

TRANSLINES EXPRESS

March 2, 2022

Unique snowstorm hits half of Kansas

By Priscilla Petersen and Kim Stich
District Four and Headquarters

The winter storm that hit late Feb. 16/early Feb. 17 wasn't unusual. It began with rain, then came sleet and ice. That was followed by an average of 4 to 8 inches of snow and blowing winds.

What was unusual was how the storm line cut across Kansas at an angle from about Hutchinson to just west of Topeka, then covered the state south of that line. In fact, 15-20 miles west of Topeka received hardly any precipitation as well as north central and northwest Kansas. Topeka got ice and 4-plus inches of snow, Lawrence and Kansas City got ice and 8-plus inches of snow.

Thursday morning, numerous crashes occurred on eastbound I-70 near the Wabaunsee/Shawnee county line as motorists drove into the storm area, causing I-70 to be closed to remove vehicles.

Most of District Four was in the storm's path with some areas having almost white-out conditions. According to Andrea Barnes, supervisor at the Louisburg Subarea office, "This storm was tricky, not unlike other storms but you really had to know what you were doing."

Barnes said that the Equipment Operator Specialist, Terry Kinder, made sure to stage Subarea crew members on their routes before the storm so they would



Bonner Springs Area Superintendent Albert Horn took this photo of crews clearing snow on K-7 near U.S. 24.

be prepared for whatever type of precipitation fell. "And anything is what he got," she added, including "ice, snow, mix, blowing snow" and a brief early morning white-out on U.S. 169 north of Louisburg. Around 8:30 a.m. Thursday, the snow began falling throughout Miami County. "All day we plowed and plowed," said Barnes,

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Both KanDrive photos above are from just after 11 a.m. on Feb. 17. Sunny skies are seen along I-70 near Grainfield, while snow is falling on a snowpacked I-70 near 110th Street and Kansas Speedway in Edwardsville.

Espinoza celebrates 50 years of service at KDOT

By Kim Stich
Headquarters

2022 is the 50th anniversary of the “M*A*S*H” premiere and the release of “The Godfather.” And it’s Chuck Espinoza’s 50th anniversary of working at KDOT.

Espinoza graduated from Topeka High School and started soon after as a Laborer at District One. He then moved to Storekeeper for five years, then promoted to an Engineering Technician at the Gage Construction office. Two years later he went to the Materials and Research Center, “and I’ve been playing on the asphalt, or the dark side, ever since,” he joked.

He has received several promotions at MRC and been in his current job as Engineering Technician Specialist since 2001, leading the Research Unit/Asphalt section of the Bureau of Research.

“I like the variety, it’s something new every day,” he said. “I always try to do a good job and make a good product for the state.”

In addition to testing materials from across the state, Espinoza helps instruct at the Superpave courses, tests new technology and devices, settles discrepancies between District labs and contractors and assists other states with testing.

He plans to retire next year and spend more time with his wife, Tammie, five children and six grandchildren. Espinoza enjoys being outdoors camping and grilling. He has a smoker and just got an outdoor pizza oven.



At the Materials and Research Center, Chuck Espinoza has asphalt samples ready for a Superpave course. The Superpave Gyratory and draft ovens behind him are used for various tests. Photo by Kim Stich, Headquarters

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Govindaswamy named Chief of Alternative Delivery

Raja Govindaswamy has been selected as the Bureau Chief for the new Bureau of Alternative Delivery for KDOT.

He worked for the consulting company, WSP, for more than 40 years in various positions throughout the company. Govindaswamy is a licensed professional engineer in Kansas and Texas. After retiring, he traveled with his son, then decided to serve the people of Kansas.

Govindaswamy started in KDOT's Bureau of Structures and Geotechnical Services as a Senior Bridge Engineer. He and his team organized and condensed the 1,500-page bridge manual. He also is the project manager on the U.S. 54 east Kellogg project in Wichita and serves as KDOT Bridge Engineer for the U.S. 69 expressway project in Overland Park and K-96 in Wichita

"It's a dream come true for me – when you like what you do, it's not work anymore," Govindaswamy said. "KDOT



Raja Govindaswamy

people are very knowledgeable and dedicated. It's a joy to work with people who really know their stuff."

