

TRANSLINES EXPRESS

April 7, 2021

Progress in the first year of IKE - thank you!

Dear KDOT employees -

I am thrilled to celebrate the first anniversary of Governor Kelly signing the legislation on April 3, 2020, to create the Eisenhower Legacy Transportation Program, which we are proud to call IKE.

These linked videos from [Gov. Laura Kelly](#) and [myself](#) review some of the outstanding progress we've made this year – and I want to be clear – we could not have done this without you and your commitment to Kansans. Your hard work and dedication have made it possible to launch all the new IKE programs, continue our maintenance and preservation work and keep commerce and Kansans moving.

It is exciting to launch a new program and to think of all the opportunities it will bring for Kansans and their communities. It's also a long haul. The IKE Program asks all of us to think more creatively about our resources and our interactions with Kansans. That shift requires energy, which has been at a premium during the last year.



You persevered through challenging circumstances in 2020 – at work and at home – and got the program off to a great start. At the leadership level we are working to get more resources across the agency to help deliver IKE, both through improved recruiting practices as well as through support from

consultants, contractors, and other staff augmentation tools. In addition, though it still must go through the legislative process, the Governor's budget includes a 2.5% pay increase for state employees.

As we reflect on this anniversary milestone, I hope we can take a deep breath, celebrate our accomplishments and keep going to make the IKE Program – and Kansas – the very best it can be.

Thanks for all you do –

KDOT
★★★★★
IKE
THE EISENHOWER LEGACY
TRANSPORTATION PROGRAM

by the Numbers

- 1** year since IKE signed into law on Friday, April 3, 2020
- 8** new or improved programs launched
- 13** Short Line Rail Projects selected
- 38** Cost Share Projects selected
- 48** Local Road projects have been let
- 90%** support from Kansas Legislators for the passage of IKE
- 240** preservation projects have been announced
- 1,000** students enrolled through Drivers Education Reimbursement Program
- 2,000+** KDOT employees delivering on IKE promises
- \$1.3 M** committed to **five** Innovative Technology grants
- \$10 M** allocated to help expand broadband
- \$65 M** let to construction



Help promote work zone safety

Work zone safety is a priority all year long, and KDOT and many transportation partners are highlighting this important effort during National Work Zone Awareness Week later this month, April 26-30.

Safety blogs featuring stories from KDOT and KTA employees and a contractor will be posted each day. Other things to look for - DMS signs and KDOT computer screens will have safety messages, buildings and different locations will light up in orange and KDOT social media pages will feature safety facts, a work zone coloring page and orange photos.

Do your part by sharing this information and increasing awareness for the critical need for safety in work zones.



Transportation Planning Bureau Chief Mike Moriarty and his daughter supported work zone safety last year. Look for more photos later this month on KDOT social media pages and the Go Orange website [here](#).



The Topeka City Hall building was lit in orange in 2020 during National Work Zone Awareness Week.

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Replacement of six bridges underway on U.S. 166

By Priscilla Petersen
District Four

A project to replace six bridges along a low, marshy section of U.S. 166 east of Chetopa started in early March. All six bridges are load-posted and considered “scour critical,” according to KDOT Road Design Leader Jeff Sims.

Bridge scour takes place when swiftly moving water removes sand, gravel and other sediments from the foundation of a bridge, and is considered the main cause of highway bridge failure in the United States.

The six reinforced slab concrete bridges in Cherokee County were constructed in 1939 and widened in 1965.

“The bridges act as relief openings to convey flows from the floodplain under U.S. 166,” Sims said, adding that the bridges are “prone to frequent overtopping during flood stage of the Neosho River.”

The overtopping damages the downstream shoulder area, creating “continual maintenance” repairs after the water recedes. “This is an extremely flat area so when U.S. 166 overtops, it stretches approximately 4.5 miles,” Sims said.

Pittsburg Area Construction Engineer Kyler Farmer



A KanDrive camera captures an aerial view of a section of the marshy construction zone where six bridges are being replaced on U.S. 166.

said the flooding is sure to present challenges to the contractor, Bridges Inc., when the time comes to begin constructing drilled shaft foundations.

