

TRANSLINES EXPRESS

Nov. 1, 2023

Snow gates added on eastbound I-70

By Lisa Mussman
District Three

With winter on its way, KDOT has added another tool that will help keep drivers off I-70 during road closures.

With drop-arm snow gates already in place on westbound I-70, KDOT is adding new gates to the eastbound lanes at Goodland, Colby, Oakley, WaKeeney and Hays. Previously for eastbound closures, a KDOT truck or Kansas Highway Patrol troopers would be stationed at the closure point to direct motorists off the road. The new, drop-arm gates are positioned to extend across the roadway and will help eliminate the need for extra personnel to guide traffic.

KDOT first began using snow gates in the 1990s. The first structures were swinging, farm-style gates that were placed on nearly all I-70 on-ramps between Kanorado and Russell. These gates locked in place across the ramp and physically prevented drivers from entering the roadway. Prior to these ramp gates, road closures would only be announced through the media, and drivers were expected to stay off closed roads. The closures were often ignored though, and KDOT operators found themselves spending more time assisting stranded drivers than clearing the roads.

While the ramp gates were - and still are - successful in keeping drivers from accessing I-70, nothing was in place to direct existing traffic from continuing travel. In



Crew members install and test out the new drop-arm snow gate on eastbound I-70 near Colby. Photos by Kenny Stewart, District Three



2008, KDOT began installing drop-arm gates across the westbound lanes from the Colorado border to Russell. With gates on both lanes, District Three Maintenance Engineer Mathew Withington says full closures will be a lot smoother.

“The addition of these gates will definitely help our crews out because they’ll force drivers off the roads and we can get them cleared quicker,” Withington said. “It also frees up KDOT and KHP from having to staff the closure so they can instead focus their efforts on where they’re needed most, such as clearing roads or providing motorist assistance.”

The new gates are being installed by the District Three Bridge Crew, and area and subarea employees across District Three are providing traffic control for the project.

Let's talk

Questions for Secretary Calvin Reed



In your capacity as Kansas Transportation Secretary, do you discuss issues and compare notes with leaders of other state DOTs?

Absolutely. I think it's an essential part of my job to look outside Kansas and gain insight on the regional and national issues for transportation AND also learn how other states are solving problems. Equally important is to bring the Kansas perspective to these issues. Last summer's annual meeting of Mid-America Association of State Transportation Officials was an opportunity for me to meet for the first time with many CEOs of the DOTs from the organization's 10 member states. I enjoyed the personalities of these very talented people. I'm looking forward to seeing them and others at the American Association of State Highway and Transportation Officials annual meeting later this month in Indianapolis.

What insights do you gain from talking with other transportation leaders?

State transportation agencies – not just in the Midwest, but across the country – are facing similar challenges. Kansas is not an island. We are not the only state with workforce issues. We are not the only state that is seeing higher prices and delays on our construction projects. It's very helpful for me to be able to have these conversations with experienced leaders in our industry dealing with similar problems and really start thinking about how to solve them. It is also an opportunity for me to share the successes we are having in Kansas.

Is KDOT keeping pace with changing transportation needs?

We are in a transformational time for transportation, so we need to set a path of what the future could look like for Kansas. I have goals to accomplish in my time as Secretary, the main one being to continue to deliver the promises of the IKE transportation program. Equally important is setting up the agency to sustainably support transportation beyond this program. The reality is people will continue to need to move around and through Kansas. Regardless of the mode, transportation will continue to be key in supporting the vision of Kansas and its communities.

So, highways and bridges will remain KDOT's primary focus?

We will continue to deliver highway projects, but there's also the expectation KDOT will work on those projects that make our communities more livable, more attractive. People want active transportation and more transportation options. We have to support these efforts in a very smart way that complements our highway system and doesn't compromise safety.