Govindaswamy will continue with those efforts as well as develop a system and template for screening projects to see which ones qualify for alternate delivery and then see those through the overall process.

"Typically, bigger projects can take seven to 10 years," he said. "Alternative delivery is a good tool to consider on projects that need to be done in a compressed timeframe."

Govindaswamy and his wife, Nandhini, have one son and live in Wichita. He is an avid mountain climber, photographer and amateur movie maker.

Neal retires after 22 years of service

Jeff Neal, Chief Information Officer for the Information Technology Services Division, is retiring after 22 years of service at KDOT. His last day is March 4.

Neal is from southeast Missouri. He joined the Army after college to "see the world," and was stationed at Fort Riley. While in the service, he worked as a respiratory therapist, "and I've made Kansas my home ever since."

He then worked at a community hospital where he focused on an administrative role. A few years later he went back to school for Information Technology and after work in the consulting world, came to KDOT.

He joined the agency as the Help Desk Supervisor, worked in IT Logistics/Procurement and served as Operations Manager before being named to his current position. Four years ago, though his position moved to OITS, Neal continued to support KDOT.

"I have enjoyed being a small part of what makes KDOT one of the best transportation agencies in the nation," he said.



Jeff Neal

Developing relationships with the KDOT community is important, especially as new systems have been introduced over the years. Neal is proud of maintaining service levels and protecting the agency's interests while successfully navigating moving KDOT's critical systems to a centralized environment as well as IT support consolidation.

He is one of eight leaders serving on the AASHTOWare committee, which developed technical solutions for agencies and academia across the country and Canada.

Neal has been a member of the Arab Shriners in Topeka since 1985 and is currently the 2022 President. He also has volunteered for Ducks Unlimited for 25 years. He and Jolene have been together for 25 years and reside near Topeka.

Employee spotlight: Jared Beary, Junction City Subarea

What's your job title?

Equipment Operator Senior (Junction City Subarea)

What sort of duties do you have at work?

I perform basic road maintenance tasks and operate all of the equipment to do so. As a senior operator, I also train new employees on all of the equipment.

What's the most exciting part of your job?

I enjoy being able to do something different each day, daily tasks are always changing. But most of all, I enjoy when I am asked to help operate the drone in our District.

What's something you're proud of?

I am very proud of my years of service with KDOT and the amount of knowledge or skills that I have gained here.

What's your favorite food?

I came from the coast so seafood is my favorite.

What's your favorite movie?

"Super Troopers."

Do you have any hidden talents or hobbies?

I am a talented outdoorsman who enjoys hunting, farming and the outdoors.

Over the past few years, I have also taken up a new hobby in operating my drone. I started a business with my drone to do aerial photography for residents in my area as well as working for the U.S. Attorney's office to get aerial photos.

Do you have any pets?

I have a German Shepard named Gunner on my farm with cattle, chickens, turkeys and pigs.

Are you a sports fan? Who are your favorite teams?

Not really, I'm a busy guy and I don't spend much time watching sports.



KDOT employee Jared Beary flies a drone at the KDOT office. Photo by Ashley Perez, District Two

Are you a morning person or a night owl?

I'm a day person. I work better under pressure, so I enjoy working SNICE during the day when it is busier and most challenging.

What's something you find challenging about your work?

Working safely around the traveling public, with interstate being the most tricky and scary.

GETTING TO KNOW

OUR KDOT CO-WORKERS

Featuring an employee each month from different offices throughout KDOT.

What's your favorite season?

Autumn.

What three items would you take with you to a deserted island?

I would take my knife, a shovel and my family.



These KanDrive camera shots from Feb. 17 show snow covered conditions on U.S. 400/K-99 at Severy (left) and of the U.S. 169 Manner Creek Bridge south of Garnett (right).

