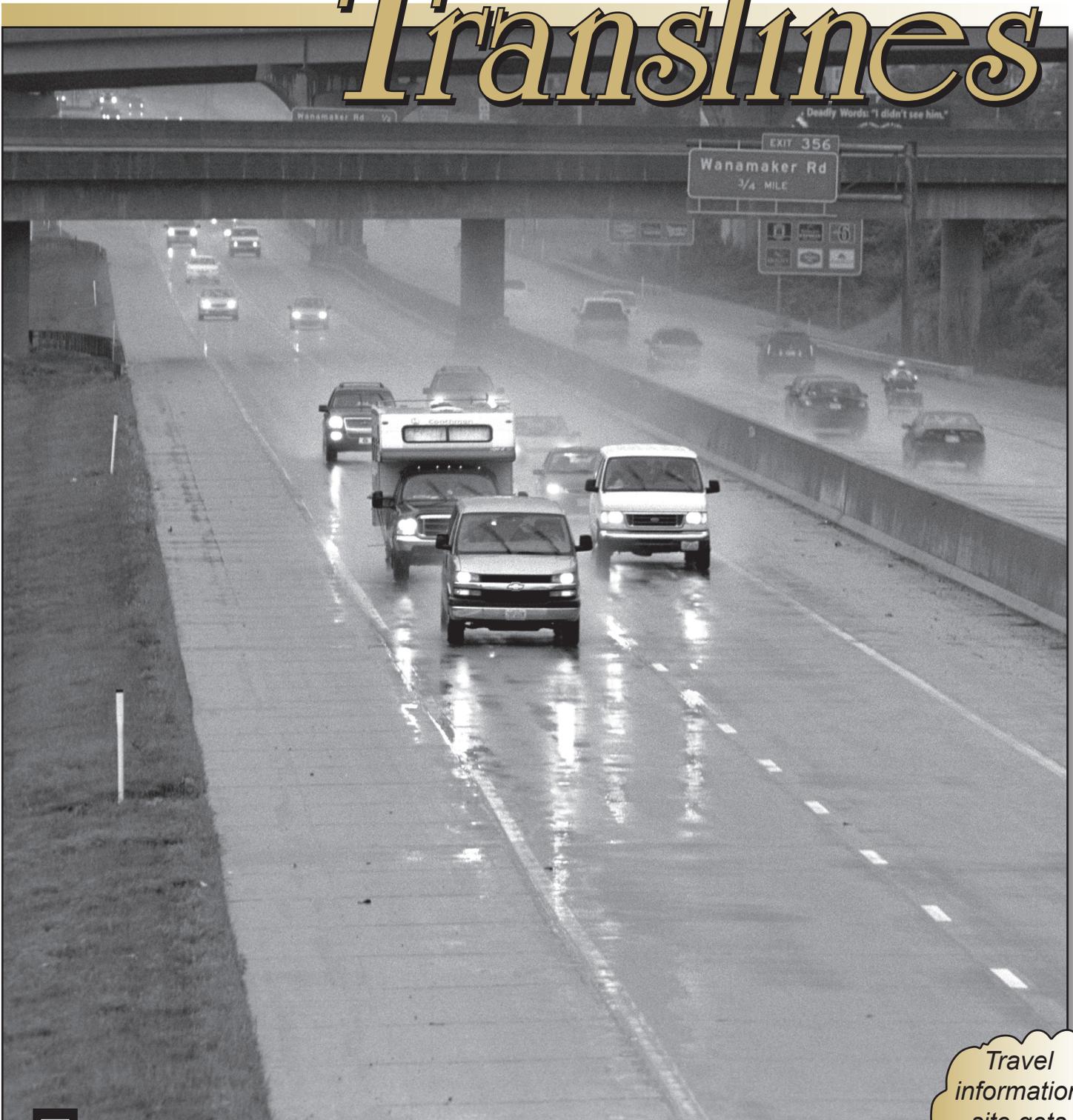


# Translines



## **I**nside ...

- ◆ **Kansas SRTS Program recognized nationally**
- ◆ **Bridge type selected for Amelia Earhart bridge**

- ◆ **Patrick, Kreider promoted in agency**
- ◆ **Kansans can put the brakes on fatalities**
- ◆ **Positive workplace something to be thankful for**

Travel information site gets new look  
See page 8



*By Secretary  
Deb Miller*

## Work zone safety focus of committee

It's the phone call I most dread as head of this agency. The message is that one of our people has been killed in a work zone.

I received one of those calls the morning of Sept. 11 shortly after Ty Korte, an Engineering Technician at Seneca, was struck and killed by a pickup truck in a work zone south of Lawrence. Also killed was contractor employee Roland Griffith, who was with Ty at the time.

Tragically, it's the third such call I've received since I became Secretary in 2003. Road workers Scott McDonald and Richard Cunningham were killed in the summer of 2005 in separate work zone crashes.

Their deaths, as well as other incidents in which our workers were injured or had close calls, are unnecessary reminders of just how dangerous it is to work on highways.

It's disturbing to me that so many drivers seem to be more self-focused than ever before. What I observe is that too many people consider slow traffic or a work zone to be a personal inconvenience. I sense that there is a growing lack of civility broadly in our society, and without a doubt, that gets played out in the way people drive.

