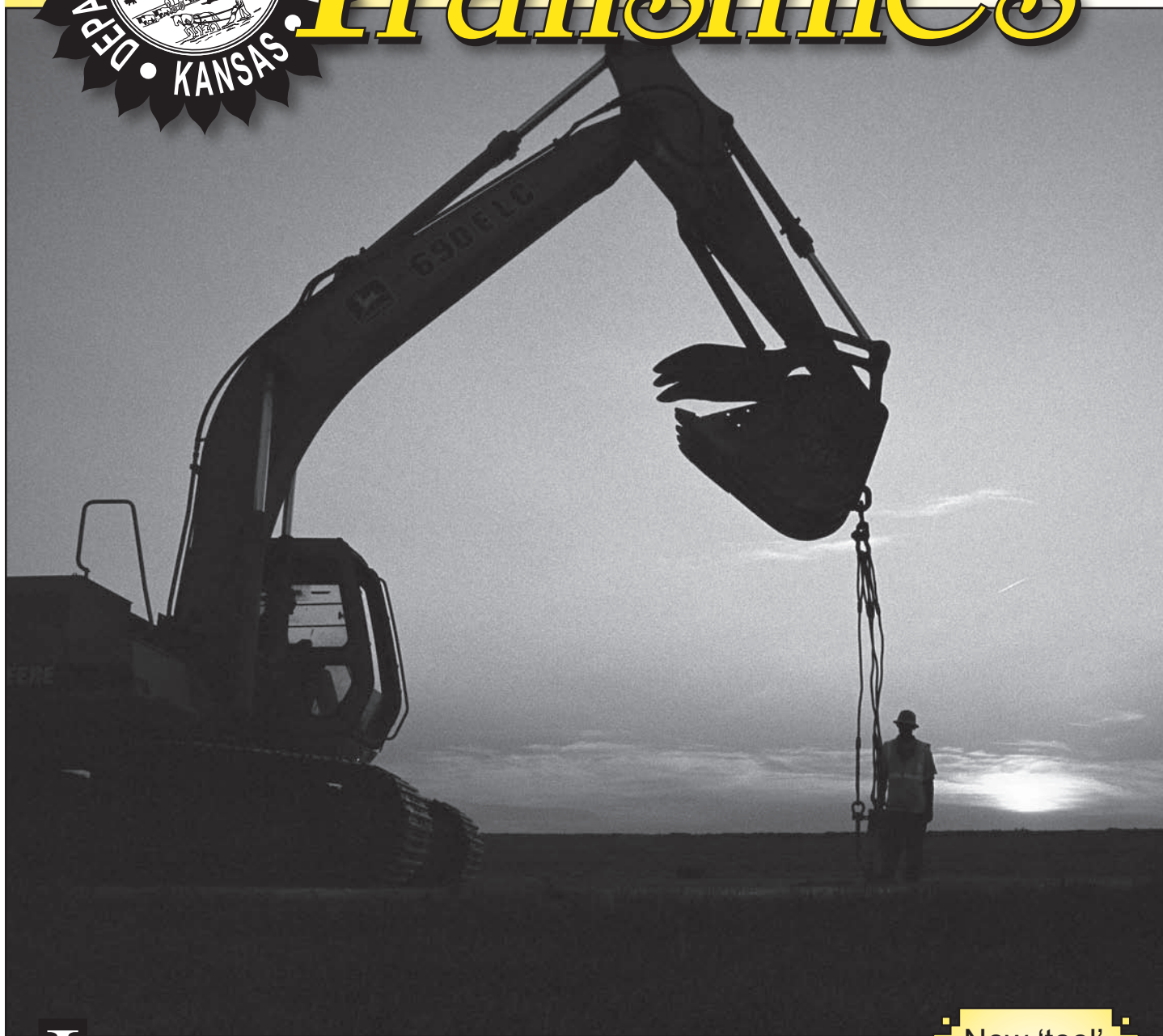




*Kansas Department of Transportation
Monthly Employee Publication
September 2006*

Translines



Inside ...

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**New 'tool'
for KDOT**

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Miller's Time

*By Secretary
Deb Miller*

Taking care of business

"We may be the only phone company in town, but we try not to act like it."

Not every one will remember the days before the break-up of AT&T when there was no competition for local phone service and this slogan was used by the regional "Bells." But it was a clever advertising campaign to help shape the public image of a company that was losing its grip on a monopoly.

As a government agency, KDOT isn't a monopoly in the business sense even though we are the only state department of transportation Kansas has. But, do we act like it?

If we had to compete for customers to keep KDOT in the transportation business, would we operate differently? Would we be more efficient? Would we be more innovative? Would we spend less money . . . or more money? Would we be more flexible or less flexible?