Unique storm hits Kansas

Continued from page 1

although no treatment was put down because of gusty winds. The crews were able to treat ice on the highways and ramps with salt and brine overnight Thursday and on Friday morning. Finally, she said, highways were

clear by 2 p.m. Friday.

"I am just trying to explain that we made the right calls at the right time," Barnes said. "My whole crew of four employees worked the night shift. I run a day crew of engineering technicians who have never plowed a four-lane and one new area crew guy. I am very proud of everyone. Working together to make KDOT better is what we accomplished."

FHWA illustrates how to mainstream TSMO

By Tom Hein
District Five

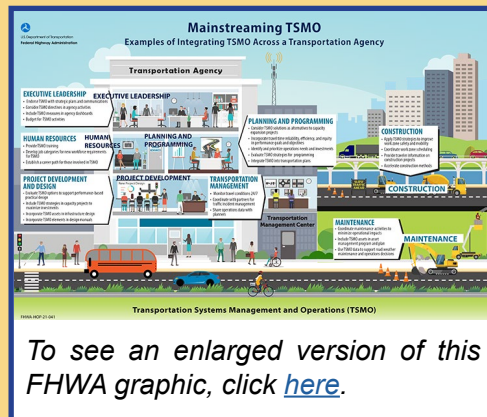
Management and operation of state transportation systems for efficiency and reliability can increase the likelihood of safer travel experiences on existing and planned infrastructure, a goal of the Federal Highway Administration (FHWA).

Many of these tools and techniques have become standard operating procedures at KDOT and other DOTs across the nation. Traffic incident management (TIM), traveler information services, work zone management, intelligent transportation systems (ITS), road weather management and traffic signal coordination are good examples of transportation systems management and operations (TSMO).

The Wichita TSMO Committee has taken advantage of the resources FHWA offers and has made significant progress in reducing incident clearance times, inter-agency cooperation and coordination, and ITS fiber optic infrastructure sharing.

The committee consists of local transportation partners with representatives from the Wichita Area Metropolitan Planning Organization, Sedgwick County, the cities of Derby and Wichita, plus KDOT, Kansas Highway Patrol, Kansas Turnpike Authority, WICHway traffic management center and FHWA.

Examples of TSMO tools the committee has used are TIM training with many local first responders, traffic signal timing on a section of K-15 bringing four jurisdictions together, expansion of WICHway ITS coverage, and smart work zones on significant construction projects on Wichita highways.



A thank-you for U.S. 160 cedar-clearing project

By Tim Potter
District Five

As a Barber County rancher, Tom Carr knows what a wildfire can do.

The fuel for those fires are often cedar trees. They burst into flames, shooting embers and sparks, spreading the inferno. In 2016, the Anderson Creek Fire, one of the worst in Kansas history, forced Carr to take refuge in a 125-acre plowed field that served as a firebreak. Flames surrounded him. “You were encircled by smoke, dust. You could hardly see,” he said. “It was incredible.”

So you can understand how appreciative he was when he recently saw that a KDOT project was clearing live and dead cedar – some of it remains from the Anderson Creek Fire. From Carr’s perspective, the project is creating a new firebreak for a little over 22 miles on state right of way along U.S. 160. The work stretches from the Barber/Comanche county line east to U.S. 281, on the west side of Medicine Lodge.

Most of the trees, stumps and roots being removed there are dead or are invasive cedar – all of which can feed wildfires.

In a Feb. 10 letter received by Area Engineer Scott Mullen in Pratt, Carr wrote: “Scott, on behalf of the Gyp Hills Prescribed Burn Association, I want to express our sincere appreciation to you and the Kansas Department of Transportation for the clearing project that is occurring along U.S. 160 ... Our burn association is dedicated to the removal of eastern cedars, and this project is really a major victory in that continual battle.”

In the letter, Carr also expressed appreciation for the contractor: “They are doing a fantastic job.” Prado Construction, of Valley Center, is the primary contractor for the \$1.2 million project. The work is expected to be completed around March 19.

Besides the fire-control benefit, Carr said, the clearing makes it easier for motorists to spot deer on U.S. 160. And it will make the ground a better environment for native grasses and flowers.