What makes that even more aggravating is that we live in a society that depends heavily on the efficiency of our

highway system. Too many drivers fail to accept that they have a responsibility to be courteous and respectful of those who do the essential work of building and maintaining our roads.

There will always be some risks inherent to jobs that place people and vehicles in such close proximity. Those risks could be reduced if drivers would simply pay attention. Unfortunately, we can't always control that.

So following Ty's death, Assistant Secretary and State Transportation Engineer Jerry Younger and I concluded that we needed to look for ways to provide our employees more protection from work zone crashes. It's impossible to prepare for every circumstance that might unfold in the field, but anything we can do, we should do.

With that in mind, Jerry has appointed a committee to identify changes/additions to our current work zone approach that could result in a higher degree of safety for those in the work zone. The committee is headed by District Two Engineer Randy West and includes District Five Construction Engineer Brent Terstriep; Area Construction Engineer John Riggins of Hays; Senior Traffic Control Technician Brad Henry from Headquarters; Troy Whitworth, Area Maintenance Superintendent in the Olathe office; and Shane Griggs, an ET Senior in the Iola office. This group comprises a good cross section of people who have involvement in work zones on either the construction or maintenance side.

Our direction to the group is to be comprehensive and to look not only at what we can do to change the way we set up signing for work zones, but to consider what other states are doing. They will consider the possible use of early warning devices, better ways to communicate, changes in state laws and more. I encourage anyone who has a suggestion for enhancing work zone safety to contact any of the committee members.

No matter what changes we make we will never be able to absolutely guarantee the safety of highway workers. But all of us who benefit from this remarkable infrastructure have a responsibility to do whatever we can – both as individuals and as an agency – to protect these essential workers.



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

**Governor:** Kathleen Sebelius  
**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

- Nov. 9** – 9:30 a.m., Highway Advisory Commission meeting.
- Nov. 12** – State employees off for Veteran's Day holiday.
- Nov. 13** – 11 a.m., KDOT employees' Council Meeting, Third Floor, Eisenhower State Office Building.
- Nov. 14** – 1 p.m., Construction bid letting, Fourth Floor, West Wing, Eisenhower State Office Building.
- Nov. 22-23** – State employees off for Thanksgiving holiday.

## Potential funding shortfall jeopardizes projects

In anticipation of a potential significant shortfall in the federal Highway Trust Fund in fiscal year 2009, KDOT leaders have begun to discuss contingency plans.

Although no changes have been made in the scope or schedule of projects remaining to be constructed under the 10-year 1999 Comprehensive Transportation Program (CTP), a significant cut in federal funds could result in projects being delayed or eliminated.

“There is a potential problem facing Kansas and all

**Continued on page 10**

## Kreider promoted to Chief of Materials and Research

By Stan Whitley

Rick Kreider is no stranger to Materials and Research, in fact, the new chief of that Bureau has called it home during his entire KDOT career.

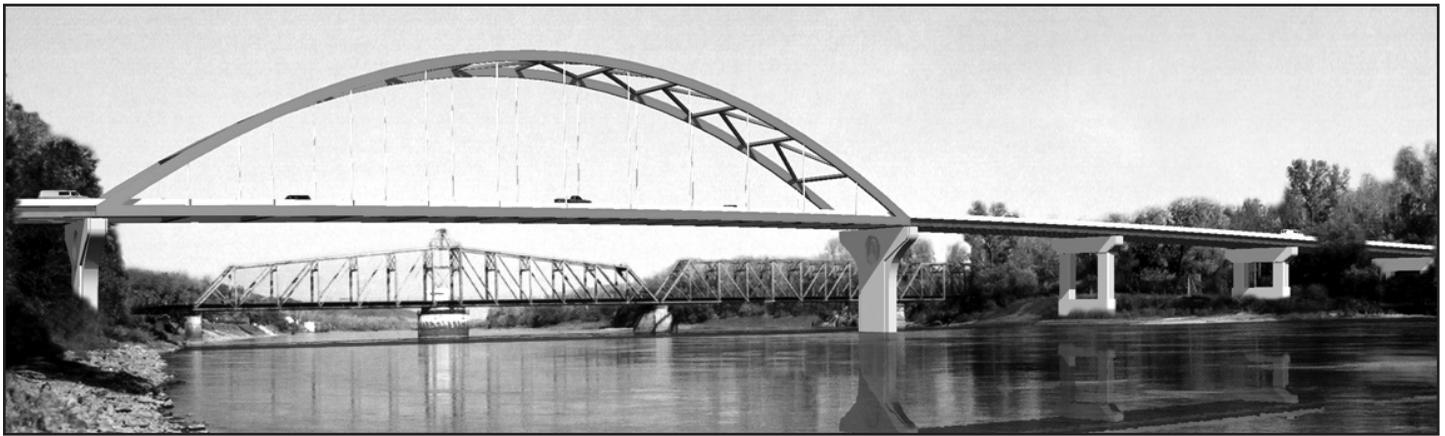
Kreider, a 16-year veteran of Materials and Research, took over as Bureau Chief in September. He succeeds Lon Ingram, who retired after 29 years.

