



## KDOT helps Hoisington in tornado recovery efforts

Saturday, April 21, a devastating tornado swept through the north side of the City of Hoisington. When the tornado had exited Hoisington, an estimated \$43 million of damage and destruction had occurred to homes and buildings, including the city hospital and high school. KDOT was among the first responders to this emergency situation.

The tornado struck at 9:17 p.m. and by 9:30 p.m., John Clayton, KDOT Great Bend Area Superintendent, had received a call from the local Kansas Highway Patrol office requesting staff and equipment. The speed at which the KHP was able to get in contact with the proper KDOT official is directly related to the close working rela



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Debris is loaded into a KDOT truck after a tornado struck Hoisington on April 21.

## Long legislative session impacts Department

The 2001 Kansas Legislature goes down in the history books as having the longest “wrap-up” session and as one of the longest total sessions ever. When all was said and done, here are some of the legislative actions that affected KDOT.

### PERSONNEL

Legislative measures will affect personnel in a number of ways, including changes to the state employee pay matrix. Lawmakers approved a bill calling for a two-phase implementation of a 3 percent

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## Budget deficit leads to cuts in projects

By Marty Matthews

KDOT has cancelled work on 14 projects that were in preliminary stages of development as well as one that was in the design phase. Secretary E. Dean Carlson made the decision in late April because of the deficit facing the Comprehensive Transportation Program (CTP).

Projections show the program will be more than \$340 million short at the end of its ten years. None of the 14 projects was funded for construction in the CTP, but the advance work was being done so that projects could

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## INSIDE ...

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From  
Where  
I Sit

*by E. Dean Carlson*

## Doing the best we can with what we have

“Democracy is the theory that the common people know what they want and deserve to get it good and hard.”

The legendary curmudgeon and commentator H.L. Mencken uttered that quote more than 50 years ago. The recently ended session of the Kansas Legislature proves that his words still have the ring of truth to them today.

A large number of lawmakers were convinced that the folks who elected them would not support a tax increase of any kind for any reason, even after revenue estimates tanked and showed a projected state budget deficit of more than \$200 million. I don't pretend to know the lawmakers' constituents better than they do, so I have to trust their assessment. The


steadfast resistance to tax increases led to the longest wrap-up session in history and helped further increase the enormous deficit facing the Comprehensive Transportation Program.

This projected deficit has exceeded \$276 million over the ten years of the CTP. It has already led me to cancel planning and development on 14 projects that were in preliminary stages as well as one project that was in the design phase. These cancellations are just the beginning of a paring back of the projects originally funded for construction in the CTP.


Exactly which projects will be cut is impossible to say at this point. Now that we know how much money we have to work with, we will begin the process of determining what we can do with what we have. I am only certain of one thing - we will be making some people very unhappy when we tell them their project is the one that will be cut.

If one of these projects ends up being in your local area and you hear people grouching about KDOT's decisions, you might use the opportunity to remind them that our task is to do the best we can for the statewide system with the resources available. Those resources are drastically reduced from when we began the program, so cuts have to be made.

Obviously some legislators thought these project cuts would be preferable to restoring any of the CTP revenues through tax increases. They believed that is what their constituents wanted as well. We'll have to wait and see if their constituents agree after a year of living under the new overall state budget.



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**NOTE: This information is available in alternative accessible formats. To obtain an alternative format, contact the KDOT Office of Transportation Information, Docking State Office Building, Room 754, Topeka, Kan., 66612-1568, or phone (785) 296-3585 (Voice)/(TTY).**

### Calendar of Events

**June 2** - Employees' Council annual softball tournament in Topeka for all KDOT employees.

**June 8** - Deadline for employees to use overage of annual leave.

**June 8** - 9 a.m. Highway Advisory Commission meeting telephone conference call.

**June 13** - 11 a.m. KDOT Employees' Council Meeting, Seventh Floor Conference Room, Docking State Office Building.

**June 20** - 2 p.m. Construction Bid Letting at Topeka Capitol Plaza Hotel.

**July 4** - State employees off for Independence Day.

## Example of Excellence

# Teamwork honored on cribbing project

Teamwork was the key to success for the first group honored in KDOT's new Example of Excellence employee recognition program. Employees from the Garnett Area and Subarea offices, District Four office, Waverly Subarea, and Bureau of Design came together in a time of need on a bridge cribbing project in Anderson County.