“They have proposed building rock jetties, which are essentially mini dams that will hold water back from their work area,” Farmer said. “These obviously won’t be watertight and will overtop with floods, but the idea is that they will pump their work area out and have a place to work that isn’t under water.”

The stretch of U.S. 166 where the bridges are located is part of the Cherokee Lowlands physiographic region.

The low lying, weight-posted bridges have been a source of frustration for professional and local drivers over many years.

The bridges are being replaced three at a time, with traffic at each controlled by signals. Project activity will be suspended this winter, with work resuming on the remaining three bridges in March 2022.

How smooth will be the progress? “We will see what the wet season brings this year,” said Farmer.



Each of the six existing U.S. 166 bridges is posted for weight limits, and is considered ‘scour critical.’ KDOT awarded Bridges Inc., of Newton the \$14.8 million construction contract. Photo by Priscilla Petersen, District Four

KDOT's sign program: the basics of how it works

By Tim Potter
District Five

So much of KDOT's highway work deals directly with the pavement motorists drive on. But it would be a mistake to overlook the KDOT signage along the roadway that directs and alerts drivers.

There are signs telling motorists to stop and yield; signs informing them of the speed limit, distance to the next town, next exit and school zones; signs warning of upcoming roadway alignments and conditions. And those signs need to be maintained and periodically replaced. The reflective surfaces, which make the signs visible from a distance at night, lose reflectivity over time, for example.

So KDOT has a program for replacing aging signs and those that become obsolete as sign standards evolve. Stop signs, for example, have gone from 30 to 36 inches wide. Bill Bartron, KDOT Senior Permanent Signing Technician, explained some of how the sign replacement program works.

Mostly, the program is done by subareas, which tend to follow county lines, Bartron said. Interstates are done



A contractor's employee works on a post hole for a new sign installation. Photos by Bill Bartron, Headquarters

in their entirety, and the program is finishing up signs along I-70 this year. Signing projects are underway in these counties: Clark, Comanche, Johnson, Kiowa, Lane, Ness, Reno, Russell, Shawnee, Sherman, Wabaunsee and Wyandotte.

"So we try to do them all over," Bartron said. Over time, every sign gets replaced subarea by subarea, interstate by interstate.

In the past couple years, contractors have been replacing the signs, which must be properly spaced and offset from the roadway.

A little about what is technically known as retro-reflectivity: At night, light bounces back to you when your headlights illuminate a sign. The reflectivity comes from prisms or beads in the sign sheeting; the material starts to fade from a combination of sunlight, weather and age. Although the sign might be plenty visible during the day, it can become "dead" at night, Bartron explained. The idea is that the sign is supposed to look the same, day or night, said Darrell Gwaltney, the Permanent Signing Specialist who has been doing signing work for KDOT for almost 45 years. South-facing signs, which get more sunlight, tend to fade faster. Special devices are used to measure reflectivity.



New signs are ready that will be installed on I-70 in Topeka.

Don't cut corners with basic hygiene

By Troy Whitworth
Division of Safety Director

COVID-19 has heightened our awareness of how to keep from spreading diseases. And that can include common ones like colds and flu.

According to [Johns Hopkins University](#), there are an estimated 45 million illnesses due to flu each year. But this flu season there have been less than 1,000 in the United States as of the first of this year. Virtual meetings and fewer people travelling could be helping to keep the flu cases down. But it also shows that wearing masks and practicing good hygiene are a huge part of it.

People have a habit of touching their eyes, nose and mouth, which is how germs get into the body. Imagine coughing into your hand when you are sick. Now touch something that others may be in contact with like handrails, door handles, etc. This is one way the germs spread.

Instead of coughing into your hand, cough into a tissue and throw it in the trash. Or cough into your elbow, just not your hands. Texas A&M put together this video on the best way to sneeze - click [here](#). It shows how to limit the spread of disease from a sneeze.

Washing your hands frequently is vital in limiting germ transmission and is one of the best ways to protect yourself and your family from getting sick. Wash your hands often, but especially after blowing your nose,

coughing or sneezing; going to the bathroom; and before eating or preparing food.

