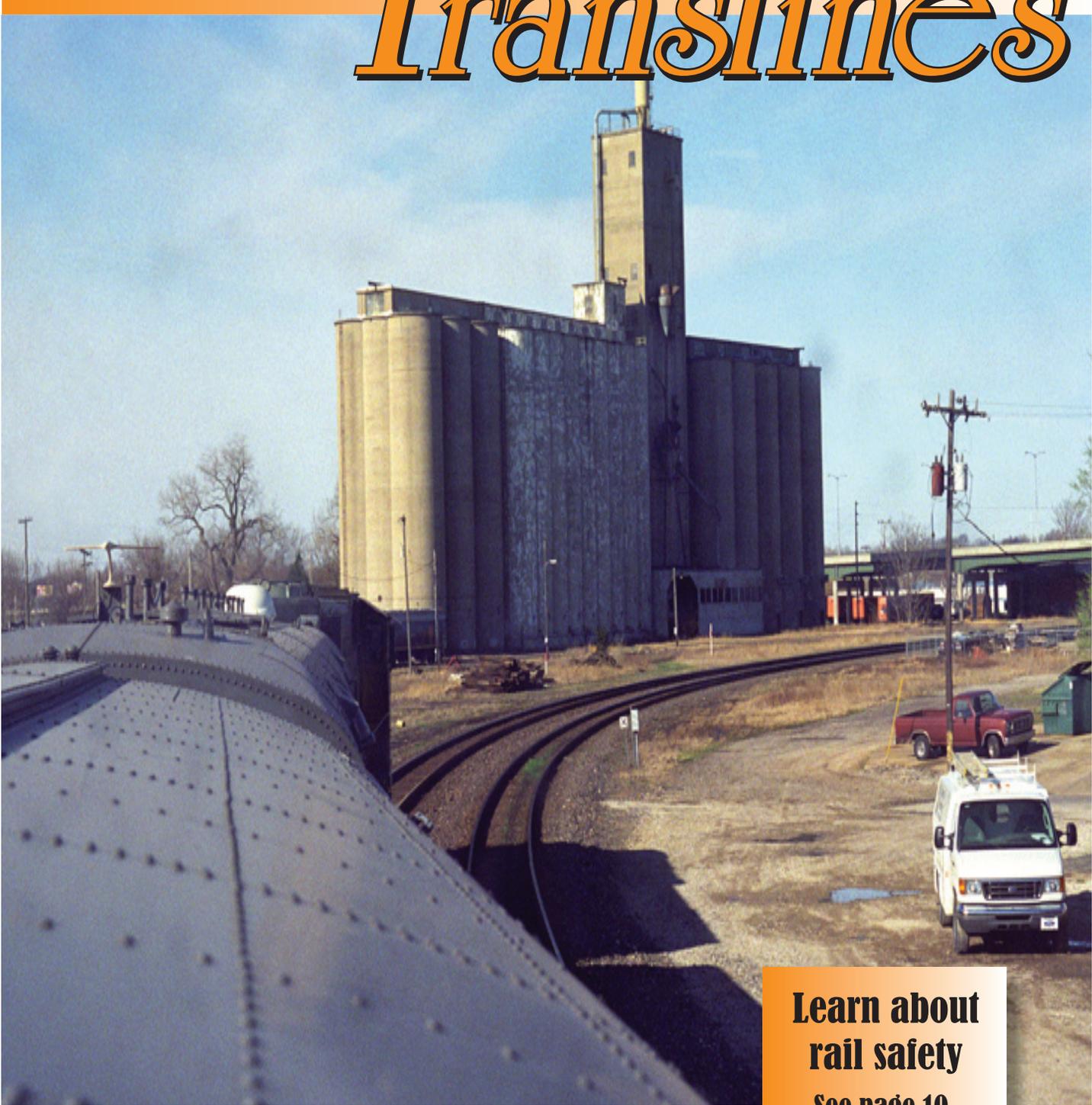


Translines



**Learn about
rail safety
See page 10**

Inside ...

- ◆ *Seat belt bill a disappointment in a good year*
- ◆ *Unrestricted driver's license age will go to 16 ½*
- ◆ *Real people behind the orange vests*
- ◆ *Short line railroad projects selected*
- ◆ *Cruz honored for work with United Way*



*By Secretary
Deb Miller*

Seat belt bill a disappointment in a good year

It's been a good year for traffic safety.