"It was definitely a good example of teamwork and cooperation and people willing to do whatever it took to get the job done," said Mike Stringer, Area Engineer in Garnett. Stringer and Jim Kowach, Chief of Design, both nominated team members for their efforts.

A routine bridge inspection of the structure on US-59 south of Garnett earlier this year showed there was enough deterioration that the bridge warranted a weight restriction. But this is a heavily-traveled route, and it was decided to add cribbing to assist the traveling public.

Plans were developed and the project began with a total of 576 holes drilled through the flanges and 288 stiffener plates welded onto the webs of the beams. This, as well as purchasing or fabricating numerous supplies and preparing the site, required everyone to work together efficiently and as quickly as possible to finish the project.

The three keys to the success of this project were design, coordination, and execution, Stringer said. "It is something of an understatement to say the designers produced an excellent set of plans," he said. "The clarity and thoroughness of the details on the plans greatly facilitated both fabrication and installation. Overall, project coordination was also excellent and truly brought all phases of the project together. Execution of the work, simply stated, was as exceptional as it was efficient."

Those efforts were recognized on May 16 in



*Secretary E. Dean Carlson chats with employees who worked on the bridge cribbing project in Anderson County. KDOT employees from District Four and Headquarters were honored for their efforts on the project.*

Garnett with Secretary E. Dean Carlson presenting a plaque to the team and certificates to each person involved.

In alphabetical order, KDOT employees receiving certificates included Marcos Alonzo, Ann Badders, Ahmad Bahari, Marty Buzzard, Mike

Crane, Shawn Denny, Ronnie Driskill, Wayne Erikson, Curt Graham, Al Hoag, Calvin Howard, Roy Howell, Robert Jack, John Jones, Janice Kleinschmidt, Reina Kratzberg, Roger Mace, Carl Maley, Brad McGregor, Keith McNeil, William Nading, Julie Nilges, Roy Nilges, Larry Oldham, Scott Pliler, David Ranes, Dave Riebel, Sue Riley, Albert Runnion, John Rutledge, Dan Scherschligt, Joe

Shiple, Larry Umbarger, Doug Vogel, James Waltermire, Lynn Washburn, Bob Wittman, and Jim Yeager.

This was the first group selected in the new Example of Excellence program. Division Directors, Bureau Chiefs, District Engineers, Area Engineers, and Subarea Supervisors are encouraged to nominate any group, team, or office that goes above the call of duty. The award is given quarterly with nominations for the second quarter due to the Office of Transportation Information by June 30.

For a nomination form or more information, call Transportation Information at 296-3585. -K.S.

**KDOT**  
Employee  
**RECOGNITION**  
**PROGRAM**



# Wolfe works diligently in promoting safety

By Kim Stich

Art Wolfe, Area Superintendent in Hays, likes to promote safety, whether it's for the traveling public or for the highway workers. So when the Kansas Highway Patrol asked KDOT to assist with a nighttime DUI check lane on I-70 in Trego County, Wolfe and KDOT employees at the Subarea office in Trego County were glad to assist.

"The KHP wanted us to help because we're the pros at traffic control - we have the arrow boards, message sign boards, and reflective equipment to do it properly," Wolfe said.

Past experiences with night projects where highway workers have almost been hit make Wolfe very concerned about



*These reflective outfits that were tested during the DUI checkpoint in Trego County definitely stand out at night.*

safety. He started looking at new types of reflective clothing that could be tested on its effectiveness to improve safety. During the check lane, KDOT employees wore new reflective outfits that included both a jacket and pants as an experiment on ways to improve visibility.

"Traffic control on an Interstate roadway at night - you can't possibly imagine the unsafe conditions that arise there," Wolfe said. "Traffic is still driving 70 mph. They don't slow down, but they also don't see quite as well. We wanted to test the new equipment because we need to provide our KDOT people the safest conditions we possibly can."

Allan Vinyard, Safety Coordinator in Construction and Maintenance, said the

retroreflective wear provided by Vis-Mat was a good opportunity to look at ways to improve visibility at night. "Nighttime visibility has always been a concern of our employees, and especially now because we've been doing some nighttime emergency work during flood and tornado season," Vinyard said.