The way ranchers see it, a cedar tree soaks up groundwater, starving the grasses that feed the cattle and control erosion. (The technical name for the tree is



A cleared section along U.S. 160 in Barber County. The cleared area is covered with erosion-control blankets after it has been seeded. Photo By Scott Mullen

eastern red cedar, Carr said.)

So the clearing project “kind of creates a corridor, you might say,” he said. “The huge benefit of that is creating a stopgap, an area that the fire could not get over.”

Even with removal, “the darn cedars come back,” with seeds spread by birds. So it takes a continual effort to control the trees, he said.

“I’m just so excited that KDOT was proactive on this and saw the need and found the money,” Carr said.

“There’s a lot of happy ranchers down here,” he added. “It’s going to really be a plus as far as the safety of this area.”

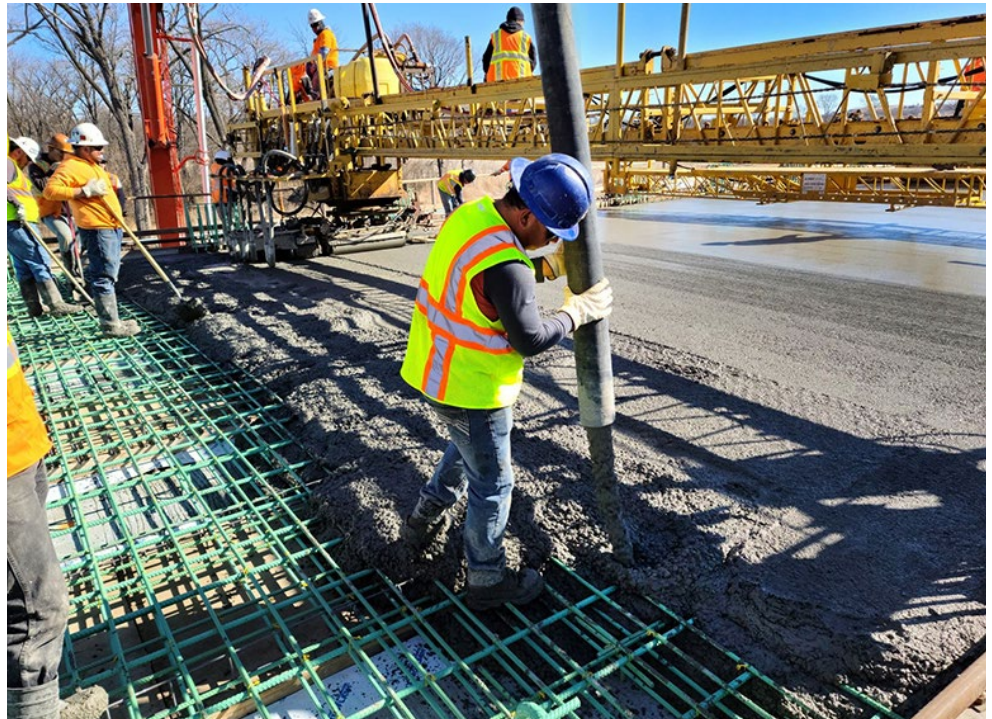
Trivia!

St. Patrick's Day

1. St. Patrick's Day celebrates the life of Saint Patrick – he is the patron saint of what?
2. Why is the holiday celebrated each year on March 17?
3. What year did the Catholic church begin observing a special feast in his honor?
4. What is New York City's St. Patrick's Day parade known for?
5. Chicago began this tradition on St. Patrick's Day in 1962.
6. Green is the color associated with the holiday, but what was the 5th century saint's official color?

K-99 bridge work

In early February crews poured concrete on the deck of the new Fall River Bridge on K-99 as seen in the photos at right and below. KDOT started work on the bridge replacement project in May 2021. Traffic is using a temporary road around the bridge during construction. Bridges Inc. of Newton is the primary contractor on the \$3.8 million project. Greg Gonzales' road squad and Shawn Schwensen's bridge squad designed the project. Photos by Warren Ebberts, District Four



Employees respond to bridge damaged over K-18

By Kate Craft
District One

The wind chill was -11 degrees the morning of Feb. 23 when KDOT crews arrived at the 56th Avenue bridge over K-18 near Manhattan.