It could have been a great year and there's a sliver of a chance it still could be. But chances are we'll have to settle for good.

What's keeping this from being a great year is the failure of the Kansas House to pass a primary seat belt law. We've never come so close to having a primary law, which gives officers the authority to stop a vehicle solely on the basis of a seat belt violation. When the Senate passed the bill on a 23-17 vote in February, it was the first time after many years of trying that either chamber had passed an all-ages primary bill. In fact, our traffic safety and legislative experts don't believe a primary seat belt bill had even cleared a committee before this year.

There's still a small chance the bill could be taken up during the Legislature's wrap-up session, which is taking place about the time this column is posted, but I wouldn't bet on it. If the House fails to pass this bill, it will cost the state lives and severe injuries, there's no question about that.

But there is also a direct dollar cost of failure to enact a primary seat belt law this year. This is the state's final

opportunity for a one-time payment of \$11 million to \$13 million from the federal government – just for having a primary seat belt law. It's hard to fathom that in these difficult financial times Kansas will walk away from that kind of money – most of which can be spent however we choose.

Despite that setback, we achieved a huge traffic safety milestone when Kansas became the 49th state to pass a Graduated Driver's License bill (GDL) after several years of trying.

GDL, which delays by six months when a 16-year-old can get an unrestricted license, will protect our youngest, most inexperienced and most vulnerable drivers. It will save lives and prevent injuries. And I think it was a change in the House leadership this year that made it possible. Absent that, I don't think we'd be where we are.

States that have a GDL law have seen a reduction of 11 to 32 percent in fatal crashes involving teen drivers.

Also making this a good year for traffic safety is learning that we reached an all-time low in traffic fatalities in 2008 and that seat belt usage increased to more than 77 percent. Although Kansas still lags behind the national usage average of 83 percent, we are trending in the right direction. In states that have a primary law, the average usage rate is 87 percent.

Something I am proud of also has contributed to this being a good safety year. We have created the Bureau of Transportation Safety and Technology by combining the former bureaus of Traffic Safety and Traffic Engineering and the ITS unit. This allows us to have KDOT's transportation safety experts and problem solvers working closely under one umbrella.

Under the guidance of Bureau Chief Mike Floberg, an Executive Safety Council will be formed to champion safety on all public roads in Kansas through a new strategic highway safety plan.

Because safety is at the core of everything we do at KDOT, we have a right to be pleased with the progress we made this year. But I wish more could have been done.

Until the gavel falls on the 2009 legislative session, I'll hold out a little hope that this might still be a great year for the safety of Kansans.

On the...

COVER

While traveling in Topeka, a Union Pacific train heads toward an area where vehicles and pedestrians are close by. According to Federal Railroad Administration statistics, 286 highway-rail grade crossing fatalities occurred nationally in 2008. See page 11 for information on Operation Lifesaver. Photo by Kurt Weaverling

Guide shows natural beauty in Kansas

The Kansas Scenic Byways Program has released a new Kansas Scenic Byways Guide highlighting the state's nine scenic byways. The guide includes an insert of the Kansas Scenic Byways map on one side and Kansas wildflowers on the other.

This guide features the work of several Kansas photographers and is funded in part by KDOT and the Federal Highway Administration through the Kansas Scenic Byways Program and in partnership with the Kansas Department of Commerce, Division of Travel and Tourism.

Individual orders for the Kansas Scenic Byways guide may be placed, free of charge, at Travel and Tourism's Web site www.travelks.com and click on Free Visitor's Guide. Bulk orders of the guide are available, but first time industry users must register at www.travelks.com/s/index.cfm?aid=52 for larger quantities.

The Kansas Scenic Byways program began in January 1993 and now has nine byways across the state. There is grassroots interest in establishing more byways. Last fall, the Kansas program expanded their criteria, opening options for communities to apply for Kansas Historic Byway designation. In addition, communities may apply for designation of local roads as a Kansas Scenic Backroad.

For more information, or to download individual byway brochures, go to www.ksbyways.org or contact Sue Stringer, Kansas Scenic Byways Liaison, at 1-800-684-6966.



Gov. Kathleen Sebelius signs the Graduated Driver's Licensing bill into law March 27 in front of numerous safety partners.

Unrestricted driver's license age will go to 16 ½

By Stan Whitley

The age teens in Kansas can obtain an unrestricted driver's license will change from 16 to 16 ½ under the provisions of a bill signed into law by Gov. Kathleen Sebelius on March 27.