“I know I have some big shoes to



*Rick Kreider*

**Continued on page 9**



An artist rendering shows the tied arch bridge design that was selected for the new Amelia Earhart bridge.

## Bridge type selected for Amelia Earhart bridge

A bridge type has been selected for the replacement of the Amelia Earhart Bridge crossing the Missouri River. KDOT and the Missouri Department of Transportation (MoDOT) have selected a tied arch as the bridge type for the new structure.

The decision to build a tied arch was made based on a number of factors including public input, initial construction

cost, long-term maintenance costs and ease of inspection.

A meeting of the Bridge Advisory (B3) Committee will be held in late October or early November. The purpose of the meeting is to show the committee the preliminary design of the new bridge as well as discuss and solicit input on aesthetic options, including lighting, pier treatments, paint color and other features.

On the...

**COVER**

*Motorists travel along I-70 on the west edge of Topeka on a rainy fall day. Photo by Sonya Scheuneman*

## Patrick named Director of Operations

Catherine Patrick saw the importance of partnering with coworkers and contractors early in her career while working at KDOT's Kansas City field offices.

Now as the new Director of Operations,



*Catherine Patrick*

she wants to continue keeping the lines of communication open.

“I have a strong commitment to partnering and plan on carrying on the partnering effort that has been well established in the agency as KDOT's way of doing business,” Patrick said.

During her early years in the field,

**Continued on page 7**

# Kansas SRTS Program recognized nationally

By **Caroline Gencur**

It is not every day that a member of the KDOT family gets an appreciative hug from a United States Congressman, but that is exactly what Lisa Koch received from Congressman Jim Oberstar, after she testified on behalf of the Federal Safe Routes to School Program (SRTS).

On Oct. 2, Koch traveled to Washington, D.C., to appear before the House Committee on Transportation and Infrastructure's Sub-Committee on Highways and Transit. Koch, the Kansas SRTS Coordinator, along with three other individuals including the Directors of the National Center for Safe Routes to School and the SRTS National Partnership, gave testimony



**Lisa Koch**

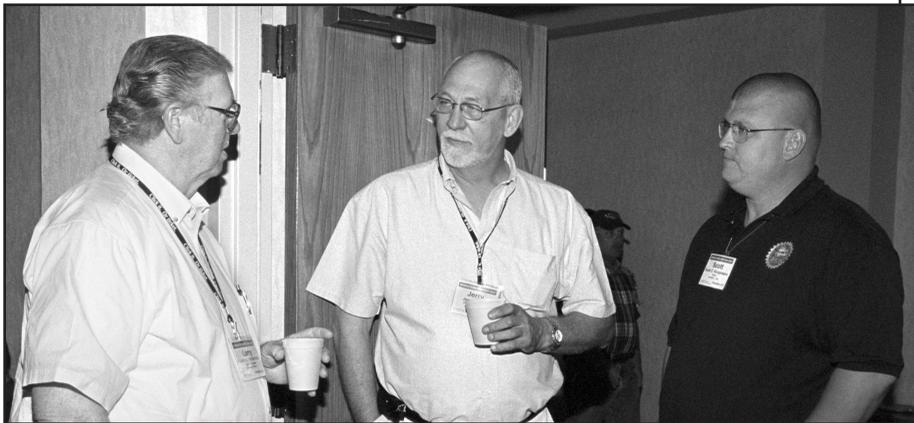
regarding their involvement and assessment of the Federal SRTS program. Safe Routes to School is a \$612 million national program created in 2005 under the SAFETEA-LU legislation. Its purpose is to fund community projects that enable and encourage children to walk or bicycle to school. By making it a safer and more appealing alternative to travel to school, children become more active as well as improving traffic safety and mobility.

On account of the success of the Kansas SRTS program (receiving four

out of four stars) and her success making it a model program for the rest of the United States, Koch was asked to represent the nation's 49 other SRTS Coordinators in front of the House Committee chaired by Congressman Oberstar. Following her testimony, Congressman Oberstar, visionary of the Federal Safe Routes to School program, approached Koch and thanked her with a big hug out of gratitude for all her efforts with the program.

"I was surprised to receive such a warm response," Koch said "but I understand as this project is indispensable at engaging our community to make our children healthier."

## 2007 Operations Meeting



*Participants at the 2007 Operations Meeting on Oct. 2 and 3 enjoy the presentations as well as having time to chat with coworkers in different offices. The annual meeting was moved to Salina this year.*



## KDOT creates Kansas Traffic Safety Resource Office

The Safety Belt Education and Drunk Driving Prevention offices have been combined to form the Kansas Traffic Safety Resource Office (KTSRO).

"The KTSRO will continue to promote occupant protection and drunk driving prevention initiatives throughout the state," said Pete Bodyk, Bureau of Traffic Safety Chief. "We will also expand its services to encompass other Kansas traffic safety problem areas, including novice drivers and motorcycle safety."

Bodyk said the move brings together many experienced traffic safety professionals to provide a more thorough and comprehensive effort to enhance safety on Kansas roadways.