Swishing your hands in water for two seconds doesn't cut it. You need soap, warm water and friction. The CDC recommends you wet your hands and add soap to the mix, rubbing them together for 20 seconds. It's important to wash the entire surface of your hands – remember, you may have rubbed your face with the back of your hand. Wash between your fingers, tips of fingers and under your fingernails. Sometimes a nailbrush is needed to get the grime off. Rinse off by keeping your fingers pointed down. Dry your hands with a clean paper towel and use it to turn off the faucet and open the door. Then throw the paper towel away.



So how does this work? The soap actually suspends the dirt, soil or grease on your hands. The friction of rubbing your hands together removes the dirt and oils from your skin. The warm running water washes the dirt and oils that trap germs. Wiping and drying your hands removes even more germs. If soap and water are not

readily available, using an alcohol-based hand sanitizer with at least 60% alcohol is a good alternative.

I think it is important to review common practices every now and then to help keep you and others healthy. Remember, cutting corners can unnecessarily expose us to risk. Reduce your exposure by practicing good hygiene, for your family and mine.

Crowdsourcing rain and snow information

By Tom Hein
District Five

When rain or snow hits a district, there can be a tremendous variance in precipitation amounts across the counties. District Six has 19 counties that cover 15,886 square miles. Rain at Shallow Water (Scott County) can vary greatly from rain at Bloom (Ford County).

While District Two may have fewer counties (16), the weather in Burr Oak (Jewell) is considerably different from Bazaar (Chase).

So how do we monitor it and how can we gather precipitation data from an area as large as a district? And even more difficult, information from across the entire state?

CoCoRaHS.