The structure had incurred significant damage the previous evening when an excavator that was being hauled by a westbound semi impacted the bottom of the bridge.

Despite the bitterly cold temperatures, crews from the Manhattan Subarea, District One Maintenance and Headquarters' Bridge Inspection team wasted no time getting to work. Within 24 hours of the incident, an inspection was completed, temporary repairs were made and funding for an emergency repair project was approved.

Seven of the bridge's eight girders were damaged in the impact. The estimated cost for the bridge repair project is \$741,000.



KDOT employees work together to make temporary repairs to a bridge hit by an excavator being hauled by a semi. Photo by Matt Mackeprang, District One

Trivia answers

1. Ireland.
2. St. Patrick is believed to have died on March 17, 461.
3. 1631.
4. Being the world's oldest civilian parade and the largest in the United States.
5. Turning the Chicago River green.
6. "St. Patrick's blue," a light shade of sky blue.

Make safety routines a way of life

By Troy Whitworth
Director of Safety

How important are routines to our daily lives? Some routines are mindless and require no conscious thought. Other routines may feel like the only thing that keeps us going each day.

Procedures are really what a routine is. It is familiar - this is how I do it. For some, it may be that first cup of coffee in the morning, or the workout that starts the day off right. For others, the normal routine may be rolling out of bed, hitting the shower, dressing and heading to work with minutes to spare.

Did you end up at work with your shirt on backwards? There's a good chance a part of your routine was altered. Starting your day off with something out of your routine can really mess up your day. Especially when it is a safety routine.

A safety routine is looking both ways before crossing the street. Or when driving, looking both ways, then doing a double take just to make sure no one is coming before making a left-hand turn at an intersection. Especially at a busy intersection. I would consider these value-based routines. Value-based routines are so ingrained in you they have become second nature. A good way to identify a value-based routine is recognizing if non-compliance could cause an injury or death.

What are other examples of value-based routines? Utility companies require their drivers to put cones behind their vehicles when parked - even at their own home. This forces the driver to walk around the vehicle before hopping in and driving off. According to the National Highway Traffic Safety Association, there are about 2,400 children injured after being struck or

run over by a car in a driveway each week. Back over accidents account for 42% of all non-traffic related auto fatalities each year. The utility companies have made this cone routine a required value-based routine.

Another value-based routine is wearing a seat belt. People who routinely wear seat belts say if for some reason they don't get belted in, it just doesn't feel right. It has become automatic to buckle up. There is also a nice dinging reminder that tells you if you forget to buckle up because you missed a step in your usual routine. For those of you who routinely get the dinging reminder, it should be your wake-up call to turn this into a value-based routine.

If you are a passenger, do you still wear your seat belt? The dinging reminder will chime for you in the passenger seat, but it won't if you are in the back seat. And an unbelted back seat

passenger can become a projectile in a crash (click [HERE](#) for an example). In fact, an unbelted rear seat passenger increases the risk of fatality for the belted driver by 137%, according to the Insurance Institute for Highway Safety.

People can come up with a lot of excuses but refusing to do something as simple as buckling up shows the value they put on their own life. This can set bad examples for their children and others. Fortunately, most children in this day have been buckled up since they were infants - it is a value-based routine for their parents.

Don't be the person who ends up making the local news by being killed in a crash because you weren't wearing a seat belt. Seat belts greatly reduce your chance of injury or death in a crash. It is also KDOT policy and Kansas State Law. Wearing a seat belt is not a choice - it is a way of life. For your family and mine.



Governor announces more than \$5 million for bridges

Governor Laura Kelly announced 29 bridge projects across Kansas will receive more than \$5 million as part of the Kansas Local Bridge Improvement Program (KLBIP). The KLBIP is a state-local partnership initiative that provides funds to replace or rehabilitate locally-owned deficient bridges to improve the Kansas infrastructure.