"The new law will provide proven methods to help teens become safer drivers," said Secretary Deb Miller. "Research shows that comprehensive graduated driver's licensing (GDL) programs have reduced teenage crashes by up to 50 percent in the states in which they were implemented."

Kansas becomes the 49th state to adopt graduated driver's licensing with North Dakota the only state that

does not have a GDL program. The law, which takes effect Jan. 1, 2010, will make the following changes to the licensing system in Kansas.

- ♦Learner's permit. Requires every teen to hold a learner's permit for 12 months before obtaining a restricted or a full license.

- ♦Passenger limitation. Limits teen drivers to no more than one non-sibling passenger under the age of 18 during the first six months of full licensing.

- ♦Late-night limitation. Limits late-night driving to 9 p.m. during the first six months of full licensing unless driving to and from work or school events.

- ♦Cell phones. Use of cell phones

prohibited while driving until teens complete the six-month period of passenger and late-night driving restrictions. An exception is in place for reporting emergencies.

The law will not change the age at which teens may obtain a license and does not make any changes to the existing farm permit. A grandfather clause has been included so that teens entering the licensing system prior to Jan. 1, 2010, will fall under the current licensing guidelines rather than the GDL guidelines.

More information can be found on KDOT's Web site at www.ksdot.org under the news release 'Teen Driving.'



Construction Engineer Kevin Palic speaks at the National Work Zone Safety Awareness Week event in Topeka on April 6.

Real people are behind the orange vests

By Kim Stich

Work zones are dangerous places for both workers and motorists.

To help bring that point home, KDOT kicked off National Work Zone Safety Awareness Week with an event at the Area Four office in Topeka on April 6. Attendees wore orange vests as a reminder that there are real people behind those vests in work zones.

Assistant Secretary Jerry Younger; Col. Terry Maple, Superintendent of the Kansas Highway Patrol; and Kevin Palic, Construction Engineer in Seneca, spoke at the event.

Palic worked with KDOT employee Ty Korte, who was killed in a crash Sept. 11, 2007.

“There is not a more horrible feeling than being notified of a crash ... then being able to recognize him by his foot sticking out underneath the blanket and his boot lying in the middle of the road,” he said. “Enter a work zone as if it is your parent, spouse, child, and friends’ life depending on it. You don’t want to have to go out there and choose which blanket your friend is under.”

More than 130 people have been killed and more than 6,100 people have been injured in Kansas work zones in the past 10 years.

KDOT is continuing its participation in the national Give ‘Em A Brake campaign. A part of this campaign is a joint

effort between KDOT and the KHP to increase enforcement in selected work zones. The program was expanded last year to include chosen short-term construction and maintenance projects.

“Work zone safety is a high priority for the Kansas Highway Patrol,” said Col. Maple. “We are out there enforcing traffic laws to protect those working in and traveling through highway work areas.”

KDOT has created a 30-second public service announcement for all the media in addition to a video titled “Behind the Vest” featuring several employees who have had close calls and Shirley McDonald, whose son, KDOT employee Scotty McDonald, was killed while working in a work zone. They can be accessed on KDOT’s Web site at <http://www.ksdot.org/bureaus/burcompser/podcast.asp>.

“This week is a time dedicated to remind everyone of the importance of work zone safety,” Younger said. “And it’s a message we need to remember all year long.”



Transportation partners donated \$4,950 to the Give ‘Em A Brake work zone safety campaign this year. Pictured are (from left to right) Ed DeSoignie, Heavy Constructors Association; Assistant Secretary Jerry Younger; Wendy Harms, Kansas Aggregate Producers and Kansas Ready Mixed Concrete Association; Scott Uhl, American Council of Engineering Companies of Kansas; Todd M. LaTorella, MO/KS Chapter, American Concrete Pavement Association; Dan Ramlow, Kansas Contractors Association; and Mike Crow, Kansas Asphalt Pavement Association.

2009 spring storm



During the snow storm that hit Kansas in late March, KDOT crews clear U.S. 160 in Clark County in the top photos. Bottom left: District Three's snow blower was sent to help in various areas. Below, Area Superintendent Mark Davis stands on a mound of snow pushed off the roadway.



77 local projects selected for stimulus funding

Seventy-seven projects totaling \$34.7 million have been selected to receive federal stimulus funding for road and bridge improvements throughout Kansas.