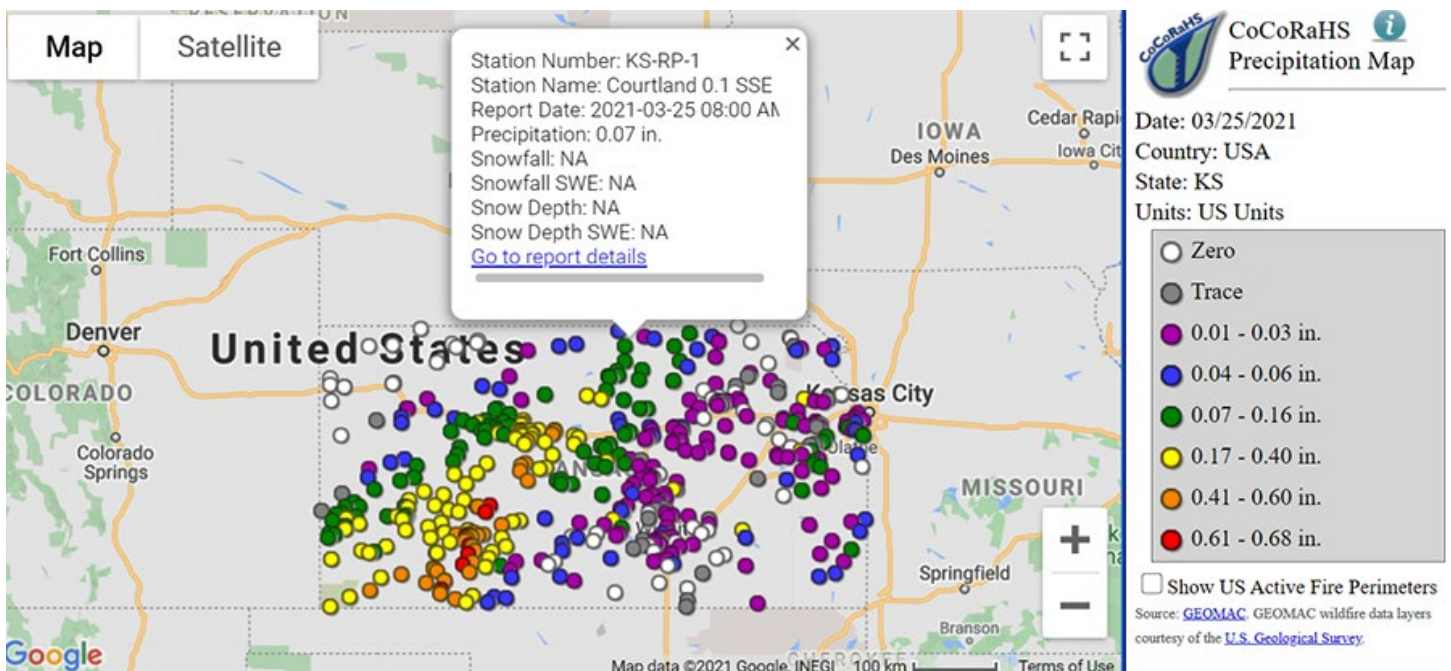


Rain gauges like this are checked daily to provide data from across Kansas. Photo by Tom Hein, District Five

The Community Collaborative Rain, Hail and Snow Network is a non-profit, community-based network of trained volunteers working together to measure and map precipitation (rain, hail and snow). By using low-cost measurement tools and an interactive website, high quality data is gathered in all 50 states for natural resource, education and research applications.

In Kansas, there are 1,188 active CoCoRaHS stations. A few counties don't have a volunteer, but most do. At about 7 a.m. every morning, rain gauge readings are taken and submitted to the website. That means that by 8 a.m., you can see an accurate overview of precipitation in the last 24 hours throughout your district, the state of Kansas and even nationwide.

Bookmark the website (www.cocorahs.org) so you're ready for the next rain event.



This screen shot shows information from the Community Collaborative Rain, Hail and Snow Network website.



Unified Government of Kansas City Mayor David Alvey speaks at the March 15 event celebrating the completion of the Lewis and Clark Viaduct along with, from left to right, Governor Laura Kelly, U.S. Rep. Sharice Davids and Secretary Julie Lorenz. Photo by KDOT Multimedia

Lewis and Clark Viaduct project completed

Governor Laura Kelly joined U.S. Rep. Sharice Davids, Secretary Julie Lorenz and local officials to commemorate the completion of the re-opening of westbound I-70 as part of the multi-phase Lewis and Clark Viaduct project on March 15 in Kansas City.

“I’ve never been more optimistic about the future of Kansas infrastructure,” said Secretary Lorenz. “We have the IKE program, federal investments may allow us to make innovative investments – and most importantly, we have local, state and federal leaders who all want to work together to make infrastructure work better.”

The Lewis and Clark project partners included KDOT, the Unified Government of Wyandotte County, the

Missouri Department of Transportation, KC Scout, the City of Kansas City (Missouri) and the Mid-America Regional Council.

Reconstruction of the westbound I-70 bridge – originally built in 1962 – began in early 2018. The expected two-year construction was delayed because of heavy flooding in 2019 when high waters prevented crews from accessing pier sites for several months.

Westbound I-70 at the Lewis and Clark Viaduct reopened to traffic on Jan. 23. Total construction cost was \$65 million - \$58.4 million in federal and \$6.5 million in state.

Trivia!

Famous roads around the world

1. This road is just 5.6 miles long and has 114 curves that hug sheer cliffs that drop into the Atlantic on South Africa's West Cape.

2. This network of more than 8,000 miles of federally-controlled highways in Germany is most famous for its absence of speed limits in many areas.

3. This 6.8-mile long road ascends a mountain and goes through a cave, has 99 turns and climbs from 656 feet to 4,200.

4. This road was made famous in the movie "Goldfinger" – it winds through the Swiss Alps. It has sheer drops, hairpin turns and a view of the Rhone Glacier.

5. This 43-mile-long unpaved highway passes along steep mountain drops and is known as the Road of Death.

6. This notoriously difficult to cross path connects trade routes in the Himalayas. At an elevation of 13,000 feet, it is open only between May and November.

KDOT works to reduce litter in Kansas City metro area

By Kelly Kultala
District One

KDOT receives many emails, phone calls and letters about litter along the state highways in the Kansas City metro area. KDOT picks up trash on a routine basis as part of numerous ongoing highway maintenance activities, offering overtime pay to employees willing to pick up trash on the weekends.