“My administration remains committed to improving the overall transportation system in our state – and that includes bridges in need of long-overdue repairs,” Governor Kelly said. “By fostering partnerships among all levels of government, we can build the robust and responsive infrastructure system that keeps Kansans safe, our commerce flowing, and our economy continuously flourishing.”

The KLBIP is a state-local partnership initiative included in the Kelly Administration’s bipartisan, 10-year Eisenhower Transportation Legacy Program, or IKE. The Kelly administration reinstated KLBIP in 2019 to assist cities and counties by providing up to \$150,000 toward the replacement or rehabilitation of a bridge on the local roadway system. For this recent round of KLBIP selections, a total of 62 applications were received with requests for \$10.5 million in funds.



Governor Laura Kelly discusses the importance of the Kansas Local Bridge Improvement Program to communities and commerce across the state at the news conference in Alma on Feb. 24. Photo by Multimedia Services

“These local bridges are the lifeblood of many communities. Most ag loads start in a field, are placed in a truck that then has to cross a county bridge to get to a state highway or rail line,” Secretary Lorenz said.

“Congratulations to these Kansas communities for partnering with KDOT and securing local matching funds that keep critical bridges open to the public and moving commerce.”

There are approximately 19,300 bridges on Kansas’ local road systems. About 26% – or 5,000 – of those bridges are in poor condition or unable to meet today’s weight and vehicle requirements. The KLBIP targets bridges 20-50 feet in length and a daily vehicle count of less than 100.

A link to the full release with the project list is [here](#).



Secretary Julie Lorenz greets attendees at the KLBIP announcement at the Wabaunsee County Courthouse in Alma.

Challenges, successes highlighted at conference

By Delaney Tholen
District One

Secretary Julie Lorenz spoke at the 99th annual Kansas Contractors Association (KCA) conference in Overland Park Jan. 26-28. She discussed critical data collected and shared by KDOT as well as the importance of the public and private sector working together for the citizens of Kansas.

Awards were presented with a recurring theme of collaboration between KDOT and KCA contractors. In addition, examples of unforeseen challenges and the teamwork between KDOT and contractors to effectively solve the problems were highlighted.



Secretary Julie Lorenz speaks at the annual KCA conference in Overland Park. Photo by Delaney Tholen, District One.



Ebert Construction Company employee Hunter Cragg with Beauregard, the rescued alligator, in Wildcat Creek. Photo by Dylan Riniker/Ebert Construction Company (Manhattan Mercury)

One unexpected challenge was on a bridge replacement project on K-18 in Riley County. Ebert Construction Company of Wamego was a category award recipient and in addition to resolving issues regarding utilities, there was a live animal search at the project site.

Two alligators went missing from a local Manhattan pet store and one was discovered to be in the Wildcat Creek near the bridge project.

According to the Manhattan Mercury, Ebert Construction Company employee Hunter Cragg had spotted the alligator, named Beauregard, and said, "I just wanted to be helpful and thought it's a once-in-a-lifetime experience catching an alligator in Manhattan, Kansas, so I thought I'd just give it a try."

Deputy Secretary/State Transportation Engineer Burt Morey shared the KDOT annual report as part of the KCA business meeting and highlighted the vast number of projects completed, as well as recent innovations, including e-tickets for inspections.

U.S. 166 drilled shafts



KDOT started placing drilled shafts for the U.S. 166 bridge over 90th Street in Cherokee County. It is one of 21 bridges and box culverts to be constructed on the U.S. 166 expansion project between Baxter Springs and the Kansas-Missouri border. Emery Sapp & Sons of Kansas City, Mo., is the prime contractor on the \$54.8 million project. Work started in January. The new U.S. 166 four-lane expressway and interchanges with U.S. 400 and K-26 are expected to be open to traffic by spring 2024. Steve Rockers' road squad and Karen Peterson's bridge squad designed the project. Photos by Denny Martin, District Four



Three KDOT asphalt projects recognized in national awards

Three KDOT asphalt projects have been recognized by the National Asphalt Pavement Association.