The state received \$348 million for highway and bridge projects through the American Recovery and Reinvestment Act (ARRA) of 2009, with \$38 million directed to the Kansas City and Wichita metro areas by federal formula. KDOT then sought applications from local units of government to share more than \$34 million for city and county projects.

"With many worthy projects submitted for consideration, the final selection was very difficult," said KDOT Deputy Secretary Jerry Younger. "But I am confident that the projects selected

will enhance local transportation networks and give a boost to the economies in each of the project locations."

The number of requests for local funding far exceeded the available funds. KDOT received 422 requests for projects totaling \$275 million.

Engineers from each of KDOT's six districts evaluated and selected the local projects following specified criteria, such as job creation, whether the project was in an economically distressed area and whether it could be completed within three years. Each district used its own weighting of the criteria to reflect the needs of the regional highway system. Many of the projects will include a local funding component, which allowed the \$34.7 million to be stretched

even further.

Projects in the Kansas City and Wichita areas already have been or will be selected by their metropolitan planning organizations.

The following is the funding breakdown by district:

- ♦Northeast: 19 projects, \$11.3 million
- ♦North central: 12 projects, \$4.3 million
- ♦Northwest: six projects, \$2.4 million
- ♦Southeast: 13 projects, \$4.5 million
- ♦South central: 18 projects, \$8.5 million
- ♦Southwest: nine projects, \$3.6 million.

To view the full list of selected projects and specific funding, visit KDOT's ARRA Web page at <http://www.ksdot.org/EconomicStimulus.asp> and go to "Information for Local Governments."

– S. W.

Grand opening



A grand opening was held April 3 for the new Finney County Transit Center in Garden City. KDOT administered \$2 million in federal transit funds for the facility and is planning a pilot project for computerized dispatching to assist with radio communications. The center transports approximately 1,200 disabled and elderly passengers each month. Photo by Kirk Hutchinson

Cruz honored for work with Finney County United Way

By Kirk Hutchinson, District Six Public Affairs Manager

Tim Cruz, District Six Safety Specialist, was honored recently by the Finney County United Way for his work as the co-chair for the 2009 campaign.

The goal for the Finney County United Way was to raise \$500,000 and the campaign brought in \$518,000, which will provide funds for 21 agencies in 2009.

Cruz, who serves on the board of the Kansas Health Institute and in numerous local service organizations, has been involved with the United Way for a number of years, though this was his first year as a co-chair for the fall campaign.

He gives a personal example of how United Way benefits people.

“Years ago my nephew wanted to join Cub Scouts, but his mom couldn’t afford to buy him a uniform shirt,” said Cruz. The local scout office was able to



Tim Cruz, District Six Safety Specialist, is thanked by Margaret Anderson, Executive Director of Finney County United Way, for his work as co-chair on the 2009 fundraising campaign.

give him a scout shirt because of financial support from the United Way. That got my nephew started in scouting and last year he became an Eagle Scout.”

Cruz joined KDOT as the Safety Specialist for District Six in March 2007.



By _____

Doria
Watson

TRANSPORTATION
TALK

A life worth living

Oftentimes when I get up in the morning, I ask myself the question – “*in the whole scope of life, what is really important*”?

Over the years the answer to that question has changed. As I progress through life facing changes that challenge me mentally, physically, emotionally, spiritually and financially – my perspective on what is important in life is constantly being shaped.

Being a grandmother raising grandkids, working in the church, volunteering in the community and working full time in a business career position have afforded me many opportunities to interact with people on all levels. Coming into contact with people who do well, and those that have not done so well, those with money and those who lack, the educated and the not so fortunate, those with families and those who are alone, the sick and the well – from one end of the spectrum to the other, has helped mold my attitude and view on life as to what’s really important.

Exactly what adds value to life? It’s our choices. Who we are is a sum total of choices made. What we do, is a

choice. How we do it and to whom we do it to, is a choice. *What is important in life?* It is choosing to do the right thing, for the right reason all the time. But even more than that, it is enjoying the process of doing it. I choose to enjoy making a positive difference in the lives of others.

Every day we have the opportunity to impact others. In our homes, schools, work and community we can make a difference. When we speak we can either build or tear down. When we interact we can either bring sunshine or gloom. When we work we can either be productive and add to the environment or be counterproductive and take away from the purpose, vision and/or the program.