Would we rely less on technical jargon to explain our decisions to the public? Would we dress differently? Would we call motorists and taxpayers "customers?"

Twenty years ago, that might have been an easier question to answer. We didn't have as many "customer friendly" processes or mechanisms in place to help us make decisions. Our efforts at public involvement weren't as refined as they

have become today. There was no local consultation.

What we had on the plus side was public respect for our technical work but on the negative side we sometimes had a reputation of not being responsive to the people we were serving.

Through our P2 initiatives and other efforts we've worked hard as an agency to be responsive to the public and I'm proud to say that in the past three years in this job I have received many positive comments about the relationships we have built. But, I wonder if KDOT was a private company, would we struggle to have the customer support that would allow us to grow our business?

And public support for what we do may be more important now than ever before.

We face a time of uncertain funding as we enter the final three years of the Comprehensive Transportation Program. And, there is uncertainty at the national level as well. The current size of the federal aid highway program is unsustainable beyond 2009 without increased revenue. There will be great pressure on the people who decide how to fund transportation – both in Congress and in the Kansas Legislature. And, there will be pressure on taxpayers, too. We must make sure we are delivering the kind of system and providing the level of service that will make the decision to appropriately fund transportation an easy one.

We are now creating the processes that will help our state determine what comes after the CTP – both in the short term and long term. KDOT is just beginning the process of developing a Long Range Transportation Plan. It's not coincidence that we also are building the framework that will improve how we deal with our public. We are introducing a local consultation process to give communities an earlier and more significant role in shaping projects that affect them. And we are developing performance measures to make ourselves more open and accountable.

But just as important, we must develop a mindset that we are a people-to-people business, rather than a people-to-pavement government agency. Because even if we are the only DOT in Kansas, the people we serve make the decisions that determine how we will operate in the future.

KANSAS DEPARTMENT OF TRANSPORTATION

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Calendar of Events

Sept. 4 – State employees off for Labor Day holiday.

Sept. 8-17 - KDOT booth at the Kansas State Fair in Hutchinson in the Eisenhower Building.

Sept. 20 - 1 p.m. Construction Bid Letting, fourth floor west wing, Eisenhower State Office Building.

Sept. 21-22 - Highway Advisory Commission meeting, District Two field trip at Salina.

Sept. 23 - KDOT golf at Rolling Hills golf course in Junction City. Contact Karen Peterson, 296-0799.



Secretary Deb Miller uses an umbrella to protect herself and Oklahoma Commissioner Ben Benbrook before a ground breaking Aug. 14 on the US-54 four-lane expansion south of Liberal. Other key dignitaries joining the ceremony including U.S. Congressman Jerry Moran, right, and Jack Taylor, Executive Director of SPIRIT.

Ground broken for U.S. 54 expansion south of Liberal

LIBERAL - A ground breaking ceremony to recognize construction work beginning on the four-lane US-54 expressway between Liberal and the Kansas-Oklahoma state line was conducted Aug. 14.

The event just west of Liberal was organized by the Southwest Passage Initiative for Regional and Interstate Transportation (SPIRIT) in cooperation with KDOT.

U.S. Representative Jerry Moran, Secretary Deb Miller and officials with SPIRIT were featured speakers at the ground breaking ceremony.

"This expansion project is important because of increasing traffic and safety concerns," said Secretary Miller. "When construction work is completed,

Continued on page 9

NovaChip a new 'tool' for maintenance

By Kim Stich

With prices on roadway maintenance projects increasing 20 to 25 percent in the last year, finding innovative ways to decrease costs yet keep maintenance a top priority are important to KDOT.

NovaChip, or a bituminous surface ultra thin bond as referred to at KDOT, sprays an emulsified

Continued on page 7



Kansan Heather Shelley, along with band members, deliver the song titled "In My Time" to encourage youth across the state to resist peer pressure by abstaining from drinking alcohol.

Heather Shelley teams with KDOT

Heather Shelley understands firsthand the pressure in society to fit in and be a part of the "in" crowd. So the 20-year-old artist brings a heartfelt message in a new song designed to encourage Kansas youth to resist peer pressure by abstaining from drinking alcohol until reaching the legal age limit of 21.

The song "In My Time" targets youth 10-21 and stresses the important message

that saying "No" is reasonable and okay when it comes to underage drinking. The new song, delivered in a rock-a-country music style, was commissioned by KDOT's Bureau of Traffic Safety.

"I've been faced with these situations throughout my life and I hope this song will help inspire youth across Kansas to

Continued on page 11

On the... COVER

Night work on highways projects is becoming more common in Kansas. See the article on page 4 for more details.