The KDOT projects were recognized among the Quality in Construction Awards announced at the 2022 NAPA annual meeting in Scottsdale, Arizona. The awards are for commitment to quality in mix production, paving practices and partnering. APAC Kansas Inc., of Hutchinson, was the primary contractor that earned the awards on the three asphalt mill and overlay projects, according to the Kansas Asphalt Paving Association.

The projects are on -

- ♦U.S. 183 in Rooks County from Plainville to Stockton,
- ♦U.S. 50 in Finney County from east of Garden City to the Finney/Gray county line,
- ♦U.S. 50 in Reno County from Harvey/Reno county line to Hutchinson.



U.S. 50 in Reno County. (File photo)

K-383 closure in Phillips County begins March 7

A portion of K-383 in Phillips County will close to traffic starting on March 7.

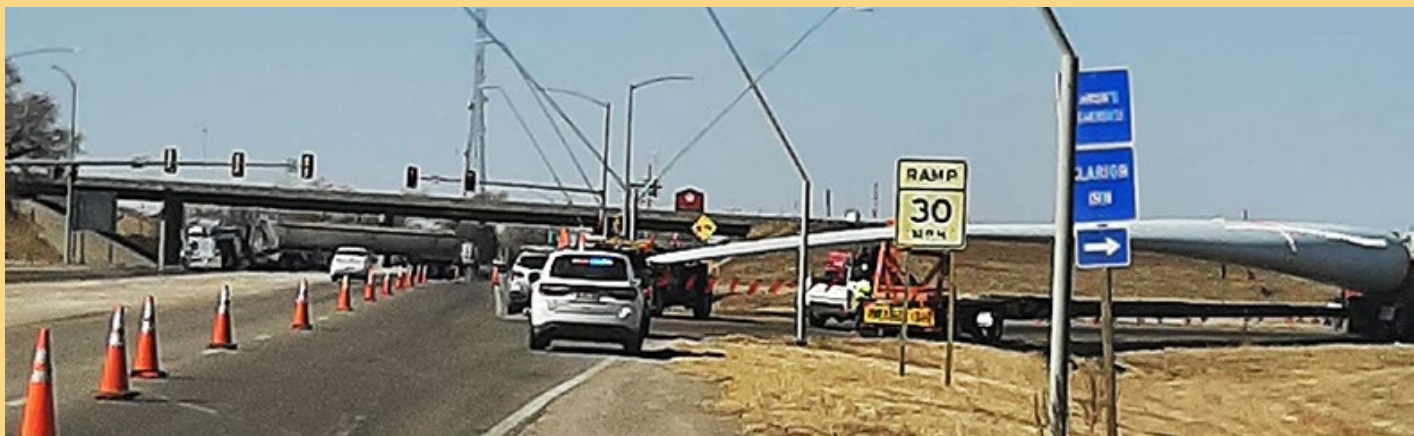
KDOT will close about 6 miles for reconstruction, from 2 miles east of Long Island to the U.S. 183 junction. The highway will have a 24-foot mainline surface with 6-foot paved shoulders. KDOT will also decrease side slopes and flatten several sections of hills.

The closure is part of Phase I of the T-WORKS project to rehabilitate and reconstruct K-383. The project has

been split into three separate phases for construction with Phase II consisting of the 6 miles from the east U.S. 36 junction to Alma and Phase III covering the remaining 14 miles from Alma to east of Long Island.

Work on Phase I began in November 2021 and should be completed in December. Venture Corporation is the prime contractor for the \$11.8 million project. Stephen Bass's road squad designed the project.

Traffic delay on U.S. 50



A mechanical problem caused the wheels to not turn on the back trailer hauling a wind turbine wing recently on the U.S. 50 northbound ramp to U.S 83 in Finney County. KDOT crews helped with traffic control as the ramp was blocked for several hours until the problem could be fixed. Photo by Hector Terrones, District Six

In Memory

Condolences to the family and friends of KDOT employee **Philip Smith**, who passed away on Feb. 7. He started in 1996 and worked at KDOT for more than 25 years. Smith was the Supervisor for the Wichita Regional Materials Laboratory in the Bureau of Construction and Materials. He is survived by his life partner, Kimberly, siblings, nieces and nephews. Smith enjoyed engineering and often



Philip Smith

worked on various inventions. The rapid closing security container he invented received a patent in 2015.