Here at KDOT, we all have the opportunity to make a difference in the lives of others. KDOT worked hard to be recognized as fifth among the states in “highway conditions” and to be recognized nationally for an outstanding project – all of which was a result of conscious choices. Every one of us has the opportunity on a daily basis to create an environment that is conducive to “a life worth living”. The choice of making a difference and impacting our world in a positive way can be a daily decision. Build rather than tear down; develop rather than cause stagnation; speak a kind word rather than a word of darkness. It is a choice!

More personally, the Office of Civil Rights has the opportunity to reach out and touch those that have been declared to be “disadvantaged.” In addition we are privileged to have the responsibility to build “bridges” between prime and sub contractors by monitoring, tracking, and developing processes and opportunities that build relationships. Our compliance efforts afford the agency the ability to remain in good standing with FHWA, which equates to federal monies being received. Internally we have the pleasure of making sure every KDOT employee has the right to work in an environment free of discrimination. It is with pleasure the OCR assists KDOT in fulfilling its mission and purpose on a daily basis.

We hope that you too realize the choices that you make everyday have contributed to making a life worth living.

Doria Watson is KDOT’s Civil Rights Administrator.



Eisenhower Building-
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Topeka, Ks 66603-3754

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Secretary of Transportation: Deb Miller
Chief of Transportation Information: Steve Swartz
Editors: Stan Whitley and Kim Stich

Phone/TTY: (785) 296-3585 ♦ FAX: (785) 296-0287

Calendar of Events

May 8 – 9:30 a.m. - Highway Advisory Commission meeting.

May 12 - 11 a.m., KDOT Employees’ Council Meeting, Third Floor, Eisenhower State Office Building.

May 20 – 1 p.m. Construction bid letting, Fourth Floor, West Wing, Eisenhower State Office Building.

May 25 – State employees off for Memorial Day holiday

KDOT selects Transportation Enhancement projects

KDOT has selected 14 projects for inclusion in its Transportation Enhancement program for Federal Fiscal Years 2009-2010.

The projects are being made possible through economic stimulus funding under the American Recovery and Reinvestment Act of 2009.

Total cost for the selected projects was approximately \$11.4 million with a minimum of 20 percent of the project cost coming from the project applicants. KDOT received 101 applications from local units of government for funding consideration totaling more than \$110 million.

“The Transportation Enhancement program provides federal highway funds for projects that strengthen the cultural, aesthetic or environmental value of our transportation system,” said Secretary of Transportation Deb Miller. “This program has been very popular in the state and these improvements couldn’t have happened without local partners and KDOT working together.”

Transportation Enhancement projects under this federal program fall into three major program categories. They include Historic, Pedestrian/Bicycle and Scenic/Environmental projects.

The 14 selected projects in each category are:

Historic Projects

Franklin County - Rehabilitation of six Midland Railway Line timber railroad trestles between Montana Road and Pawnee Road; Douglas County

- Brick street restoration on New York Street from 9th to 12th in Lawrence; Kansas State Historical Society – Interior Restoration of the Goodnow House State Historical Site in Manhattan.

Scenic/Environmental Projects

Rice County - Landscaping & Scenic enhancements in key areas in the City of Sterling; Stevens County - Business district streetscape beautification centered on the intersection of U.S. 56 and 6th Street in Hugoton; Chase County - Visitors Center on the Tallgrass Prairie National Preserve along the Flint Hills Scenic Byway; Wyandotte County - Phase II Streetscape improvements on K-32/Front Street in Bonner Springs; Miami County – Downtown Streetscape from west of 6th & Main to east of 5th Street in Oswatomie.

Bike/Pedestrian Projects

Franklin County - Prairie Spirit Rail Trail lighting enhancement between 5th and 23rd in Ottawa; Douglas County - Pedestrian/bicycle path on Clinton Parkway from Wakarusa Drive to K-10 in Lawrence; Sedgwick County - Pedestrian/bicycle path on west side of Webb Road from Cedar Brook north to the path at 111th Street in Mulvane; Jackson County – Pedestrian/Bicycle trail on Prairie Band Potawatomi Nation reservation 1.7 miles in length; Johnson County - extend South Indian Creek Trail approximately 1.3 miles from Southdowns Park to Hampton Park in Olathe; Osage County - Pedestrian bridge over U.S. 75 approximately 2.2 miles north of Lyndon. – S.W.

KDOT Computer Training

– from the KCTC

Increase your efficiency!