TRANSLINES EXPRESS

Kansas Department of Transportation

Eisenhower State
Office Building
700 SW Harrison
Topeka, KS

Transportation Secretary Calvin Reed

Deputy Secretary/State Transportation Engineer Greg Schieber

Senior Director of Administration Pam Anderson

Interim Senior Director Vanessa Lamoreaux

Chief Counsel Gelene Savage

Communications Steve Hale

Engineering and Design Scott King

Field Operations Clay Adams

IT Services Shawn Brown

Multimodal Transportation and Innovation/Interim Aviation Cory Davis

Planning and Development Chris Herrick

Policy and Legislative Affairs Joel Skelley

Program and Project Management Colby Farlow (Interim)

Project Delivery Tony Menke

Safety Troy Whitworth

Anderson named Senior Director over Administration

Pam Anderson, who has been serving as an Interim Senior Director, is now a Senior Director, according to Secretary Calvin Reed.

In addition, restructuring in the Division of Administration has taken place. Those changes include:

- The Bureau of Finance and Budget, Bureau of Fiscal Services, Office of Inspector General and Information Technology Services will



Pam Anderson

move under the Division of Administration.

- The Division of Fiscal and Asset Management will be dissolved. It had previously housed the Bureau of Finance and Budget, the Bureau of Fiscal Services and the Office of Inspector General.
- The Bureau of Human Resources, Bureau of ADA/EEO/Employee Relations and Bureau of Support Services will remain in the Division of Administration.

With these changes, Anderson will now serve as Senior Director over the Division of Administration.

“I look forward to continuing to mentor staff as we move towards the future and assisting where needed,” Anderson said.

New safety tool recognized



The American Planning Association – Kansas Chapter selected the Kansas Drive to Zero Crash Data Dashboard to receive the 2023 John Keller Award. The award was presented Oct. 12 at the group’s annual conference. Pictured are, from left to right, Scott Knebel, APA Kansas; Maggie Wilcox, KDOT; Trisha Purdon, Kansas Department of Commerce; Vanessa Spartan, KDOT; Jim Hollingsworth, KDOT; and Stephanie Peterson, APA Kansas. The dashboard was created by KDOT’s Bureau of Transportation Safety. It is a web-based mapping tool that includes fatal and serious injury crash data from the last five years. This allows local jurisdictions, traffic safety coalitions and the public to identify crash patterns and learn when and where these crashes are most prevalent so enforcement and safety initiatives can be focused on reducing them. Check out the dashboard on KDOT’s website [HERE](#). Photo provided

Employee spotlight: Linda Althof, Headquarters

What's your job title?

Print shop coordinator in the Bureau of Support Services.

What sort of duties do you have at work?

Print jobs for people throughout KDOT, order supplies, answer questions on print jobs, etc.

What kind of music do you like?

Country music, old and new.

What's the most exciting part of your job?

Being able to help people with their printing questions.

What's something you're proud of?

Being able to get jobs out on time to the customers' satisfaction.

What's your favorite food?

I really don't have a favorite but if I would have to choose it would be Mexican.

What's your favorite movie?

I don't really watch movies. I watch more of the CSI shows.

Do you have any hidden talents or hobbies?

No. Most of my time is spent watching my grandkids playing their favorite sport.

Do you have any pets?

No. Not really a pet person. I have no problem with cats or dogs, I just feel they need just as much of your time as your children might need.

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

Yes, I am an avid K-state and Kansas City Chiefs fan all the way.



Linda Althof in KDOT's Print Shop.

Are you a morning person or a night owl?

I guess a morning person. Can't seem to stay awake too late unless I am in the middle of doing something or out with friends and family.

Are you a coffee, tea or pop person?

Coffee in the morning, tea or Pepsi throughout the day.

What's something you enjoy at your job?

Talking to other people about the specific details of their print jobs.

What's your favorite season?

Definitely not winter. I prefer spring and fall the most.

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

Water, food and a good book.

GETTING TO KNOW

OUR KDOT CO-WORKERS

Featuring an employee each month from different offices throughout KDOT.