The agency also has an Adopt-A-Highway program and a Sponsor-A-Highway program available to the general public to participate in.

On March 30, a Request For Proposal (RFP) was posted for roadside litter and debris collection along some of the state highways in Wyandotte and Johnson counties. The deadline for the RFP is April 27 and the contract would last for one year, with a possible three-year option.

"KDOT shares the public's desire to see clean highways and we want to be a part of the solution," said Leroy



Litter is an ongoing problem, especially in the Kansas City metro area. Photo by Multimedia Services

Koehn, District One Engineer. "We will continue to make trash pickup a priority and to proactively advance community messaging asking people to not throw trash out of the car window or let it fly off the back of a truck."

Trivia answers

1. Chapman's Peak Drive, South Africa.

2. The Autobahn.

3. Tianmen Mountain Winding Road, China.

4. Furka Pass, Switzerland.

5. North Yungas Road, Bolivia.

6. Rohtang Pass, India.

Springing into action throughout District Two

By Ashley Perez
District Two

KDOT crews in District Two are taking advantage of warmer temperatures to begin making road repairs.

The number of motorists usually increase with the better weather, making it critical for workers to keep an eye on traffic.

David Casper, Supervisor in Concordia, said workers are constantly looking out for one another as work is occurring on roadways.

In early March, the Lindsborg Subarea employees repaired a guardrail, which was previously damaged in a crash on northbound I-135 in McPherson County (Lindsborg exit) and the Ellsworth Subarea crew replaced posts, which were knocked down at the rest area along I-70.

The Concordia Subarea and Beloit Subarea offices worked together to repair a fence along southbound U.S. 81, which had been previously damaged in a crash at that location this winter.

Later, the Ellsworth Subarea and District Specials crew repaired erosion control on K-14, approximately 3-4 miles north of Ellsworth.

Other activities to improve the highways will continue this spring, especially pothole repair work.



All names from left to right.

1. From Lindsborg, Josh Wingler, Equipment Operator Specialist; Grant Arnold, Equipment Operator; and Terry Lofdahl, Supervisor; repair guardrail. 2. Concordia Supervisor David Casper (in tractor) replaces posts and repairs fence with Phillip Eller, Equipment Operator in Beloit; Garrett Lawrence, Equipment Operator from Concordia; and Greg Albert, Equipment Operator in Beloit. 3. From Ellsworth, Delvin Schultz, Supervisor; Flint Warta, Equipment Operator Senior; and Sheldon Rathbun, Equipment Operator; pour concrete at the Ellsworth rest area. 4. Greg Albert, Equipment Operator in Beloit, and Casper pour concrete and level posts. Photos by Ashley Perez, District Two

I-70 ramp realignment continues in Hays



Realignment work on the I-70 ramps in Hays continues. Photo by Bill Koerner, Kirkham-Michael

By Lisa Mussman
District Three

Work on the north Vine Street corridor improvement project in Hays is entering its second and final construction season. Last season, the roundabout at 32nd and 33rd streets was completed along with work on the west frontage road and new side streets to help maintain property access.

This year, three additional roundabouts will be

constructed at 37th Street, the I-70 ramps and 41st Street/Mopar. Crews will be constructing the west half of the roundabouts first, with traffic shifting into a head-to-head configuration in the northbound lanes.

Upon completion of the west portions, work will move to the east sides with traffic shifting into the southbound lanes before wrapping up with the completion of the center sections. This project was developed through the Bureau of Local Projects and is expected to be finished by the end of 2021.

Distracted driving campaign aims to increase safety

Send a message by example, not from your phone. KDOT is reminding drivers to put down the phone and eliminate all distractions as part of the National Highway Traffic Safety Administration's (NHTSA) distracted driving campaign.

The nationwide campaign runs through the month of April and is designed to curb the serious and deadly consequences of distracted driving. In Kansas, one in four vehicular crashes is caused by a distracted driver, according to KDOT.

"We want drivers to ditch the distractions and focus on their most important task – arriving safely to their

destination," said Secretary Julie Lorenz. "Texting, messaging and other forms of distracted driving put everyone at risk on the highways."