For more information about services provided by the KTSRO, contact Norraine Wingfield at [ktsro@dcca.org](mailto:ktsro@dcca.org) or 800-416-2522.

The KTSRO's new mailing address is 2930 S.W. Wanamaker Drive, Suite 100, Topeka, KS, 66614.



By

**Marcia  
Ferrill**
**TRANSPORTATION  
TALK**

## Positive workplace something to be thankful for

November, the month of Thanksgiving.

Seems like a good time to reflect on things to be thankful for – family, friends, a warm home, a good job. As I was reflecting, I found myself thinking about my first job with the state. That was back in 1989 (where did the years go?!) and back in the days of civil service. Those were the days when to even apply for many of the “good” state jobs, you had to be a state employee because they simply weren’t advertised to the outside.

The first state job I had was serving as an office assistant at another state agency. The job itself was decent. It was in an office where I could learn new things and there was always work to do. But the environment in the office was, well, horrible. There was no camaraderie, no teamwork, but even worse, there were no common courtesies – people didn’t even say “hello” to each other. I have since

described it as “the longest 10 months of my life.”

Without a doubt, I knew in a short amount of time that it was not a place I wanted to stay. And though I wasn’t there long and the time was torturous, I count myself thankful for that first state job and I wouldn’t change it for anything. I probably learned more about myself and about people than any other place I’ve worked. Yep, it was the longest shortest job I ever had – and the place where I learned some of the most profound lessons: have fun at work.

People can make or break a workplace – so have fun at work, bring a positive attitude and work smart. Working with dedicated, talented people is great – it keeps us growing and evolving – add to that a sense of humor, and that’s a work environment that will be fun.

Common courtesy is key. No matter whom you are or what your position, there is no substitute for common courtesy. Whether it’s a simple daily greeting or working with others to make challenging decisions, being considerate and respectful does make a difference in your work environment. Without basic human kindness and consideration, everything else is meaningless.

Appreciate a job well done and say thank you. Doesn’t matter whether it’s a peer or a supervisor, a “thank you” goes a long way and means a lot. Expressing appreciation is one of the most sincere forms of praise.

Continue to seek out and embrace challenging work. Challenging work provides opportunities to learn and grow and to take some risks. Just as important, it fends off boredom and keeps us thinking.

There absolutely is no substitute for working with happy, productive people. Sure, the work and the pay are important, but it is only a part. The real deal is working with dedicated folks who care - both for themselves, for their work, and for their co-workers. I have found that here at KDOT and that is something I am truly thankful for.

*Marcia Ferrill is Chief of the Office of Management and Budget.*

### Retirees

The following employees officially retired from KDOT in October.

**District Four**

**Don N. Stewart**, Equipment Operator Senior, Fort Scott

**District Five**

**Dennis Dunnegan**, Equipment Operator Senior, Wichita

Dear Editor

### LETTERS TO THE EDITOR

Dear KDOT:

My husband & I just completed a 7,410 mi. trip to the NW part of the U.S., and on our way back home to Indiana, we traveled I-70E. I have to tell you how impressed I was with the fact that there was hardly any litter to speak of throughout your state!!! I walk a lot & try to pick up litter in our neighborhoods, etc., so I am always very aware of our streets, highways, etc. Of course, there is NO excuse for any of it, but, sadly, as long as there are “lazy, ignorant people” in this world, there will be litter! Thanks for listening & please pass this on to those who pick it up! Excellent job & effort on their part.

Beverly Bertoni - Carmel, IN

# Kansans can put the brakes on fatalities

By Kim Stich

Mike Crow knows he is a lucky man.

While he has had three operations on his knee following a Sept. 4, 2006, motorcycle crash near Topeka, Crow realizes his injuries could have been much more serious.

"If I wouldn't have been wearing my helmet, the leg injury would have been nothing," he said. "I would have been seriously injured – in fact, I don't know if I'd even be here today."

Crow is the Director of Planning and Development at KDOT, one of several transportation organizations in Kansas working to improve traffic safety and participating in the Put the Brakes on Fatalities Day campaign.

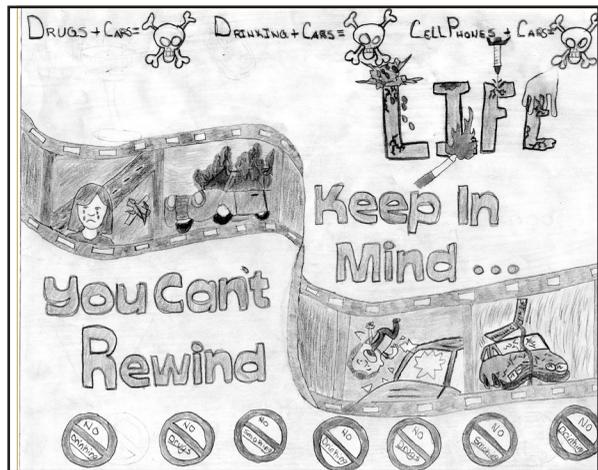
This national safety campaign strives to decrease all types of vehicular fatalities. More than 43,000 people



The poster contest winners in District Two were very happy after receiving their bicycles and helmets.