NWS meets with partners in southeast Kansas

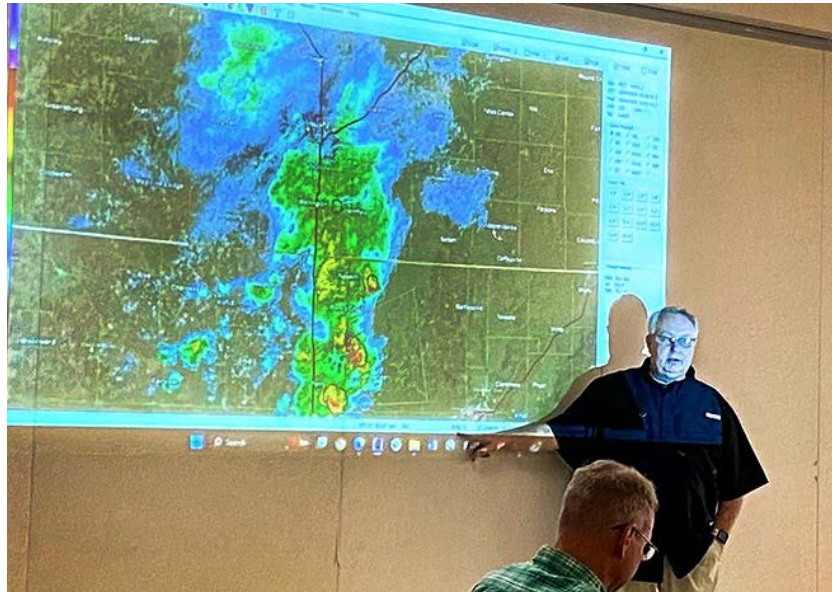
By Priscilla Petersen
District Four

Staff from the Wichita National Weather Service, KDOT, county governments, school districts and the media discussed topics ranging from a new water prediction service to how to engage with vulnerable communities during the Southeast Kansas Integrated Weather Team meeting on Oct. 4 in Independence.

Warning Coordination Meteorologist Chance Hayes said the NWS is moving toward implementing weather warnings and advisories based on impacts and threats and using values such as time of day, day of week, rush hour and school bus pickup/drop-off. As a result of research with weather partners and the general public's "significant confusion" regarding current NWS terms, the NWS plans to remove the terms Advisory and Special Weather Statement from the Hazard Messaging headline system.

"In their place," Hayes said, "we will use plain language headlines featuring clear, impact-based information." The new advisory system is scheduled for activation by 2025.

Service Hydrologist Janet Salazar presented information about the National Water Prediction Service being tested this year and rolled out in 2024. The NWPS will show water stages and forecast potential flooding in specific areas. The service includes maps and legends, and users can bookmark locations and backgrounds that are in danger of flooding. Salazar said the NWPS



Chance Hayes of the National Weather Service in Wichita explains weather radar features during the Southeast Kansas Integrated Weather Team meeting. Photo by Priscilla Petersen, District Four

is mobile-friendly and will also show water gauges from the National Water Model.

Considerable discussion centered around ways of communicating weather information and warnings to vulnerable populations. Richard Powell of the American Red Cross relayed his experiences with Hawaiians in the aftermath of the Maui wildfires. He said many people are not comfortable working with government agencies. He stressed the need to be creative in how information is distributed, as it may be necessary to share watches and warnings through a non-governmental entity or partner, such as the Red Cross.

Discretionary Day - use it or lose it deadline approaching

For eligible employees whose workweeks end on Friday, the last day to use your 2023 Discretionary Day is Friday, Dec. 22.

It is recommended to use the D-Day prior to Dec. 22, as weather issues or other instances may require a change in schedule. The D-Day

does not roll over from year to year and will be lost if not used by the deadline.

Employees may use their 2024 D-Day starting Sunday, Dec. 24. For more information on D-Day availability, contact your headquarters or district human resource staff.