Photo by Sonya Scheuneman

Night work occurring more on Kansas roads

By Tom Hein

Wichita Public Affairs Manager

WICHITA - One day in 1990, a KDOT maintenance crew closed a single lane of I-235 in west Wichita for concrete patching, a relatively common practice on four-lane interstate highways. Within minutes traffic began to back up and in an hour, a traffic jam complete with standstill vehicles occurred.

Metro Engineer Benny Tarverdi remembers that day as a turning point in normal operations for the business of maintaining the state highway system in and around Wichita.

"It was a new situation for us but I remember it vividly because when I went to the job site, I was interviewed in rapid succession by all three major television networks," said Tarverdi. "We were featured on the noon news plus the evening broadcasts. We realized very quickly that we had to adjust our way of doing things."



Most of the work on the I-235/K-96 interchange project in Wichita is taking place at night and includes concrete patching, concrete leveling, asphalt shoulder repairs and diamond grinding.

Continued on page 7



Engineering Technician Randy Hancock and Engineering Technician Associate Rosie Zackula discuss details on the I-235/K-96 interchange project in northwest Wichita.

Working at night has its ups, downs

WICHITA -Night work on highway projects certainly has its advantages. Cooler temperatures and reduced traffic numbers are headliners, but two KDOT inspectors working at the I-235/K-96 interchange in northwest Wichita think it may end there – at least on a personal basis.

Rosie Zackula is a new Engineering Technician Associate and just reached her one year anniversary with KDOT. "I love it here!" she said. She spent 12 years as a machinist in the

aircraft industry then home-schooled her two kids for seven years.

Zackula says with a laugh that when they told her that the children needed "professional



help," it was time to send them to "regular" schools and she took the opportunity to go back to school as well. She completed an associate's degree in science at a community college and is now working on her bachelor's degree in engineering.

Continued on page 5

Electronic bid letting available to contractors

By Stan Whitley

The electronic age of bid letting has arrived at KDOT.

KDOT's first electronic bid letting was in July. After months of testing by the Bureau of Construction and Maintenance, implementing the actual electronic bid letting was a success.

"It went off without a hitch and the electronic participation was pretty good," said Abe Rezayazdi, Assistant Bureau Chief of Construction and Maintenance. "We had 32 projects in the letting with 16 contractors submitting electronic bids on 30 of those projects."

The new bid letting process is optional for contractors desiring to submit their bids electronically over the Internet rather than submitting paper bids. KDOT is encouraging electronic bid submission, but for now it will also continue to accept bids the old fashioned way, by paper.

"We are providing another service that helps speed the process," said Rezayazdi. "Electronic bid letting has many advantages. Besides being quicker, it's convenient and increases the efficiency and accuracy of the bidding process."

Contractors seeking to submit electronically must contact KDOT and then use Bid Express to submit the bids through the Internet. Bid Express is web-based bidding information service developed exclusively for the highway construction industry.

Rezayazdi said Bid Express is a two-way service. It publishes bid-related information from KDOT to the contrac-



Wanda Maichel, Management Systems Analyst in Construction and Maintenance, downloads electronic bids from the July KDOT letting.

tors and allows online, secure bid submission from the contractors to KDOT.

Contractors submit their bids to Bid Express and can even make changes up to the 1 p.m. deadline on the day of the letting. After 1 p.m., contractors can no longer submit bids.

The deadline for submission of both electronic and sealed paper bids changed with the July letting. Bids must now be submitted by 1 p.m. the day of the letting instead of 2 p.m. Electronic bids are then downloaded and combined with paper bids before the bids are read at 1:30.

Rezayazdi said using Bid Express benefits contractors since

it saves the time needed for preparing paper bids, in addition to the travel time and expense involved in attending lettings and submitting bids in person.

There are also several other changes that have been made to KDOT's bid letting. First, all bid lettings will be held at Headquarters. Formerly, the September-December lettings were held in Wichita.

Second, KDOT has been broadcasting the public reading of bids on its Internet site since January. Computers may connect to the multicast stream and play the audio via Microsoft Windows Media Player for the live broadcast.

"You could essentially listen to our bid letting anywhere in the world," said Rezayazdi. "We had one contractor who was on vacation in Hawaii and listened to the letting results on his laptop."

Night work

Continued from page 4

Night work, though, means that Rosie sees her kids less and she misses Family Night on Wednesdays, a long-standing tradition in her extended family. But she knows that the project will wrap-up soon and she will get back on a regular, daytime work schedule – one that will allow her to join in on Wednesday nights again.