In 2019, NHTSA statistics indicate that the number of deaths linked to driver distraction was 3,142 nationwide – almost 9% of all fatalities for that year. This represents a 10% increase over 2018 statistics and was the largest increase in causes of traffic deaths reported for 2019.

The campaign reminds drivers that texting while driving is illegal and can result in a hefty fine, a tragic crash, injuries and death.

It truly was a freaky Friday for KDOT employee

By Tim Potter
District Five

For KDOT's Augie Carrillo, it began as just another Friday, March 5. He was doing paperwork at a job site – where KDOT is overseeing a project to stabilize the Ninescah River bank along U.S. 81 north of K-55, in Sumner County.

Carrillo, an Engineering Technician Senior, is KDOT's inspector on the job. His ordinary Friday changed when a man who had been fishing at the river stopped by Carrillo and blurted out something unusual.

Be careful by the river, the man told Carrillo, because there's an alligator down there. Carrillo said to himself "No way," thinking the man must be referring to a fish known as an alligator gar – not a genuine alligator.

But "sure enough," as Carrillo recounted the experience, he walked over and found a 3-foot-1-inch alligator by the water's edge. It was dead. It could have died from the recent prolonged arctic freeze. One of its hind legs had been chewed off. Carrillo spotted where it looked like the alligator had left prints in the river mud with its tail and paws.

He checked nearby pools of water to make sure no live gator was lurking. He placed the gator's carcass across his truck tailgate, photographed it and left a message for a state game warden. That evening, he said, the game warden called, telling Carrillo the gator was probably someone's pet, let into the river. When the game warden asked if Carrillo wanted to keep the carcass, he didn't hesitate. He surely would. "It's a rare thing to see," he said. He wants it to be prepared for display - a memento of his KDOT career.

In about 22 years with KDOT, Carrillo has seen an array of creatures. But the gator is in its own category.

"It takes the top shelf," he said. "It's got to be something really extraordinary to top this one."



The alligator carcass, displayed on the tailgate of Augie Carrillo's truck. It measured 37 inches long. Photo by Augie Carrillo, District Five

Weather has big impacts on KanDrive usage

By Tom Hein
District Five

February was certainly a month dominated by weather events. Sleet, freezing rain, plenty of snow, and oh yeah, those cold temperatures. The state climatologist measured the month to be 11 degrees colder than normal and the 5th coldest on record. On Feb. 16, it was -29.58 degrees F in Scandia! We'll remember those bitter cold days and the furnace-taxing nights.

But temperatures don't drive demand on KanDrive.org – precipitation does. While climatologists declared it to be the 18th driest February since 1895, the moisture that fell across the state wreaked havoc on travelers' plans. And they turned to KanDrive for updates.

On non-precipitation days in February, KanDrive



hosted between 814 and 2,714 web sessions. But on the 8th, when mixed precipitation fell, there were 55,487 sessions. And at the peak of snowfall across the state on Feb. 14 and 15, KanDrive hosted 50,914 and 45,134 sessions. Winter precipitation drives KanDrive.

Since the new KanDrive site was launched in early October, user numbers spiked in October to more than 107,000 sessions. November was mild so only 21,660 sessions occurred. But since then visitors to the site have steadily risen from 155,255 (December) to 216,542 (January) to February's total of 330,261 sessions.

There's one more interesting fact we learned from KanDrive's use statistics: 27% of our users are on tablets or desktop computers. That leaves a whopping 73% of the site's visitors on mobile devices.

KTA briefs

Construction season has begun on the Kansas Turnpike with two projects resuming from the 2020 construction year:

- Bridge redeck and widening (Andover): Project to redeck and widen mainline bridges at MM 55.917, north and southbound, on I-35/KTA. Expect single lane traffic, 65 mph speed reduction and 12-foot width restrictions.
- Pavement surfacing with ramp improvements (El Dorado & Cassoday): Pavement surfacing project from MM 70.8 to 96.3 on I-35/KTA with ramp improvements at the El Dorado and Cassoday interchanges. Expect single lanes near the plazas through June with daily lane closures.