Continued on page 7

The winning artwork is shown from Heidi Prockish (right), Sarah Brown (below) and Kayla Garvert (below right).

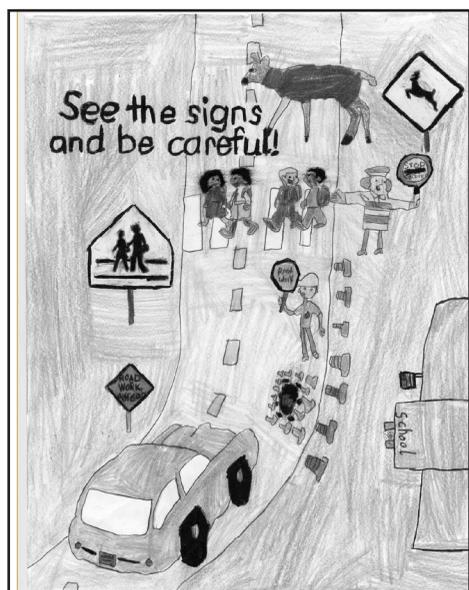
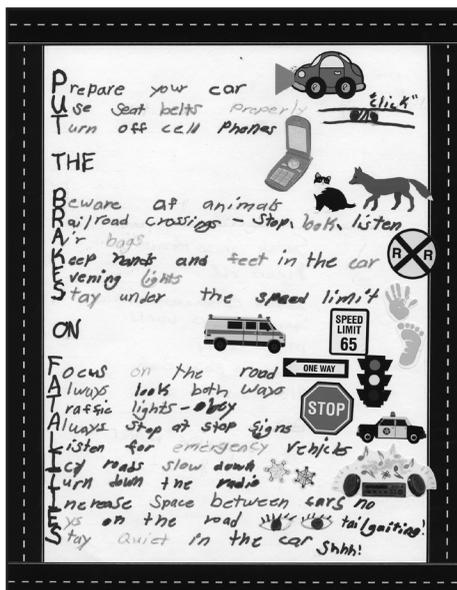


## Kids focus on safety in poster contest

Seven-year-old Kayla Garvert, eight-year-old Sarah Brown and 11-year-old Heidi Prockish were the statewide winners in the 2007 "Put the Brakes on Fatalities Day" poster contest.

These kids won family packages to the Hyatt Regency in Wichita, the Capitol Plaza Hotel and Convention Center in Topeka and the Courtyard Marriott in Junction City as well as \$50 fuel cards donated by the Petroleum Marketers and Convenience Store Association of Kansas. The 17 regional winners received bicycles donated by Wal Marts across the state and helmet courtesy of Safe Kids Kansas.

A total of 889 poster contest entries were received from kids ages 5-13 across the state. The contest helps make people of all ages aware of the need to reduce fatalities on our nation's highways.



## Fatalities

Continued from page 6

across the country die in traffic crashes every year – in Kansas, 468 people died last year and more than 22,000 were injured.

Motorcycle safety is a big part of Put the Brakes on Fatalities Day. Last year in Kansas, 64 people were killed and 928 people were injured in motorcycle crashes. And since 1999, the number of people killed in motorcycle crashes in Kansas has increased 400 percent.

“You never know when you’re going to go down,” Crow said. “You may be the best rider ever, but you can’t stop someone pulling out in front of you. So you need to wear your helmet and safety equipment all the time.”

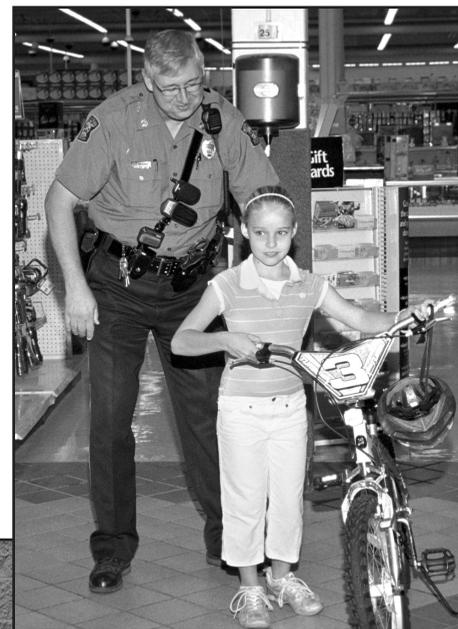
This year’s Put the Brakes on Fatalities Day brochure highlighted motorcycle safety with more than 25,000 copies distributed. Other activities included:

- ◆ Gov. Kathleen Sebelius signed a proclamation naming Oct. 10, 2007, as Put the Brakes on Fatalities Day in Kansas;
- ◆ 889 Kansas kids ages 5-13 participated in the safety poster contest;
- ◆ Safety seat check lanes took place in Topeka, Salina, Hays, Chanute, Pratt and Liberal;

◆ Created and aired a new 30-second public service announcement featuring overall traffic safety.

Other organizations participating in Kansas include the Kansas Highway Patrol, AAA of Kansas, Kansas Contractors Association, Kansas Motor Carriers Association, Federal Highway Administration and the Kansas Turnpike Authority.