Local Consult meetings inform the public about IKE

Throughout October, KDOT employees traveled across the state, hosting eight in-person Local Consult meetings to help the more than 1,400 Kansans who participated learn about the progress underway on the IKE transportation program.

After these meetings, a final meeting took place virtually to gather input from people who couldn't attend. Staff at all the meetings provided information on regional and statewide project and program updates. The public also had the opportunity to share ideas on what highway Modernization and Expansion projects should be added to the IKE development pipeline and discuss multimodal needs across Kansas.

KDOT employees from across the agency joined in the effort to deliver Local Consult this year, including those from Local Projects, Fiscal Services, Structures and Geotechnical Services, Road Design, Transportation Safety, Construction and Materials, Program and Project Management, Communications, Public Involvement, Performance Management, Information Technology, Transportation Planning, Multimodal Transportation and each of KDOT's six districts. They assisted by facilitating and documenting breakout group discussions, giving presentations and staffing information booths to answer questions from attendees.

More information about the Local Consult process and copies of the information presented this year is available [HERE](#). Summaries from the meetings will be posted to the IKE website before the end of the year.



KDOT Secretary Calvin Reed speaks to a large group at the Local Consult meeting focused on the Kansas City Metro area on Oct. 17 in Lenexa. Photo by Kim Stich, Headquarters

Trivia!

Unique attractions in Kansas – Part 1

1. Enjoy snowmen, elves, a large photo mural, a Santa house and more all year long at North Pole Park in this city known as the “Christmas City of the High Plains.”
2. This town’s historic walking tour features the John Brown Museum and other unique things from the past.
3. This town features the bronze Pony Express statue that commemorates the riders and ponies who carried mail back and forth in 1860 and 1861 from St. Joseph, Missouri, to Sacramento, California.

4. Step back in time during the summer on this town’s trolley tour and see Front Street, Gospel Hill, the Longbranch Saloon and more.
5. This Smoky Hills southern-most bluff is northwest of Lindsborg. The bluff’s name commemorates Francisco Vasquez de Coronado as it is believed he and his men viewed the prairie from this lookout point.
6. Svensk Hyllningsfest is a “Swedish Honoring Festival” that was founded in this town in 1941 to honor the Swedish ancestry that settled in the Smoky Valley.

K-55 bridge opens between Belle Plaine, Udall

By Tim Potter
District Five

The new K-55 bridge between Belle Plaine and Udall has opened.

Construction took a little over a year and was completed in early October, around the time expected. During the work, signs directed traffic to a state highway detour.

The \$8.23 million project included grading and surfacing. The bridge, which spans the Arkansas River, sits on the same alignment as the previous bridge, built in 1933.

Some details of the new bridge:

- ♦Length: 735 feet
- ♦Width: 40 feet, including an 8-foot shoulder on each side. The old bridge had no shoulders.
- ♦Amount of steel in the structure: more than 1.2 million pounds
- ♦Number of piers: six

Area Engineer AJ Wilson explained that the new bridge includes an improved design – with piers set at a skew to match the river flow.



This aerial view shows the new K-55 bridge between Belle Plaine and Udall, in Sumner County. Photo by AJ Wilson, District Five

The new design also uses fewer piers, which limits the amount of debris collecting on the piers, Wilson said. He explained that the new bridge could be built with fewer piers because of advances in the past 90 years in the ability to produce and move larger bridge beams.

The K-55 bridge is similar in construction to a U.S. 166 bridge at Arkansas City that crews erected a few years ago.

Thomas Husa's road squad and Peter Tobaben's bridge squad designed the K-55 project.

A.M. Cohron & Son Inc., of Atlantic, Iowa, was the primary contractor.

Trivia answers

1. WaKeeney.
2. Osawatomie.
3. Marysville.
4. Dodge City.
5. Coronado Heights.
6. Lindsborg.

Projects nearing completion in KC metro area

By Delaney Tholen
District One

As winter weather approaches, several KDOT projects have been completed, or are nearing completion, on major KC metro corridors, including I-35, I-70, K-7 and K-10.