Traffic control work started at 10 p.m. on April 29 with the check lane beginning at 11 p.m. Wolfe said this is the first time his crew has helped on a check lane at night and everything went "safe and sound" for the motorists. The check lane was set for this time because KHP

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## Tornado

**Continued from page 1**

tionship the Great Bend Area Office has with the KHP and other local law enforcement agencies.

John Clayton and Great Bend Area Engineer Barry McManaman, responded quickly to this call for help and by 10:30 p.m. had employees on site setting up traffic control and bringing in needed equipment. The most immediate need was to clear and open US-281 and K-4 highways, along with local streets, to allow emergency vehicles to begin the search victims injured in the tornado. This was accomplished by KDOT front-end loaders pushing wrecked vehicles, trees, electric lines, and poles off to the side of the road, leaving them to be cleaned up later.

As KDOT loaders cleared the highways, other KDOT employees were flagging traffic in Hoisington and setting up barricades on US-281 and K-4. The highways were barricaded at the nearest major intersection outside of the city sending normal highway traffic onto alternate routes around Hoisington, but providing essential personnel access. US-281 south of Hoisington

flooded after the tornado and required flagging and barricades even after the highways were cleared of debris.

After the initial emergency response on the night of the tornado, KDOT brought in several crews with trucks to begin the cleanup process of removing debris from the highway right-of-way and city streets. Employees and equipment came in from KDOT shops in Great Bend, Lyons, LaCrosse, Larned, Hutchinson, Pratt, Kingman, Kinsley, Medicine Lodge, Greensburg, Hays, Russell, and Dodge City. The weekend following the tornado, April 28 and 29, 20 KDOT employees volunteered to work overtime to continue the recovery efforts. As a result of this concentrated effort, hundreds of truckloads of debris were removed to an emergency landfill site.

At the height of the cleanup, KDOT had 50 employees, 31 trucks, 4 loaders, and 22 chain saws on-site in Hoisington.

As was the case after the tornado in the Haysville/Wichita area two years ago, KDOT responded to a city devastated by a tornado and performed a valuable public service in the midst of a crisis. Many thanks to everyone involved. - *Story and photos by Martin Miller, District Five Public Involvement Liaison*

# AASHTO national spotlight shines on state

By Stan Whitley

The AASHTO national spotlight is shining brightly on Kansas in 2001.

The year began with Secretary Carlson taking the reins as President of AASHTO and it's continuing with two national transportation meetings that will draw visitors from every state to Kansas.

KDOT recently served as host for the annual AASHTO Spring Meeting held in Wichita, May 17-21. Plans are also being finalized for the annual AASHTO Highway Subcommittee on Construction meeting, scheduled for August 5-10 in Wichita.

Meetings last several days, but organizing and planning for a national event is a major, time-consuming task. The honor of hosting the Spring Meeting was automatically given to KDOT because of Secretary Carlson's position as AASHTO president. KDOT knew it would be hosting the meeting in late 1999 after Secretary Carlson was elected AASHTO Vice-President.

"We had sufficient time to prepare for the Spring Meeting, which was important because of all the detailed planning," said Suellen Markley, Federal Program Consultant in the Division of Planning and Development, who was appointed to organize the meeting. "We



*From left to right, Tom Warne, Chairman of the AASHTO Board of Directors; E. Dean Carlson, President of AASHTO; John Horsley, Executive Director of AASHTO; and Brad Mallory, Vice President of AASHTO; prepare to begin an executive committee meeting.*

accomplished our goal of making sure the meetings ran smoothly and delegates left the state of Kansas with a positive impression."

Markley learned firsthand about the meetings by attending the 2000 Spring Meeting in St. George, Utah. She then worked closely with AASHTO and its professional meeting planner to organize the Kansas event, which was held for the AASHTO Board of Directors and other select committees. The meeting agenda was established by AASHTO and the national office also handled the details on lodging and meals, but hospitality, transportation, and coordination of support staff were done by the host state.

A 25-member committee of KDOT employees met earlier this year to finalize details and handle assigned duties at the

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*After dinner at the Prairie Rose, everyone waves to show they had a good time.*



## Step Back in Time



Highway workers stripe a section of US-40 during maintenance activity in 1953.