*Right: KHP Trooper Tim McCool presents a bicycle to one of the winners in District One. Below: The poster contest winners in District Three show off their artwork.*



## Patrick

Continued from page 3

Patrick said, partnering was more of an open discussion to find out what everyone wants and how to meet those needs while accomplishing the goals.

“Communication is the root of it – if you don’t communicate, you’re in big trouble,” she said. “It’s important to understand what each partner wants.”

After 15 years in field construction, Patrick was promoted to the Assistant Bureau Chief in Construction and Maintenance, followed by serving as the Metro Engineer in Topeka and then Kansas City. She was named the District One Engineer and served in that office until her promotion to Direc-

tor of Operations in September.

Patrick’s time in the field gave her a real appreciation for the people in the field.

“Being out there and being a part of the day-to-day work gives you a better understanding for those employees and what they do,” Patrick said.

The agency overall has become more user friendly and approachable in the last few years, which is critical to the success of the agency, she said.

“Working more with the locals is a good change,” Patrick said. “We share information and we get input, and that gives us so much more support. It’s a change for some people, but it’s a good change.”

Patrick grew up on a farm near

Tonganoxie and her father encouraged her to go away to college to learn to, “fend for yourself, and that you’re accountable for anything you do,” she said. “You learn that you have to rely on yourself.”

She graduated from Kansas State University with a civil engineering degree and started at KDOT in 1989.

“When I got out of college, there weren’t too many women in the field,” she said. “But I think it’s all in your approach and how you deal with people that makes the difference, not whether you’re a man or a woman.”

Patrick and her husband, Don, run the family farm with their two children, Elizabeth and Justin. **-K.S.**



# KDOT Computer Training

— from the KCTC

Increase your efficiency!

## Office 2007 - ROLLOUT

By now an agency roll-out of Microsoft's newest version of Office has reached nearly half of the users at KDOT headquarters. Office 2007 Professional Plus (or Pro for short) brings the biggest changes for the desktop applications in about 10 years.

With these changes come many new features that enhance overall user efficiency and Web compatibility. The Bureau of Computer Services is systematically pushing this out to headquarters Bureau by Bureau. The goal is to be completed by the holiday and legislative session. Meanwhile, Office 2007 will reach the districts via schedules coordinated with the district techs.

## Office 2007 - TRAINING

The KCTC has worked with BCS through months of testing the software. We are assisting KDOT users through a variety of learning options. Web links with audio and visual overviews may be found on the KDOT Intranet under IT Tech Support and Quick Reference. In the same location users may find Quick-sheets for Word, Excel, Outlook and PowerPoint.

The KCTC is also conducting 45-minute live Preview Sessions for users at headquarters in addition to hands-on 3-hour New Features Classes. These same classes will be made available to users in the districts.

*Please contact the KCTC regarding Office 2007 Roll-out and training: [kctc@ksdot.org](mailto:kctc@ksdot.org), or call Ingrid Vandervort 785-296-8993 directly.*



## Step Back in Time

*Members of a highway survey party gather data while working on a project in 1953.*

## Kreider

**Continued from page 3**

fill, but I'm eagerly ready for the challenge," he said. "My immediate goal is to be more visible to the Materials and Research employees. This will involve spending more time at the Materials and Research Center in addition to our regional laboratories and geology offices."

Kreider graduated from Kansas State in 1991 with a bachelor of science in Civil Engineering. He became acquainted with the agency during a summer engineering internship. He liked what he saw and started working full-time as a Materials Control Specialist.

Kreider earned his professional civil engineer's license in 1996 and became the Materials Quality Control Engineer. His main duties included maintaining the Materials test methods section of the Construction Manual, inspecting the district labs, and assisting in training and troubleshooting QC/QA Superpave (Superior Performing Asphalt Pavements) projects.

Kreider was involved in the KDOT effort to implement QC/QA Superpave specifications. Superpave represented an improved system for specifying the components of asphalt binder, asphalt mixture design and analysis and asphalt pavement performance prediction.

In June of 2000, Kreider was promoted to Assistant Bureau Chief and served in that capacity for seven years before accepting his recent promotion.

"In addition to overseeing the Materials test methods section of the Construction Manual, I was responsible for overseeing materials specifications, maintaining the materials prequalified list (PQL) and the Certified Inspection and Testing (CIT) Training Program."

He also worked closely with Kansas State University in a cooperative agreement to provide the CIT Training Program. Part of the program is to effectively administer the QC/QA program that uses contractor test results in acceptance decisions. Training has been provided to approximately 3,500 contractor personnel, consultants, and KDOT along with city and county government personnel.

Kreider said Materials and Research plays an important part in projects from early development and throughout the life of a project. A staff of approximately 150 employees is responsible for carrying out the mission of Materials and Research.

"We have some extremely talented professionals that are active nationally in their fields of expertise," said Kreider. "That gives us a distinct advantage knowing what's coming down the road."

*Fun Facts  
and Trivia*

**Do you  
know?**

1. What state has the most miles of Interstate Highway per square mile?
2. How much money is spent on public transportation across America each year?
3. How many gallons of gas are saved each day in the U.S. by the use of public transportation?
4. From 1995-2006 public transportation ridership in the U.S. increased by \_\_\_%
5. Which aircraft was used on the first cross Atlantic solo flight?
6. Which aircraft is known as "Hercules"?