FOCUS-OUTLOOK

How to Create an Outlook meeting on behalf of someone else

Have you ever needed to create a meeting on behalf of your boss? To do this, you must first have permission to create things on your boss’s Outlook Calendar.

On your boss’s computer - Go to the Calendar folder in Outlook, in the folder list on the left side of the screen, right-click Calendar, Click Change Sharing Permissions, Select your name (If you don’t see your name in the list, click the Add button to find it in the address book), Click the check boxes below to add the permissions you need-be sure to select “Create Items” and “Edit Own” Click OK.

On your computer - Go to the Calendar folder in Outlook.

Check your boss’s name in the list of Calendars on the left side of the screen

If your boss’s name is not there, do this to get it: Click Open a Shared Calendar on the left side of the screen, click the Name button and find your boss’s name in the address book. Now you can see your boss’s Calendar and your Calendar. Click on your boss’s Calendar to select it.

Create a new meeting because you are creating the meeting on your boss’s Calendar, the meeting will be from you on behalf of your boss. The meeting responses will go to your boss’s Outlook Inbox.

Check out the shared calendar: KCTC for on-going classes. Contact the KCTC at kctc@ksdot.org or call Ingrid Vandervort 785-296-8993.

Short line railroad projects selected

By Ron Kaufman

Five short line railroad improvement projects in Kansas have been selected to receive nearly \$2.2 million in federal stimulus funding. Short line rail accounts for about 41 percent (1,930 miles) of the nearly 4,780 miles of rail across the state. Short line railroads transport about 14.5 million tons of freight in Kansas each year.

The state received \$348 million for highway and bridge projects through the American Recovery and Reinvestment Act (ARRA) of 2009. ARRA allowed states to devote a portion of their highway and bridge funding to rail projects. KDOT sought applications from short line railroads and port authorities to share approximately \$3 million for projects to build or improve infrastructure. The grants are intended to enhance economic vitality in the areas served by the railroads.

“All the applications we received were for worthwhile projects so it was challenging to decide which would be funded,” said KDOT Director of Planning and Development Chris Herrick. “The projects we selected will benefit shippers and industry as well as local and regional economies. They will bring greater efficiency and improve safety on the short lines. Moving freight by rail also reduces the number of heavy trucks on our highways, saving on maintenance costs.”

The number of requests for short line railroad grants exceeded the available funds. KDOT received

16 requests for grants totaling \$18,978,000. Staff from KDOT’s Bureau of Transportation Planning and the Freight and Rail Unit evaluated and selected the projects following specified criteria, such as job creation, whether the project was in an economically distressed area and whether it could be completed within three years. Most of the projects will include matching funds, so the ARRA funds could be stretched even further.

The selected projects are:

- ♦ Kyle Railroad Company, Scandia – construct 2,000 feet of new siding and a new switch at Nesika Energy, \$371,000 (Republic County)
 - ♦ Kansas and Oklahoma Railroad, Alexander – expand siding at Mid-States Farmers Coop, \$158,470 (Rush County)
 - ♦ Kansas and Oklahoma Railroad, outside of Wichita – add siding to handle 110-car grain trains, \$967,820 (Sedgwick County)
 - ♦ Nebraska Kansas Colorado Railroad, near St. Francis – partial funding for bridge rehabilitation, \$476,826 (Cheyenne, Rawlins and Decatur counties)
 - ♦ Kansas and Oklahoma Railroad, Sawyer – extend siding capacity at Farmers Coop, \$195,278 (Pratt County)
- To view the full list of applications and requested funding, visit KDOT’s ARRA Web page at <http://www.kdot.org/EconomicStimulus.asp> and go to “Other Recovery Projects.”

SPONSORED
BY KDOT
EMPLOYEES’
COUNCIL

Summer Softball Tournament



Don't miss out! Deadline to sign up is May 28.

WHEN: SATURDAY, JUNE 13

WHERE: Rueger Park in Topeka.

WHO CAN PLAY: KDOT friends and family members are welcome, but 1/2 the team must be KDOT employees. It is a co-ed (1/2 the team must be women), one-day tourney, following city league rules.

ENTRY FEE/OTHER DETAILS: \$65 per team, all teams guaranteed three games.

TO SIGN UP: Contact Eric Idol at 785-296-6705 for roster or more information.

DEADLINE: Rosters/entry fee must be turned in to Eric by NOON on May 28.

EMPLOYEES FROM ACROSS THE STATE ARE ENCOURAGED TO PARTICIPATE!