Similar to Zackula's feelings, Engineering Technician Randy Hancock

misses being on the same schedule as his wife. "It's difficult on the week-ends to get back on a daytime schedule to spend time with family then be ready for night work again on Sunday evening," he said. "Sometimes my daytime sleep is interrupted by a ringing phone or knock on the door." Plus, Hancock usually gets up at 5:45 a.m. – about the time things are wrapping up for the night on the current project. He, too, looks forward to returning to a more conventional work schedule.

But Hancock has been very happy

in his three years with the agency. He likes being outdoors, and talking and working with contractors. A master plumber in his previous work, he loves the training he has received at KDOT. He has been to school on slurries, bridge repair, asphalt, concrete – he'll take it all he says.

Night work is more convenient for motorists in urban areas, but Zackula and Hancock will be glad to finish the interchange project and allow work schedules to be more convenient for them as well.

Maxon named KDOT Disaster Recovery Coordinator

Within the past few years offices around the nation have been taking increasing measures to become better prepared for both natural and man-made events and disasters and KDOT is no exception. Recently, the Division of Administration named Susan Maxon to fill the new Disaster Recovery Coordinator position.

"I look forward to helping the agency develop a recovery and business continuity plan that will maintain our delivery of services even in the midst of a crisis or emergency," said Maxon.

Maxon has been with the state since 1984, starting at the Adjutant General's Department. From there she moved to the Department of Administration as the Office Supervisor of the Setoff Program. In 1991 she joined the KDOT team where she has worked in Accountant I, Accountant II, and Accountant III positions. She has been



Susan Maxon

a member of the CPMS Administration team, and in 2004 was selected CPMS Administrator, which is the position she held until her recent appointment.

As Disaster Recovery Coordinator, Maxon will be required to develop and coordinate business continuity policies, as well as establish disaster responses for KDOT headquarters. Initially, Maxon will focus on establishing strategies and procedures to be followed in the event of any unplanned business interruption, no matter how large or small.

Although she has just begun her new position, Maxon is ready for the challenge.

"I will be working hard with each office and bureau to establish individual recovery plans because the overall recovery plans can only be as good as the individual office plans," she said. "While all of us hope that there will never be a need for a Disaster Recovery, the plan will provide a sense of security that we will be able to respond and overcome a crisis."

Cooperative agreement paves way for trail

By Stan Whitley

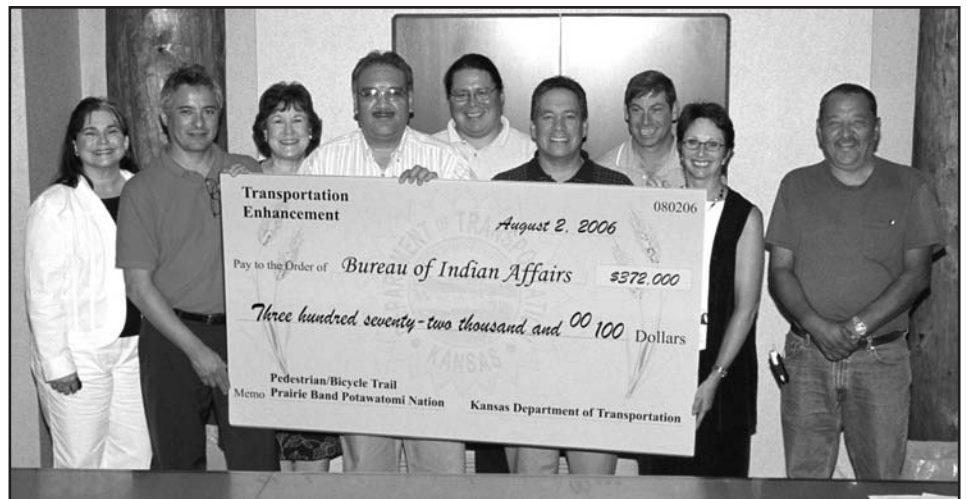
A cooperative agreement between KDOT and the Bureau of Indian Affairs (BIA) has helped pave the way for a pedestrian/bicycle trail on the Prairie Band Potawatomi Nation reservation in Jackson County.

Secretary Deb Miller, along with representatives from the BIA and the tribe, took part in a check presentation ceremony on Aug. 2 to help fund the project.

The project will involve the construction of a 2.1-mile asphalt pedestrian/ bicycle trail that will connect housing clusters and a work complex on the reservation. The trail will be located ½ mile south of 158 and K Road to ½ mile south of 158 and M Road.

"The quality of life on the reservation will be enhanced by this trail system," said Rick Rooth, General Manager of the Prairie Band Potawatomi Nation. "It will add to the natural beauty of the surrounding area and provide our people with a safe environment for walking and exercising."

The unique agreement will allow



Members of the Prairie Band Potawatomi Nation tribal council accept a check of \$372,000 from Secretary Deb Miller for a pedestrian/bicycle trail that will be constructed on the Prairie Band reservation in Jackson County.

the BIA to serve as administrator of the project and the tribe will be responsible for construction of the new pedestrian/ bicycle trail.