- Answers**
1. Indiana
  2. \$43 billion
  3. 4 million gallons
  4. 30 percent
  5. The Spirit of St. Louis
  6. C-130

# KDOT ready to rumble

Safety on hundreds of miles of state highway will be enhanced next year thanks to a new KDOT policy.

Under the policy adopted this summer, centerline rumble strips will be included in most asphalt resurfacing and new construction projects on rural, two-lane highways. The rumble strips are football-shaped indentations that are ground into the center of the road surface separating directions of traffic.

The centerline rumble strips, which have been tested in two pilot projects in Kansas during the past four years, are designed to alert a driver when his or her vehicle is drifting left to the center line. According to the Insurance Institute of Highway Safety (IIHS), 20 percent of the fatal crashes that occur on the nation's two-lane roads are head-on collisions or side-swipes.

Although data on the state's two pilot projects – one on U.S. 50 between Newton and Hutchinson and the other on U.S. 40 in Douglas County – is still being collected for evaluation, agency leaders decided to implement the new policy.

"We saw enough evidence of the benefit of centerline rumble strips from looking at other states' experiences and at research that has been done at Kansas State University," said David Church, chief of Traffic Engineering.

"I expect the policy will help keep people on the roadway, which will ultimately save lives and prevent injuries," he said.

Under the new policy, the centerline rumble strips will be included when resurfacing rural, two-lane asphalt highways that have

**Continued on page 11**

## Funding

**Continued from page 3**

other states due to the possibility of the shortfall in federal funds," said Secretary Deb Miller, who spoke during a Sept. 25 federal funding forum at KDOT headquarters. "We are moving forward with our scheduled projects in hopes that the issue will be resolved. But, we must be prudent and make contingency plans."

The Bush Administration's FY 2008 mid-session budget review estimated that revenues going into the Highway Trust Fund would fall short of the commitments in SAFETEA-LU – the current federal transportation funding bill. The review predicted an estimated \$4.3 billion shortfall for FY 2009. Earlier in the year, the shortfall was estimated to be a much smaller \$700 million.

The larger federal shortfall has been blamed on lower-than-expected heavy truck sales resulting from new diesel emissions standards, increased outlays during the latter years of SAFETEA-LU (which runs through FY 2009), and flat motor fuels tax revenue.

The \$4.3 billion shortfall in revenues may result in a projected \$16 billion cut in spending in FY 2009. Kansas' share of the anticipated \$16 billion cut is between \$130 million and \$150 million.

"A reduction of this magnitude to Kansas

would not only impact the remaining CTP projects, but it would have an adverse effect on local projects that depend on federal funding, safety construction programs, planning and special projects, including federal earmarks," said Secretary Miller.

She called on members of the state's Congressional delegation to support action that would assure that the funding commitments of SAFETEA-LU remain intact.

In September, the Senate Finance Committee considered \$5 billion in options, mostly involving General Fund transfers and tax evasion enforcement measures, to offset the Highway Trust Fund deficit in 2009.

"We want to commend the Finance Committee for addressing this crisis, but we need to understand that we will face the same problem in the next fiscal year. That is a matter that will be addressed in the reauthorization of SAFETEA-LU," said Jack Basso of the American Association of State Highway and Transportation Officials. Basso was in Topeka to participate in the Sept. 25 funding forum, which attracted about 70 stakeholders, legislators, partners and reporters.

Secretary Miller said KDOT staff will remain in communication with the state's Congressional delegation and share information with local officials and stakeholders.

## Transportation Briefs

### Policy

**Continued from page 10**

a paved shoulder of at least three feet. Other two-lane, asphalt roads will be considered on a case-by-case basis.

Beginning in October, resurfacing contracts awarded for projects that meet the policy criteria will include centerline rumble strips. As a result, hundreds of miles of rumble strips will be installed on Kansas highways during the 2008 construction season. KDOT estimates that the cost of installing centerline rumble strips will be about \$1,800 a mile when added to an existing project.

"This is a low-cost improvement that will greatly enhance safety on our two-lane roads. Over the next few years, we will have thousands of miles of centerline rumble strips on Kansas highways," said Church.

### Road user fee program successful in Oregon

ODOT reports success with their year-long Road User Fee Pilot Program. Vehicles in the program were charged per-mile traveled in the state of Oregon and tracked through on-board GPS satellite devices. The program was initiated to examine revenue raising alternatives to the state of Oregon's gas tax, which battles the pace of inflation and voter reluctance to raise rates. Based on the results of the Pilot Program, ODOT will draft model legislation for the Oregon State Legislature to begin as early as 2009. *-American City & County, September 2007*

### Missouri roads improve

According to a report issued by the Reason Foundation, a non-profit research group, Missouri roads have improved drastically in the past year and tout the second-largest increase in the

United States, moving from 28th to 17th place. Despite challenges faced by having the seventh-largest highway system and the sixth-lowest revenue per mile in the nation, MoDOT excelled in lowering administrative costs and project expenses. *-Better Roads, September 2007*