## AASHTO

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meeting.

“There were great KDOT employees at headquarters and in Wichita that played an active role by helping with the Spring Meeting,” said Markley. “Their support was invaluable to me and to the success of the meetings and hospitality events.”

In August, approximately 200 delegates are expected to visit Kansas for the AASHTO Subcommittee on Construction annual meeting. Dennis Weinrich, Assistant Bureau Chief in Construction and Maintenance, has been the KDOT contact helping to organize the event.

“There are a lot of people in Construc-

tion and Maintenance who have duties involved with hosting an event of this magnitude,” said Weinrich.

Trips will be available to two Wichita aircraft plants, the Yoder Amish Community, Kansas Cosmosphere and Space Center, the Wichita Botanica Gardens, Cowtown Museum, Wichita Greyhound Park, and several shopping excursions.

The main focus for delegates will be attending task force meetings where knowledge will be exchanged among construction transportation professionals.

Dean Testa, KDOT’s Bureau Chief of Construction Maintenance, was instrumental in getting the annual meeting in Kansas. Testa, a long-standing member of the AASHTO Subcommittee on Construc-

tion, offered Kansas to host the 2001 meeting after consulting with members from his staff.

“We agreed this would be a very good opportunity for KDOT and we would be hosting the construction meeting in Kansas for the first time,” said Weinrich. “We’re going to do everything we can to provide an enjoyable meeting experience for the delegates and their guests.”



KDOT employees from the Wichita offices worked hard to shuttle people attending the conference to and from the airport as well as other hotels or events.

## Training Opportunities

◆ **Basic Effective Supervisory Training\***, June 19-22, Salina, and July 17-20, Topeka.

◆ **Leadership Basics\***, June 5-7, Topeka; July 10-12, Topeka.

\***Class meets** the three-year training requirement for supervisory continuing education credit.

\*\***Class applies** to the three-year training requirement for supervisory continuing education credit.

All classes, except BEST, are available to non-supervisors with supervisory permission and where space is available.

A comprehensive training calendar is on the KDOT Intranet under Personnel, Training.

# The final answer in KDOT toll-free numbers

By Ron Kaufman

Quick! Here's a test! How many toll-free numbers does KDOT have available for the public? One? Two? Three? Umpteen Ninety? Is that your final answer? Do you want to ask the audience? If your answer was "One," you were wrong. If it was "Two," you were also wrong. If it was "Umpteen Ninety," you are the *Weakest Link*. *Goodbye*. If you answered "Three," you win Immunity!

KDOT has three toll-free numbers to serve the public. The most well known is the Road Condition Hot Line 1-800-585-ROAD (7623). It is the number to call anytime, day or night, for the latest in weather or construction-related road conditions. It has been jointly operated with the Kansas Highway Patrol since 1995. KHP dispatchers update the weather information when necessary. KDOT's Office of Transportation Information updates the construction detour information weekly.

The other toll-free number you've probably heard about is KDOT Connection 1-877-550-KDOT (5368). Unlike the Road Condition Hot Line, KDOT Connection is answered personally by a KDOT staff member during regular business hours. Callers to KDOT Connection are routed to the district headquarters closest to the area from which they're calling. Callers using cell phones are routed to District One Headquarters. Trained operators at each district office are able to personally handle the call or to route it to someone else in the agency. KDOT Connection was rolled out last fall and will appear in the new phone books distributed around the state this summer. It will also be appearing along with the Road Condition Hot Line on promotional give-away items this year. The line is a collaborative effort between the Division of Operations, the Office of Public

Involvement, and the Bureau of Computer Services. KDOT Connection helps to decentralize the public communication process, so local issues can be addressed by local KDOT staff.

The third toll-free number doesn't have a catchy name and is one with which you might not be familiar. It is a direct line to the Bureau of Right-of-Way! That number is 1-877-461-6817. It is answered during regular business hours and has voice mail for after-hours calls. Callers to the Bureau of Right-of-Way have a keen interest in convenient, accurate information right from the source since they often own property involved in a KDOT project. This can be an unpleasant situation, so offering a toll-free information number is one way to help lessen the tensions.