"By working with the BIA to administer the funds and the tribe acting as the general contractor, we have formed an agreement that I believe will benefit all parties and will serve as a model on

which other agreements can be written," said Secretary Miller.

Total cost of the project is \$437,647 with KDOT paying \$372,000 (85 percent) and the tribe \$65,647 (15 percent).

Funding for the project is being made available through KDOT's Transportation Enhancement program.

NovaChip

Continued from page 3

asphalt down on the road surface, then the hot mix is placed over the top, said Roy Rissky, Chief of Construction and Maintenance.

When the hot asphalt hits the emulsion, it turns the water to steam and transfers the emulsion into the asphalt mix forming a tight seal on the roadway that doesn't let water through. It also fills the small cracks underneath it, Rissky said.

"This surface mix doesn't have a tendency to deteriorate the way a dense graded hot mix would," he said.

When an overlay is one inch thick or more, the shoulders must be overlaid as well because it raises the edge of the roadway. Since the NovaChip

overlay is only 5/8-inch thick, the need to overlay shoulders is eliminated. On a 24-foot roadway and two 10-foot shoulders, this reduces the area needing to be overlaid by 80 percent.

"Right now we're looking to save

'We think this is another good tool in our toolbox. It's a real durable mix – most KDOT offices have been fairly pleased with it.'

Roy Rissky

money," Rissky said. "We have a lot of roads that have shoulders."

The cost of NovaChip is slightly higher than a regular asphalt overlay. However, Rissky said with less mate-

rial being used and less cost associated with hauling the materials, as well as shoulders not needing to be overlaid, significant savings could be seen. In addition, NovaChip has a longer life expectancy – several years longer than a traditional overlay.

Asphalt cement in the July 2005 KDOT letting was \$180 a ton. In the July 2006 letting, it was going for \$425 a ton, Rissky said.

KDOT first started using NovaChip on the state system in 2003 in the Kansas City area, and there have been numerous projects using this across the state in the past three years.

"We think this is another good tool in our toolbox," Rissky said. "It's a real durable mix – most KDOT offices have been fairly pleased with it."

Night projects

Continued from page 4

The solution on high volume highways – I-135 with up to 87,800 Annual Average Daily Traffic, I-235 with almost 50,000 AADT, US-54/400 with over 100,000, and parts of K-96 with 45,000 to 55,000 AADT – has been to shift work to evening and nighttime hours when traffic flow is reduced. The result has been less inconvenience for drivers, cooler summertime working conditions for contractors and KDOT personnel, and a safer work zone situation for workers as well as drivers.

Many different maintenance chores are performed at night now – patching, crack sealing, shoulder sweeping, mudjacking and other concrete leveling operations, as well as traffic control set-ups for small, contracted maintenance jobs or bridge inspections.

Sammi Ford, the Wichita Area Maintenance Superintendent, knows that at certain areas in Wichita, KDOT work can seriously impede traffic. "When our crews have trouble completing their work in a safe manner because of traffic volumes, we schedule a night or a week or sometimes a number of weeks with half of a Subarea or Area crew working from mid-evening to early morning," said Ford. "It's just the only way we can complete some of these operations."

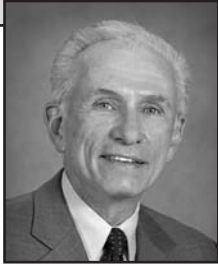
And the shift to night work has not just been on the maintenance side. Many construction projects now have special provisions calling for the work to be performed at

night, usually from 7 p.m. until 6 a.m. This requires traffic control operations that are moved or adjusted each night. It also changes some of the responsibilities of KDOT staff.

"Night work means the project managers have a more active role," said Earl Bartlett, acting Construction Engineer at the Wichita West construction office. "They must be able to make project decisions on the spot, sometimes without consulting the construction engineer, field engineering administrator, or metro engineer." Bartlett also noted that project managers have an increased obligation to maintain good communication with daytime staff, usually by daily e-mail.

So what does this schedule mean for the KDOT employees on night duty? Generally the work is the same but the schedule can affect sleep patterns and sometimes has an impact on family life. But a definite positive aspect, along with cooler conditions during the summer, is a temporary pay increase with shift differential, plus a public accommodation compensation.

The outlook for night work on highways in Wichita is one of increasing use. Tarverdi believes that we need to adapt our working methods to accommodate the public when possible. He also thinks the concept of pushing work to the overnight hours will increase in all of the metropolitan areas and should probably be considered in some rural areas if traffic counts are high. He's sure of one thing – he would rather not be invited to the scene of a KDOT-created traffic jam for comment again – and night work is the best solution for that in Wichita.