In Johnson County, the eastbound K-10 bridge deck replacement over Kill Creek and the I-35, Lamar Ave. to Missouri state line, pavement improvement projects are expected to be finished in November.

In Wyandotte County, pavement improvements on I-70, from 78th St. to the Lewis and Clark Viaduct, were recently completed and the Restricted Crossing U-Turn (RCUT) intersection improvement project at K-7/ Parallel Parkway is expected to be completed in early spring 2024.

Both the I-35 and I-70 pavement projects, with Superior Bowen as the prime contractor, utilized overnight work schedules to minimize impacts to traffic.



On westbound I-70, lane and ramp closures were scheduled overnight to limit interruptions to high-volume traffic. Photos by Delaney Tholen, District One



Crews building forms at the eastbound K-10/Kill Creek bridge deck replacement project worksite.



With traffic traveling head-to-head on the newly built northbound K-7 lanes at Parallel Parkway, new southbound K-7 lanes and RCUT turning lanes are in progress.

It seemed like a good idea at the time

By Troy Whitworth
Director of Safety

As a teenager, you take risks sometimes you wouldn't as an adult. While growing up on the farm, I had a friend who was fearless. Most of the risks involved riding bicycles or as we got older, riding motorcycles. Evil Knievel was in the prime of his career then. While we never attempted any of the extreme stunts he did, I am sure he influenced our quest for a thrill.

I have quite a few stories about our reckless pursuit of personal glory, but one stands out. It was a mid-summer morning when we started working on our lawnmower go-kart. My buddy's dad had an old riding lawnmower that didn't run, and we started working on it at his house. We even sprayed racing stripes on it to resemble a go-kart.

Once we finished all the work that could be done at his house, we decided to make the quarter mile trip to my house using the motorcycle to pull it. We didn't have any other option, and we wanted to see what it felt like to take the go-kart for a drive. So, we found a 20-foot-long rope and hooked the rope to the front of the go-kart. I don't recall if we flipped a coin to determine whose motorcycle would be used to pull it - all I remember is that I was the rider on the go-kart.

Just a side note - we did a safety briefing before taking off down the road. Even at a young age, this was something my friends and I did to mitigate hazards. You don't always recognize hazards you have never dealt with, but we covered everything we could think of at the time. It all seemed to be going fine as we pulled away from his house. This was a well-traveled route for both

of us, and the go-kart handled like a sports car, or what I thought it was like to drive a sports car.

Things were going so well, I hollered at my buddy to speed up a bit, and he did. Then things took a turn for the worse. Halfway to my house was an intersection, and my buddy started slowing down to make the turn.

When he did this, the go-kart's momentum created slack in the rope. The go-kart was catching up to the motorcycle quickly, so I applied the brakes. I was taken by surprise as the brakes suddenly locked up. This caused the go-kart to skid down the roadway and the slack in the rope to become taut. My buddy was

already rounding the corner when the rope jerked his motorcycle out from under him. At the same time, the force of the jerk that got my buddy got me too. Both of us went flying through the air. The motorcycle and my buddy ended up in the ditch across the intersection. I ended up in the middle of the crossroad with the go-kart next to me.



My buddy came out of this incident with a bump or two, and I had a bad case of road rash on my knees and palms of my hands. But we both survived. We talked about what went wrong and decided brakes on a lawnmower were not designed for higher speed operations. We were going around 20 mph at the time of the crash, which was much faster than the mower was designed for.

My buddy and I found out many things the hard way when we were young. We probably should have asked our folks for guidance, but we didn't and ended up with road rash as a reward. I reflect a lot on my poor decisions during my younger years. Don't let poor judgment or pride dictate your decisions when it comes to safety. For Your Family and Mine.

KDOT continues to contend with staffing shortages; snow, ice removal could be impacted

KDOT is committed to keeping the highways clear whenever inclement weather impacts the state.