One of the tenets of good customer service is to be helpful whenever possible. You can use the toll-free phone numbers to help the public. When customers call for road condition information, it is an easy matter to refer them to the Road Condition Hot Line.

Callers can also be referred to KDOT Connection if they're needing information available in the area from which they're calling or to the Right-of-Way number if they have property or appraisal concerns. Customers who incur long-distance charges

when they call KDOT might appreciate being given the options of (1) having someone call them back if the answer to their question isn't readily available, or (2) being able to hang up and call back using a toll-free number. Either way, it can be helpful to offer these choices if the situation seems to warrant it. It shows you care about callers and understand the expenses they take on when they call.

These three toll-free numbers are just some of the tools that are available to help the public. KDOT's use of the Internet is expanding. There are already several helpful features available on KDOT's web site, with even more envisioned. KDOT truly is making great strides in public service!



# Traffic Safety conference better than ever

The annual Transportation Safety Conference took place in Hutchinson this year and again brought together traffic safety specialists, traffic engineers, law enforcement personnel, educators, and counselors to discuss all aspects of transportation safety. This year's attendance crashed previous numbers.

"Last year we had about 225 people," said Warren Wood, Senior Program Consultant in the Bureau of Traffic Safety. "Based on past years growth, we planned for about an 8 percent increase. Instead, we ended up with 325 people registered!"

The growth doesn't surprise Rosalie Thornburgh, Chief of Traffic Safety. "This conference fills a real need for people in the traffic safety community," she said. "You'll hear people talk about the three 'E's' of highway safety: engineering, enforcement, and education. This conference provides a place where people from each of those fields can get together and talk about what they're doing. It's a great way to see how it all meshes together."

A look at the program demonstrates the variety of expertise available at the conference. Topics were arranged around

four key areas: youth, law enforcement, injury control, and roadway safety. Sessions dealt with topics ranging from ways to prevent underage drinking to how to best transport accident victims; from racial profiling to roundabouts; and from whether to pursue a suspect to how to avoid a deer accident.

The conference also included the annual "People Saving People" awards. This award is given to a group or individual that has been nominated and selected by their peers as making a significant contribution to the improve-

ment of transportation safety. There were ten nominees and Secretary E. Dean Carlson presented the awards to the three winners:

**2<sup>nd</sup> Lt. John Eichkorn**, Kansas Highway Patrol for his work in helping the KHP acquire three additional rollover units. The rollover program is a dramatic visual demonstration of the need to utilize safety restraint in both adults and children.

**The Drug and Alcohol Evaluation Unit**, Kansas Highway Patrol because its program is being used as a national model for the National Highway Traffic Safety Administration (NHTSA). The national program will be titled "Drugs Impairment Training for the Educational Professional" (DITEP).

**Blue Valley High School** for its development of an educational safe driving program titled "It's Up to Us, to Drive Safely." The school developed the campaign after five traffic related student deaths in one year. The campaign was presented to more than 10,000 high school students both within and outside the Kansas City area. -M.M.



*Information on keeping kids safe was just one of the topics covered at the Transportation Safety Conference in May.*



*More than 200 people attended the annual Transportation Safety Conference in Hutchinson.*



## HAC has one new, four reappointed commissioners

One new State Highway Advisory Commissioner was appointed and three commissioners were reappointed recently by Governor Bill Graves. All appointees will serve four-year terms.

Gene Argo, Hays, is a new commissioner representing District Three. He is President and General Manager of Midwest Energy, Inc., in Hays.

Terry Arnett, Pratt; Ross Markle, Leavenworth; and Phil Near, Independence, were reappointed to the commission. Arnett is President and Owner of Trand, Inc., a trucking and industrial transport business he

began in 1990. Markle owns and operates Harris Bros. Cleaners in Leavenworth. Near serves as President of Crescent Oil Company in Independence.

Other current members include Rex Carlson, Clay Center; Charles Elsea, Salina; Don Hill, Emporia; Robert Kreutzer, Garden City; Jeffery Mason, Goodland; and Kevin Mitchelson, Pittsburg; Gage Overall, Caldwell; and Al Shank, Liberal.

The State Highway Advisory Commission serves in an advisory capacity to the Secretary of Transportation.

## Project cuts

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take advantage of future funding, whether from savings in the CTP or in future programs.