By

**Terry
Heidner**

***TRANSPORTATION* TALK**

What am I doing here?

I had just sat down to begin thinking about and writing this column when I received an e-mail forwarded to me by Secretary Miller. The e-mail announced that my counterpart in the Florida DOT (Planning Director) was leaving and going to become the Executive Director for the Miami-Dade Expressway Authority (a system of five toll roads).

The note went on to say her salary would be in the \$175,000 to \$225,000 range. Hence, my rhetorical question, "What am I doing here?"

Once in a while, something will come along and spark those kinds of thoughts/feelings in me and I suspect that is true for most of you as well. Fortunately, I don't think that way often or for very long and I hope you don't either, because dwelling on those kinds of thoughts for too long can make for some real induced unhappiness. Better to spend some time asking yourself what are the good aspects of performing public service and working for KDOT. I would suspect that could be a fairly long list.

All of us truly do provide a service to the citizens of Kansas and the traveling public. From the people who plow snow and patch potholes so that the public can travel more safely, quickly and comfortably to those that work with data, information and analysis so that the agency can make better and more informed decisions, we all make life better for our citizens and that has to be at least somewhat rewarding and a source of pride.

It has been my observation that most employees at KDOT do take a great deal of pride in their work. Any KDOT employee who does not understand how their work fits in the big picture and provides a service to the citizens of Kansas should ask their supervisor to explain it, and if they cannot explain it, you should work your way up the line until someone can.

It has also been my observation that people at KDOT care a great deal about each other. They are always concerned about any troubles you may have whether they are work related, health-related or some other personal issue. Those concerns are widespread and genuine.

We spend more of our adult, awake hours with our work colleagues than we do our family. So, how truly fortunate we are to spend that time in a place where we can have a positive impact on the citizens of our state that in turn allows us to be proud of what we do, valued for our work and cared for as human beings.

After all, we are all just passing through this world and if we can say that 1) we made the world a little bit better place on our pass through, and 2) we enjoyed the trip, then we can feel that our life has been very successful. I believe working in public service and specifically at KDOT provides us an opportunity to do both.

Terry Heidner is the Director of the Division of Planning and Development.

Step Back in Time



*An Interstate 70
bridge west of
Topeka in Shawnee
County is shown
under construction
in 1959.*



Richardson receives AASHTO award

Jim Richardson, KDOT Road Design Leader in the Bureau of Design, received the 2006 American Association of State and Highway Transportation Officials (AASHTO) Region 3 Subcommittee on Design award.

Richardson has served on the AASHTO Technical Committee on Hydrology and Hydraulics for 10 years and has been involved in the development of the "Model Drainage Manual" and the "Highway



Jim Richardson

Drainage Guidelines" publications. He also serves as chair of the legal chapters for both these publications.

He has been with KDOT for 27 years. In addition to leading his squad in designing various Comprehensive Transportation Program projects, Richardson is updating and preparing KDOT's "Drainage & Culvert Manual" and is the project monitor on several KDOT hydrology and hydraulics research projects.

Richardson was given the award in Topeka on June 21. AASHTO's Region 3 is composed of nine midwestern states and the province of Ontario, Canada.

-K.S.

Stallbaumer honored for service

Danni Stallbaumer, Senior Administrative Assistant in Personnel Services, received the Ken Gorman Humanitarianism Award during a presentation July 25 with law enforcement from the Topeka Police Department and the Shawnee County Sheriff's Office, coworkers and friends attending the ceremony.



Danni Stallbaumer

The award recognizes a person who assists families and spouses of law enforcement officers who have been killed in the line of duty.

"The candlelight vigil that Danni coordinates every year really helps us to remember fallen officers," said Lee Martin, Executive Director of the Law Enforcement Family Training Foundation.

The award was a surprise to Stallbaumer and means a great deal to her. "It ranks right up there with meeting President Bush," she said.

Stallbaumer is serving her fifth year as President of the Fraternal Order of Police Auxiliary and was elected as a national officer in the Grand Lodge Auxiliary in 2001. Her husband, Larry, retired last fall from the Shawnee County Sheriff's Office after 29 years of service. **-K.S.**

US-54

Continued from page 3

Southwest Kansas will have a roadway that will enhance safety and support continued economic growth in this area."

Grading work started last month on the 3.7-mile expressway, which is being constructed on new alignment. The project is expected to take two construction seasons and is scheduled to be completed by fall 2007, weather permitting.

KDOT began studying US-54 south

of Liberal in 1999 to develop a highway concept that would enhance safety and enable the road to efficiently handle traffic well into the 21st century.