KDOT is not responsible for any accidents in conjunction with this event.

Ballplayers, family, and friends and KDOT employees are invited to attend the picnic from 11 a.m. to 12:30 p.m. Bring lawn chairs - SEATING IS VERY LIMITED - and BE PREPARED FOR A VERY WARM KANSAS DAY!!

Games for the kids will also take place from 11 a.m. to 12:30 p.m.

Fun Facts and Trivia

Do you know?

- ◆ 64 percent of collisions with trains happen during the daylight hours.
- ◆ Nearly 50 percent of the crashes occur at crossings equipped with automatic warning devices.
- ◆ Most train collisions occur within 25 miles of the passenger vehicle drivers' home.
- ◆ Most collisions with trains happen when trains are travelling under 30 miles per hour.
- ◆ The weight of a passenger car is about 3,000 pounds compared to a 12,000,000 pound freight train. That's a one to 4,000 ratio, or similar to a soda can to car ratio.
- ◆ You are 20 times more likely to die in a collision with a train than in a collision involving another motor vehicle.
- ◆ Approximately every two hours, some place in the U.S. a collision occurs between a train and a motor vehicle or a train and a pedestrian.

Source: Operation Lifesaver



Passengers ride the Union Pacific Railroad train and also learn about the importance of rail safety from Kenneth Walters with the Union Pacific Railroad during a short trip on March 25. Photo by Kurt Weaverling

Train ride gives opportunity to learn about safety

Local officials were invited to ride a special train operated by Union Pacific Railroad on behalf of Operation Lifesaver, Inc., to learn about the dangers that train engineers experience on tracks every day.

The train made stops in Liberal, Pratt, Hutchinson, Herington, Topeka, Lawrence, Bonner Springs, Atchison, Sabetha and Marysville in March and April.

Train crew members and other railroad employees answered questions about Operation Lifesaver crossing safety and railroad operations.

Operation Lifesaver is a program that works to increase safety and reduce fatalities and injuries at highway-rail grade crossings and on railroad rights of way.

Deaths

Condolences to the family and friends of a KDOT employee and two former employees who recently passed away.

James R. Brunkow, 61, died April 7 in Onaga. Brunkow was an Engineering Technician and had worked at KDOT for 25 years.

Survivors include his wife, Marianna, one son, two daughters, one sister and one grandchild.

Memorials are suggested to St. Vincent de Paul Catholic Church or the St. Francis Comprehensive Cancer Center, and may be sent in care of Tessendorf-Chapel Oaks Funeral Home, P.O. Box 300, 218 Leonard, Onaga, 66521.

Larry L. Cowdin, 77, died April 8 in

Topeka. Cowdin worked for KDOT 34 years, retiring as Special Assistant to the Secretary of Transportation.

Survivors include his wife, Barbara, four sons, two brothers, two sisters and six grandchildren.

Memorial contributions may be made to the American Heart Association and sent in care of Kevin Brennan Funeral Home, 2801 SW Urish Road, Topeka, 66614.

John Anderson, 90, died April 1 at Hepler. He was an Equipment Operator in Erie prior to his retirement from KDOT in 1983.

Memorials are suggested to the Hepler Volunteer Fire Department or Hepler Cemetery Fund.



LETTERS TO THE EDITOR

Dear KDOT:

I wanted to compliment your highway crews on getting the highways cleared after last week's snow and ice storm. I know when the storm hit it was best to stay home. I was stranded in El Dorado at the time. Saturday it was melting and by Sunday I decided to head home. I did with highways high and dry all the way except two miles east of Stafford. The westbound lane was only part way opened in two places, while DOT crews were off working on some shoulders. It would appear that getting these lanes open would be a priority instead of worrying about shoulders. After I saw the first lane I slowed way down and expected the second one. That was the only place I had any trouble.

Your crews work in bad conditions and probably get little appreciation. I have always known that Kansas DOT gets out and works roads in bad weather. Thanks to each one of your workers.

Cordially,
Doyle Mayse, Larned

Step Back in Time 



Construction work on a U.S. 75 bridge over the Wakarusa River south of Topeka in April 1958.