However, KDOT staffing shortages create the potential for highways to not be cleared of snow and ice in a timely manner. The agency is in need of equipment operators – the agency’s primary snowplow operators.

The agency has dealt with reduced staffing in the past, but the shortages have been greater in recent years. Across the state, KDOT is about 25% short of its preferred number of snowplow operators needed to be fully staffed.

“KDOT field crews always do their best, but with less staff, it could cause delays to clear snow and ice from the highways,” said KDOT Director of Field Operations Clay Adams. “We are able to pull in crews from across the state to affected areas, but that’s not always possible depending on the scope and severity of winter storms.”

KDOT snowplow operators work 12-hour shifts. Highways and bridges will be pretreated in advance of approaching storms when possible.

The agency also will deploy employees – including supervisors and managers – with a Commercial Driver’s License (CDL) to plow snow and will hire seasonal employees. KDOT assists selected applicants in obtaining a CDL, including providing training. Persons interested in working at KDOT can apply at <https://kdotapp.ksdot.gov/KDOTJobs/Default>.

KDOT field offices made preparations in September



Snow removal took place on I-470 in Topeka during a storm in February. Photo by Multimedia Services

and October to be ready for snow and ice season, or SNICE. Salt, sand and other materials are fully stocked and pre-maintenance work on snowplows and other equipment is complete.

“Motorists can do their part to be prepared by checking on road conditions and weather forecasts before heading out and possibly altering or delaying travel plans,” said Secretary Calvin Reed. “Plan ahead and stay informed – these are key to helping you stay safe.”

Check the www.KanDrive.gov website or use the KanDrive app before traveling. KanDrive provides KDOT’s road condition information. KanDrive is updated 24/7 for highway conditions, short-term closures and general traffic alerts, and provides camera views of current road conditions in that area. The Kansas 511 phone system gives reports on a specific route, in a city or between two cities.

First RCUT Intersection in Wichita Metro underway

By Tracy Statton
District Five

Construction is underway for one of the first Restricted Crossing U-Turn intersections (RCUT) in Kansas. The project is on U.S. 54 in Goddard.

“The RCUT was selected as a new interim access to U.S. 54 because of the unique character of this location,” said David Seitz, KDOT Special Projects Manager.

The new intersection will be located on the south side of U.S. 54 and provide access to an aquatic center, sports complex, hotel, retail and restaurants.

Instead of having to cross two directions of traffic to make a left turn, motorists in the new intersection of U.S. 54 at Crown Drive/Barber Street will make a right turn, followed by a U-turn to a traffic signal.

According to the Federal Highway Administration, reduced left-turn conflict intersections, like the RCUT and median U-turn, are proven safety measures to complete certain left-turn movements.

In FHWA studies, injury crashes may be reduced by 40% and fatal crashes reduced by 70% when compared to traditional signalized intersections.

The U.S. 54 RCUT will provide a two-stage pedestrian crossing with a pedestrian refuge in the center of U.S. 54.



Crews work on road demolition preparing for the new RCUT intersection in Goddard on U.S. 54. Photo by Tracy Statton, District Five