Condolences to the family and friends of KDOT retiree **Jim Jones**, who passed away on Feb. 1 in Holton. Jones started at KDOT in 1965 and served for more than 32 years, retiring in 1997. He was the Director of Operations. He later served as the Executive Director of the Kansas Asphalt Pavement Association.

Condolences to the family and friends of KDOT retiree **Charles "Andy" Anderson**, who passed away on Feb. 15 in Oakley. Anderson worked for KDOT for 42 years, retiring as an Engineering Technician at the Oakley Construction office in 1996.

News from the KTA



The KTA is seeking submissions from creative students, grades 8-12, for its seventh annual Work Zone Awareness Week design contest. Teen students throughout the state are encouraged to participate. The winner will receive a \$200 gift card. Additionally, they will get their art published in VYPE Magazine, a high school sports magazine for south and north central Kansas, including the Wichita and Salina areas. Full rules and details are available at www.ksturnpike.com/contests.



KTA has slated 15 roadway projects for the 2022 construction season, five of which carry over from the 2021 construction year. The construction season will begin late-February, weather permitting, and projects will begin throughout the spring and summer. An overview video of KTA's projects is available at <https://youtu.be/GScxzbM1qYM> and information can be found in KTA's news release [here](#).

The KTA has selected TransCore of Nashville, Tennessee, as the vendor for the new roadside toll collection program for its conversion to cashless tolling in 2024. "This is a very significant milestone," said Bruce Meisch, KTA's Director of Information Technology and Cashless Tolling Project Manager. "KTA has a long, established history with tolling, but that also means our system is aging. A new roadside toll collection program is the next step to move forward with our conversion." More information can be found in KTA's news release [here](#).



Thank you for your service

Retirees

Employee who will retire on April 1.

Headquarters

Jerry Clements Jr., Procurement Officer IV, Fiscal Services

Jaci Vogel, Bureau Chief, Maintenance

DeAllon Wildeman, ROW Property Appraiser Supervisor, Right of Way

District One

Albert Horn, Highway Maintenance Supervisor, Bonner Springs

Curtis Weyand, Engineering Technician Specialist, Wamego

District Two

Rodney Howard, Highway Maintenance Supervisor, Mankato

Dennis Kennedy, Equipment Operator Senior, Mankato

Douglas Newquist, Highway Maintenance Supervisor, Mankato

District Four

Stephen Gibson, Engineering Technician Senior, Independence

Kevin Howard, Highway Maintenance Supervisor, Fort Scott

Kristy Kelley, Program Consultant II, Chanute

Mark Suddock, Equipment Operator Senior, Altamont

District Five

Samuel Wilmore, Equipment Operator Senior, Wichita

Employees planning to retire - make sure you send your home email address to Kim.stich@ks.gov if you want to continue to receive Translines.

If you know a KDOT retiree who is not receiving Translines - please let them know as well.

Milestones

KDOT employees celebrating state service anniversaries in March.

50 years

Charles Espinoza, Engineering Technician Specialist, Topeka

40 years

William Bartron, Engineering Technician Senior, Topeka

30 years

Eric Idol, Administrative Assistant, Topeka

Dale Kirmer, Professional Civil Engineer II, Topeka

Emmett Tooley, Engineering Technician Senior, Wamego

20 years

John Gatz II, Engineering Technician Specialist, Pratt

Carol Lambrecht-Harvey, Auditor I, Topeka

10 years

Bryan Drake, IT Security Analyst II, Topeka

Brandon Holt, Equipment Operator Senior, Abilene

Jacklin Nelson, Senior Administrative Assistant, Abilene

Cole Peterson, Equipment Operator Specialist, Norton

Eric Troth, Equipment Operator, Frontenac

Kevin Walker, Equipment Operator Senior, Easton