US-54 south of Liberal was paved in the 1950s when the traffic volume was much lower. Today, an average of 7,500 vehicles travel this portion of US-54, but by 2025 that figure is expected to double to almost 14,300 vehicles.

J&R Sand Company of Liberal is the prime contractor on the \$20.4 million project. — S.W.

KDOT Computer Training

— from the KCTC

CLASSES ARE ON THE CALENDAR AT ESOB

Increase your computer efficiency! September and October takes Misty Rodriguez to District Six and District Four for more MS Office training. However, her time will be divided with classes on the road and at the ESOB.

The KCTC will keep you posted of class openings in Topeka. Look at the shared KCTC calendar in Outlook to find classes scheduled through December.

DID YOU KNOW?

Tips & Tricks:

♦ How do I remember "Control Key" and other shortcuts in Word documents? In Word click on Tools, then Customize, followed by the Options Tab and check Show shortcut keys in Screen tips, press Close. Now as you move your mouse over toolbar icons you will be given any available corresponding shortcut commands.

♦ Did you know you can change your appointment status in Outlook from busy to tentative and other options? As an example: in case you can't show up at a meeting you can easily right click on an appointment in your calendar (you do not have to open the appointment) and select Show Time As and select the Tentative status of the appointment.

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?

Questions

1. In 1981, Kansas won what national award?
2. Kansas has the largest natural gas field in the United States. Near what city is it located?
3. The first self propelled road vehicle was invented in what year?
4. Which President signed the law that established the U.S. Department of Transportation?
5. What is the maximum gross take-off weight for a Boeing 747?
6. What nation has the busiest road network in the world?

Answers
1. The Most Beautiful License Plate Award

2. Hugoton

3. 1769

4. President Lyndon B.

Johnson

5. 775,000 lbs.

6. Indonesia



Fair time

Independence Area Engineer Wayne Gudmonson (center) and Area Construction Engineer Darrin Petrowsky (right) discuss the impacts of a future roundabout with a Fredonia resident at the Wilson County Fair. KDOT staff attended numerous events this summer to help inform the public of current and future highway projects.

Below, Highway Maintenance Supervisor John Crawford, and Equipment Operator Senior Robert Cotten staff the booth at the Sherman County fair. At right, Engineering Technician Senior Keith Bishop hands out information at the Pratt County fair.



Provisions outline political activities

During this election year, Gov. Kathleen Sebelius is reminding state employees of a few guidelines in conjunction with political activities.

"You are free to take part in any political activity off-site, on your own time. With few exceptions, being a state employee does not restrict your right to free speech or to participate in our democratic process," said Gov. Sebelius. "I encourage you to support the candidates of your choice, and to vote on Election Day."

At work, however, it is important to

keep several Kansas laws in mind.

First, it is illegal for a state employee to use his or her position of authority to influence another state employee to perform any political act. In addition, it is illegal for a state employee to use state property or his or her time on the job for campaign purposes.

If you have questions on these or other provisions regarding political activities and state employees, please contact the Governor's Office at (785) 296-3232.

Shelly

Continued from page 3

realize that it's okay to say 'no thanks' if you don't want to drink alcohol before you're ready to do so legally and responsibly," said Shelley. "It doesn't make you any less of a person, and if anything, you are a stronger person for saying No."

"In My Time" is available for free download at Shelley's web site, www.heathershelley.com. CD's will be available at upcoming Heather Shelley shows throughout the state and from the Bureau of Traffic Safety, among other venues, at no charge. On tour, the band will be performing the song live.

The young artist from Scott City was recognized as "The Best New Act in Country Music" in 2005 when she won the Colgate Country Showdown National Final in Orlando, Fla. She emerged from 50,000 contestants to win the title and a \$100,000 paycheck.

"Underage drinking is a problem nationwide and in 2005, 63 percent of Kansas students in grades 8 through 12 reported having consumed alcohol in their lives," said Pete Bodyk, Chief of KDOT's Bureau of Traffic Safety. "We hope that 'In My Time' becomes a

popular song across the state and helps young Kansans accept that it's okay to say, 'no thanks,' to underage drinking."

Research shows that, while young people drink somewhat less frequently than do adults, they tend to consume nearly twice as much alcohol per occasion. Research also shows that the part of the brain responsible for judgment and impulse control, the prefrontal cortex, is not fully developed until around the age of 24, and that alcohol impairs this part of the immature brain more quickly than it does the mature brain.

"This fact helps explain why Kansans, aged 15-24 years, who comprise only 19 percent of those of driving age, are now involved in almost 40 percent of alcohol-related crashes," said Bodyk.