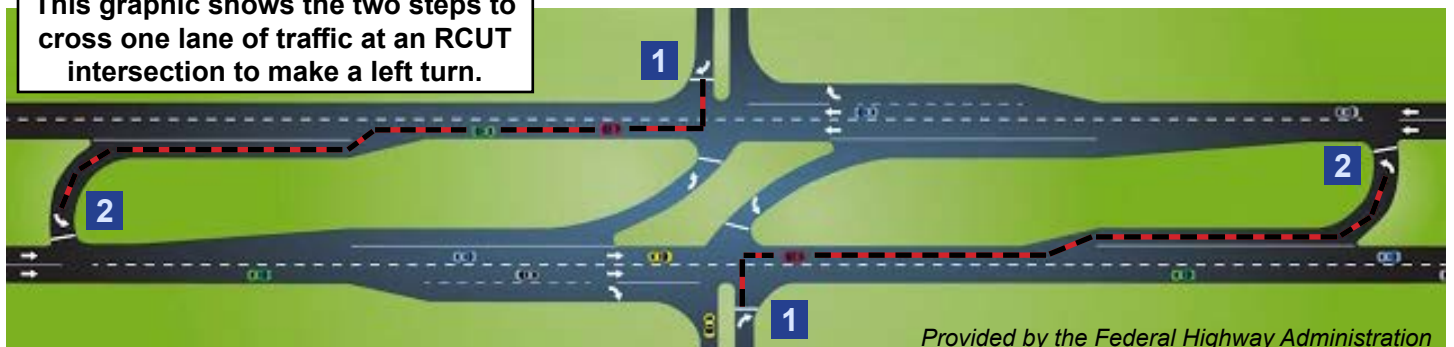
“From discussions with the locals, better pedestrian access across U.S. 54 was a high priority because of the many schools in the area and the need to get school children to and from school safely,” Seitz said.

While this is the first RCUT in the area, it’s not the first in the state. A signalized RCUT is currently being constructed on U.S. 73/K-7 and Parallel Parkway in Kansas City. It’s scheduled to be complete in spring of 2024.

“The future use of RCUTs does look promising in addressing several intersection-related problems,” Seitz said.

The \$4.9 million project should be completed by the end of 2024. To learn more about RCUTs or watch a video, click [HERE](#) and [HERE](#).

This graphic shows the two steps to cross one lane of traffic at an RCUT intersection to make a left turn.



KTA briefs

●Cashless tolling

Take a ride with KTA's CEO Steve Hewitt, and Assistant Director of Technology Nick Parrott as they share how KTA defines, builds and prepares predetermined toll zones for the future conversion to cashless tolling, coming mid-2024. Click [HERE](#) for the video.

●Safety video contest

KTA hosted its Annual Teen Video Contest at the end of September. This year's winners were:

- [Think Again](#), Matt Magette and Christian Jarrett, Eudora High School, received of the Pinnacle Award, KTA's top-rated video of the year.
- [Obey the Signs](#), Naoto Joboji, St. John-Hudson, was the recipient of the Silver Star Award, KTA's second-

highest rated video.

- [A Call Can Wait](#), Nayely Castillo, Brandon Chavez Reyes, and Daniel Avina received the Rookie of the Year Award, an award for a first-time entry with the highest rating.

All submitted videos can be viewed [HERE](#).

●Construction progress

KTA crews are taking advantage of cooler weather to complete projects along the Turnpike. See how these projects are progressing in October's Construction Report [HERE](#).

●Sign up

For monthly construction updates delivered directly to your inbox, sign up for the Construction News subscription on KTA's website: <https://www.ksturnpike>.

STEP BACK IN TIME ...



This group photo of the Engineer in Training class from 1987 has a lot of familiar faces. Several worked at KDOT for many years, several have retired from KDOT in the last few years and a few are still working at the agency.

Thank you for your service

Milestones

KDOT employees celebrating state service anniversaries in November.

40 years

Robert Fryatt Jr., Equipment Operator Senior, Kansas City

35 years

Allan Haverkamp, Information Resource Planner/Project Manager, Auburn

30 years

Kirk Elliott, Engineering Technician Senior, Emporia

Scott King, Division Director of Engineering and Design, Topeka

Brad Prester, Equipment Operator Senior, Russell

25 years

Sherri Pankratz, Engineering Technician Supervisor, Lincolnville

20 years

Jeremy Belleau, Technology Support Consultant II, Norton

Robert Gallagher, Engineering Technician Senior, Holton

Micheal Jennings, Equipment Operator Senior, Valley Falls

Jonathan Mushock, Assistant CADD Manager, Topeka

15 years

Timothy Kraus, Equipment Operator Senior, Wilson

Brian Ross, Equipment Operator Senior, Rush Center

Scotty Slater, Highway Maintenance Supervisor, Yates Center

Kort St. Clair, Utility Coordinator, Gardner

10 years

David McDaniel, Applications Developer III, Topeka

Retirees

The following employees retired on Nov. 1.