### Privatization of public roads

The North Carolina Turnpike Authority (NCTA) is seeking to bolster insufficient toll revenues with funds from a private lender. Facing a large budget shortfall, the NCTA is considering a loan from the private sector to help finance the \$850 million Triangle Expressway project. Executive director David W. Joyner predicts construction could start as early as next year if the NCTA obtains the necessary subordinate funds. *-Public Works, September 2007*

### Road rage closes highway

A number of road rage incidents have prompted the California Department of Transportation (Caltrans) to shut down a highway undergoing major reconstruction. Angry motorists on Highway 138 have threatened and assaulted road crews as well as damaged equipment. Among strange incidents, like a burrito being hurled at one construction worker, are more serious ones, such as two men hit by cars and a third shot with a BB gun. In an unprecedented response to ill will, Caltrans closed the highway until the project is completed. *-Public Works, September 2007*

## M I L E S T O N E S

**KDOT salutes employees celebrating state anniversaries in October**

### 10 YEARS

Scott Billenwillms . . . . . Courtland  
James Dahlke . . . . . Columbus  
William Hall . . . . . Osawatomie  
Timothy Nichols . . . . . Syracuse  
Steven Pralle . . . . . Randolph  
John Watson . . . . . Osage City  
Terry Williams . . . . . Hill City

### 30 YEARS

Timothy Berg . . . . . Topeka  
Kenneth Clark . . . . . Garland  
J.D. Fawver . . . . . Phillipsburg  
Bill Gantt . . . . . McPherson  
Cheryl Garrett . . . . . Carbondale  
Kenneth Green . . . . . Bucklin  
Donald Griffin . . . . . Topeka  
Gary Simmons . . . . . Belleville  
Jay Yost . . . . . Topeka

### 20 YEARS

Gerald Aguilera . . . . . Chase  
Blinda Bowin . . . . . Osage City  
Roy Condley . . . . . Topeka  
William Crisp . . . . . Basehor  
Scott Cushing . . . . . St Marys  
Peggy Hansen-Nagy . . . . . Topeka  
Harold Mayer . . . . . Topeka  
William McManis . . . . . Pittsburg  
Gary Melcher . . . . . Seneca  
Terry West . . . . . Westmoreland

*The following employee celebrated a 30-year service anniversary in September.*

### 30 YEARS

Evan Van Scyoc . . . . . Osborne

*State service anniversaries are compiled by Personnel Services.*

## Promotions/Transfers

### Headquarters

**Ellen Laird**, Applications Development Supervisor, Computer Services

### District Five – Southcentral

**Randy Hancock**, Engineering Technician Senior, Wichita

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

**Deaths**

KDOT offers condolences to the family of KDOT employee John L. Short, whose two sons who were killed in a train-van crash Oct. 14 near Welsh, Okla.

Nicholas Short, 17, and John Patrick Short, 15, died in the crash and their 10-year-old sister, Katherine was injured.

John L. Short is a KDOT Engineering Technician Senior at Pittsburg. He was traveling with his family, including wife, Sara, and another daughter, Alaura, when the crash occurred.

Nick and John were both pro-

nounced dead at the scene after being ejected from the vehicle. The two attended Pittsburg High School where Nick was a senior and John a freshman.

Memorial gifts may be made to The Short Family Fine Arts Fund established at the Community Foundation of Southeast Kansas, P.O. Box 1115, Pittsburg, KS 66762 or they may be left at the Brenner Mortuary, 114 E. 4th St., Pittsburg. Gifts will establish scholarships in music and art to benefit future Pittsburg High School students.

**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  
 PAID  
 TOPEKA, KS  
 PERMIT No. 157

**Welcome  
 new KDOT  
 employees!**

**Headquarters**

**Heather Hall**, Attorney II, Chief Counsel

**Ramona Taylor**, Administrative Assistant, Chief Counsel

**District One**

**Mark Bull**, Equipment Operator Trainee, Lawrence

**Duane Erikson**, Equipment Mechanic, Wamego

**Paul Forst**, Equipment Operator Trainee, Marysville

**Tyler Jones**, Engineering Technician, Topeka

**Edward Gaydess**, Engineering Technician Associate, Olathe

**Keith Knaak**, Equipment Operator Trainee, Leavenworth

**Margaret Ryan**, Engineering Technician Associate, Olathe

**District Four**

**Shelia Brown**, Human Resource Professional II, Chanute

**John W. Gray**, Equipment Operator Trainee, Ottawa

**Travis C. Hess**, Equipment Operator Trainee, Pittsburg

**District Five**

**Jesse Gregory**, Equipment Operator Trainee, Winfield

**Gregory Kent**, Equipment Operator Trainee, Winfield

**Patrease Sheppard**, Administrative Assistant, Wichita

**Paul Whillock**, Equipment Operator Trainee, Newton

**Eddie Williams**, Technology Support Consultant II, Hutchinson

**District Six**

**Texas Apelu**, Equipment Operator Trainee, Rolla

**Jose Garcia**, Equipment Operator Trainee, Liberal

**Hector Terrones**, Equipment Operator Trainee, Garden City

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, Kan., 66603-3754, or (785) 296-3585 (Voice)/(TTY).