KDOT also now offers an anonymous tipline, 1-866-MustB21 (866-687-8221), designed to encourage citizens to become actively involved in reporting underage drinking violations that might otherwise go unnoticed. The toll-free tipline operates 24-hours-a-day, seven-days-a-week, and is now available for citizens to anonymously report parties involving underage drinking, purchases of alcohol for underage persons, and retailer willingness to make underage sales.

Welcome new KDOT employees!

Headquarters

Russell McDonald, Property

Appraiser I, Right of Way

Steve Nelson, Property Appraiser I,
Right of Way

District One – Northeast

James Beauchamp, Equipment
Mechanic, Topeka

District Two – Northcentral

Brent Gentry, Equipment Body
Mechanic, Salina

District Three – Northwest

Bev Sidman, Administrative
Assistant, Norton

*The Bureau of Personnel Services
supplies information for new hires
to Translines.*

Deaths

Condolences to the family and friends of a former KDOT employee who recently passed. **Alan R. Schultz**, 63, died Aug. 2 at Topeka. Schultz retired from KDOT where he had worked in the Bureau of Computer Services.

Survivors include his wife, Diane, two sons, one daughter, two brothers, and two grandchildren. Memorials may be given to Midland Hospice Care in Topeka or the Northeast Kansas Parkinson's Disease Association and sent in care of the Brennan-Mathena Funeral Home, 800 SW 6th, Topeka, Ks., 66603.

M I L E S T O N E S

KDOT salutes its employees celebrating anniversaries in August

10 YEARS

*Vahid Behzadpour Topeka
*Leland Miller Topeka
*Nadine Rather Atwood
*Ronald Simonds Topeka
Mike Smith Topeka
*Dan Weakley Emporia

30 YEARS

*Jerrie Loader Topeka
*Rhonda Seitz Topeka
*Anita Oliver Topeka
*Gretchen Woody Topeka

20 YEARS

*Dennis Brecheisen Topeka
*Timothy Hansen Oakley
*Jeffrey Hare Eureka
Carol Hastings Topeka
*Bruce Haverkamp Topeka
*Sam Lowry Hugoton
*Kenneth O'Connor Topeka
*John Nelson Hutchinson
*Stanley Schmidt Wamego

*The following employee celebrated a
service anniversary in May.*

40 YEARS

*Clarence Berry Salina

**denotes state service anniversary*

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

Check out KDOT's State Fair booth

Grab a Pronto Pup, check out the butter sculpture, then head to the Eisenhower Building for a variety of transportation and safety information at KDOT's booth at the Kansas State Fair in Hutchinson.

KDOT's booth will be located in the middle of the Eisenhower Building along with the Kansas Safety Belt Education Office and the Kansas Drunk Driving Prevention Office. Together, information will be provided to the public on work zone safety, seat belt use, drunk driving prevention, child passenger safety, roundabouts, Adopt-A-Highway, Scenic Byways and more.

Promotional items this year focus on the state's highway safety campaign, "Safer Driving, Safer Roads;" 511 (Kansas travel information); work zone safety and the 50th anniversary of the Interstate system.

"We've got great brochures and promotional items that will help

increase awareness on many important transportation topics," said Steve Swartz, KDOT Public Information Officer. "The state fair is an excellent opportunity to get information to the public."

KDOT and other state agencies are also participating in the HealthyKansas program at the fair. A display will be in the various booths that explains the program's comprehensive effort to control health care costs, improve the quality of health care in the state and raise awareness of the dangers of obesity in children and adults.

This year's state fair will take place from Sept. 8 to 17. Operational hours of the booth will be from 11 a.m. to 10 p.m. on opening day, 9 a.m. to 9 p.m. Sunday through Thursday, and 9 a.m. to 10 p.m. on Friday and Saturday.

District Five and Bureau of Transportation Information employees work together to staff the booth. **-K.S.**

Promotions/Transfers

Headquarters

Amy Coon, Applications Developer I, Design

James Deitzel, Professional Civil Engineer II, Design

Les Lauber, Staff Development Specialist II, Personnel Services

Alison Sorden, Accountant Specialist, Traffic Safety

Mark Ummel, State Auditor I, Inspector General

District One – Northeast

James Clark, Building Systems Manager, Topeka

James Scott, Equipment Mechanic, Olathe

District Three – Northwest

Joe Capo, Highway Maintenance Superintendent, Atwood

District Five – Southcentral

Brent Terstriep, Professional Civil Engineer I, Wichita

The Bureau of Personnel Services supplies information for promotions/transfers to 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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NOTE: This information is available in alternative accessible formats. To obtain an alternative format, contact the Bureau of Transportation Information, Eisenhower Building, 700 SW Harrison, 2nd Floor West, Topeka, Kan., 66603-3754, or phone (785) 296-3585 (Voice)/(TTY).