District One

David Frederiksen, Equipment Operator, Osage City

Alma Ocasio, Engineering Technician Senior, Olathe

District Four

Dale Sweaney, Equipment Operator Senior, Sedan

The following employee retired on Oct. 1.

District Six

Daren Wright, Equipment Operator, Dodge City

In memory

Condolences to the family and friends of KDOT retiree **Delmar Watts**, who passed away on Oct. 7. He was from Independence. Watts started at KDOT in 1962 and served for more than 34 years. He retired as an Engineering Technician from the Independence construction office.

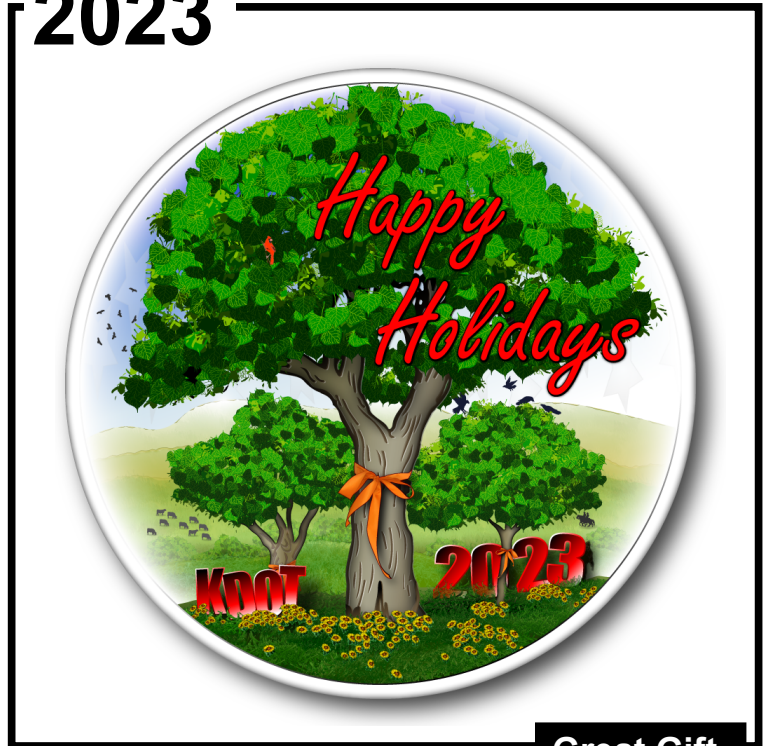
Condolences to the family and friends of KDOT retiree **Bill Debes**, who passed away on Oct. 9. He was from Hutchinson. Debes started at KDOT in 1964. After nearly 36 years, he retired in 2000 as an Accounting Specialist at the District Five office.

Condolences to the family and friends of KDOT retiree **Fred Eisele**, who passed away on Oct. 19. He was from Fredonia. Eisele started in 1991 and worked at the Independence office as an Engineering Technician. He retired in 2004.

KDOT Employee Council Holiday Ornament Order Form

Year	Quantity	Cost	Total
2023		\$6	
2020		\$3	
2019		\$3	
2015		\$3	
2013		\$3	
Total enclosed			

2023



Great Gift Ideas!

Please Print -

Name: _____

Work address: _____

(Retirees only - home address)

Best phone: _____

How to Order:

HQ - email/call Jennifer to make arrangements.

Districts/Retirees - Mail form to - Jennifer Meyer, ESOB/6th Floor, 700 SW Harrison, Topeka, KS 66603

Make checks payable to KDOT Employee Council

For more details, contact Jennifer: (785) 296-3661 or Jennifer.Meyer@ks.gov

A few past ornaments are still available

2020



2019



2015



2013