The deadline for the 6th annual National Work Zone Awareness Week Design Contest is Sunday, April 11. Students in grades 8-12 can submit their work zone related design for a chance to win \$200 and their work in VYPE Magazine. Full rules and details are online at www.ksturnpike.com/contests

The poster for the Work Zone Awareness Week 2021 Design Contest features a background image of a construction site with workers in safety gear. At the top, a teal banner contains the text "safe drivers. safe workers. safe work zones." in white. Below this, the text "Work Zone Awareness Week 2021" is written in a grey, sans-serif font. The words "DESIGN CONTEST" are prominently displayed in large, bold, black, sans-serif capital letters. In the bottom left corner, there is a graphic of an orange and white traffic cone. In the bottom right corner, a teal banner contains the text "learn more & enter : www.ksturnpike.com/contests" in white.



Counties receive funds for bridge replacement projects

Six additional projects that will replace rural deficient bridges in Kansas have been selected in KDOT's Off-System Bridge Program.

Projects in the first round of KDOT's off-system bridge program were selected in fall 2020. With additional federal funds recently made available to Kansas through the Highway Infrastructure Program, additional projects were chosen as part of the state program. These projects will receive \$3.94 million in federal funding and will total approximately \$5 million in construction costs.

"Atchison County is very excited about being selected for this program for a bridge replacement over Stranger Creek," said Joe Snyder, Atchison County Road and Bridge Superintendent. "Without these KDOT programs, it can be difficult for counties like ours to have sufficient funding for replacement of these off-system bridges."

For the Federal Fiscal Year 2022, the county and



The bridge in Reno County was one of six that received funds for replacement. Photo provided by Reno County

amount awarded include: Atchison County, \$505,000; Wabaunsee County, \$1,000,000; Phillips County, \$325,000; Franklin County, \$875,000; Wilson County, \$575,000; and Reno County, \$660,000.

26th Annual **KDOT Transportation Safety Conference**
A Virtual Event • April 20 & 21, 2021
 April 19: Pre-conference sessions • April 20 & 21: Conference plenary and concurrent sessions



Click here - lpe.ku.edu/transportation-safety

Deadline to register: April 16

Thank you for your service

Retirees

The following employees retired from KDOT on April 1.

Headquarters

Edward Dawson Jr., Research Analyst III,
Transportation Planning

Michael Havenstein, Research Analyst I,
Transportation Safety and Technology

Jeffery Henry, Engineering Technician Specialist,
Transportation Safety and Technology

District One

Richard Stripling, Equipment Operator Specialist,
Overland Park

District Three

George Dickerson, Engineering Technician, Oakley

District Six

Margaret Bain, Equipment Operator Senior, Ness
City

Milestones

KDOT employees celebrating state service anniversaries in April.

40 years of service

- Richard Krotz, Equipment Operator Senior, Byron

30 years of service

- Gelene Savage, Chief Counsel, Topeka

20 years of service

- James Adee, Equipment Operator Senior, Abilene
- William Harris, Engineering Technician Senior, Florence
- Burton Morey, Deputy Secretary/State Transportation Engineer, Linwood
- George Weber Jr., Equipment Operator Specialist, Great Bend

10 years of service

- Doug Edwards, Engineering Technician Specialist, Holton

In Memory

Condolences to the family and friends of KDOT retiree Clifford Muntzert, who passed away on March 7 in Iola. Muntzert started at KDOT in 1980 and worked for more than 20 years before retiring in 2000. He was an Equipment Operator II at the Yates Center office.

Condolences to the family and friends of KDOT retiree Jerry Steffey, who passed away on March 22 in Oskaloosa. Steffey worked at KDOT for nearly 45 years

- he started in 1953 and retired in 1998. He was an Equipment Operator III at the Oskaloosa Subarea office.

Condolences to the family and friends of KDOT retiree Ann Navarre, who passed away on March 25 in Topeka. Navarre started at KDOT in 1954 and worked more than 39 years at the District One office, retiring in 1993 as an Office Assistant IV.