Promotions/Transfers

Headquarters

Margie Baum, Applications Developer Supervisor, Computer Services

Jim Hazelton, Engineering Technician Specialist, Local Projects

Paul Kulseth, Professional Civil Engineer I, Design

District One

Larry Eubanks, Engineering Technician Specialist, Horton

District Five

Leisa Mauch, Administrative Specialist, Pratt

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

M I L E S T O N E S

KDOT salutes employees celebrating state anniversaries in April

10 YEARS

Darren Bailey Hutchinson
Agustin Carrillo Jr. Arkansas City
Jesus Casanova Garden City
Robert Fuller Lawrence
Gregory Gonzales Jr. Topeka
Raya Griego Syracuse
Michael Jones Glen Elder

20 YEARS

Gordon Fanders Atwood
Michael Fletcher Topeka
William Simons Topeka
Kenneth Verschelden Silver Lake
Thomas Webb Grandview Plaza
Robert Weiss Colby

30 YEARS

Mark Rabe Bel Aire
Kent Schneider Topeka
Delmar Thompson Lawrence
Judith Tyner Auburn

State service anniversaries are compiled by Personnel Services. Employees and home towns are included in this list.

Upcoming KDOT Training Courses

Classes at District Offices

- ♦You'll Catch On, Bonner Springs, May 5, 6
- ♦On Second Thought – The Road to Critical Thinking, District 5, Hutchinson, May 21
- ♦You'll Catch On, Bonner Springs, June 2, 3
- ♦Transition to Leadership & Ethics, Salina, June 2, 3, 4
- ♦You'll Catch On, Salina, June 9, 10

Classes at Headquarters

- ♦SMART, Module Session 1, May 5
- ♦SMART, Module Session 3, May 7
- ♦BEST – Week 2, May 11, 12, 13, 14, 15
- ♦SMART – Module Session 1, June 9
- ♦SMART – Module Session 2, June 10
- ♦SMART – Module Session 3, June 11

Kansas Department of Transportation

Bureau of Transportation Information
 Eisenhower State Office Building
 700 SW Harrison, Second Floor, West
 Topeka, KS 66603-3754

PRE-SORTED STANDARD

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NOTE: This information is available in alternative accessible formats. To obtain an alternative format, contact Transportation Information, Eisenhower Building, 700 SW Harrison, 2nd Floor West, Topeka, KS, 66603-3754, or (785) 296-3585 (Voice)/Hearing Impaired - 711.

Excellence honored at safety conference

Individuals and organizations were recognized for going above and beyond the call of duty by receiving People Saving People awards at the Traffic Safety Conference April 8 in Wichita.

The category winners and their efforts to promote safety are:

Community Leadership

♦John Merchant, Brown County Sheriff. Several years ago, Merchant was concerned about the number of children riding unrestrained in vehicles in town, especially those in needy families. To remedy this, John applied for, and received, several grants from Walmart and KDOT to obtain child safety seats. He has also presented numerous times on child restraint at civic groups and conducted car safety programs in the Brown County School with the result that more than 150 seats have been given to needy families in the county in addition to numerous loans of seats for temporary use.

♦Jim Hanni, Executive V.P., AAA

Allied Group. Hanni has been a long-time advocate for safety issues such as primary seat belt and graduated drivers licensing, which was recently passed in Kansas. He is recognized by safety advocates around the state as a person who works tirelessly to decrease deaths associated with motor vehicle crashes.

Enforcement and Response

♦Jesse Foster, Deputy, Shawnee County Sheriff's Office. Deputy Foster has dedicated himself to improving the safety of the streets in Shawnee County through his daily traffic enforcement efforts. In 2008, Foster made 833 traffic stops, while still answering 622 calls for general law enforcement service and completing 269 reports. Foster's high level of traffic initiative earned him 2nd Shift Monthly Most Valuable Player award eight times.

Education & Awareness

♦Crawford County Sheriff Sandy Horton and S.A.F.E. Coalition. In 2008, Horton took the lead role to

develop a coalition to combat low teen compliance rates for safety belts in Crawford County. The coalition includes Kansas Highway Patrol Troop H, administrators and students from the six high schools in Crawford County, KDOT Traffic Safety, and area newspaper and broadcast media. Initial results are that the program is achieving its goal of building awareness and increasing compliance.

♦Buckle Up Butler Youth Campaign. The 10 public high schools in Butler County had a problem with students not buckling up as they came to school. The safety resource officers at the schools developed a Buckle Up Butler program during the 2005-2006 school year to tackle the issue. Educational campaigns, promotional packets and regular traffic surveys helped heighten awareness of the problem. Seat belt usage jumped dramatically from 54.8 percent the first year to 69.4 percent the following year.