But the deficit means dollars being used on these projects must now be used for projects that are funded for construction in the CTP. Secretary Carlson explained the reason for the cuts in a letter to Rep. Gary Hayzlett, the Chairman of the House Trans-

portation Committee. "We do not believe it is good practice to continue to develop the unfunded projects... since it does not appear that we will be able to move forward to the construction work phase," the Secretary wrote.

The one project that was in the design phase that has been cancelled was the K-7/I-70 Interchange in Bonner Springs. This \$39 million project was not in that original CTP plan but had been added into it. Because it was an "add-on," the Secretary felt

it should be dropped before eliminating any others initially included in the CTP.

But some of those other projects will have to be cut as well. Exactly which ones won't be known for some months as the process of determining what can be done with what we have plays itself out. Secretary Carlson has said the preservation of the existing system will be the agency's first priority.

The 14 projects that were cut are outlined below.

Project	Type	Project Number
Oakland Expressway from US-40 north to 46th St.	Plan Production	4-89 K-7316-01,02,03
US-59 south and east to K-32	Plan Production	24-23 K-6797-01 and 24-44 K-6798-01
US -75 north of Lyndon north to 2L/4L	Plan Production	75-70 K-7416-01
I-135/I-235/K-254 Interchange	Plan Production	135-87 K-2661-01 235-87 K-7363-01 K-3440-02 (former APE 135-87 K-3440-01)
K-18 the portion from the 2L/4L east to 17th St. in Manhattan	PE Only	18-81 K-6796-01
Polk-Quincy Viaduct in Topeka	PE Study	70-89 K-6302-01
I-235/US-54 and I-235/Central in Wichita	PE Study	235-87 K-6389-01, 02
K-7 in Johnson and Wyandotte counties	Corridor Study	7-106 K-7925-01
US-69 from K-103 to Arma (Pittsburg Bypass)	APE Study- PE only follow up from APE	69-106 K-7290-01, 69-11 K-8319-01, 69-19 K-8320-01
K-4 from 46th St. to Valley Falls	APE Study	4-44 K-7289-01,
US-75 from state line to north of Independence	APE Study	75-63 K-7315-01
Blue Rapids River Bridge	APE Study	77-58 K-7322-01
US-36 from east of Troy to east of Wathena	APE Study	36-22 K-7394-02
Winfield Bypass	PE Only	360-18 K-8381-01

**Retirees**

The following employee officially retired from KDOT on April 1.

**Headquarters**

**John D. Steele**, Engineering Technician Senior in Topeka - 39 years of state service.

*Welcome  
new KDOT  
employees!*

**Headquarters**

**James Mark**, Engineering Technician Associate, Design  
**Loretta Mello**, Office Assistant IV, Fiscal

**District One**

**Dennis Barker**, Engineering Technician Associate, Topeka  
**Daniel Crosland**, Engineering Technician, Topeka  
**Ron Fields**, Engineering Technician Associate, Topeka  
**Ronald Hammarlund**, Engineering Technician Associate, Topeka  
**Benjamin Naastad**, Engineering Associate I, Topeka  
**Gregg Penner**, Engineering Technician Associate, Topeka  
**William Stumpf**, Engineering Technician Associate, Topeka

**District Two**

**Kenneth Huber**, Engineering Technician Associate, Belleville  
**Debbie White**, Human Resources Professional I, Salina

**District Five**

**Donna Maurer**, Office Assistant IV, Hutchinson

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

**Legislature**

**Continued from page 1**

general increase in place of 2.5 percent step movements. Half of the increase (1.5 percent) goes into effect on June 10, 2001. The other half (1.5 percent) goes into effect on March 3, 2002. The Legislature did not fund step movement increases for FY 2002.

The Legislature did create a Step 16 on the pay matrix, but no employees will be moved to that step in FY 2002. Longevity bonuses were funded for Fiscal Year 2002, and no action was taken that would prohibit payment of Engineering or IT bonuses.

The legislature also passed a bill establishing a pilot program that will allow state employees to benefit from a program known as HealthWave. The program provides health insurance at a very low cost to children whose parents meet specific income criteria. But federal requirements exclude families where the parents qualify for state employee group health insurance plans. Under the pilot program, the state will pay a percentage of the children's health insurance premium for families of state employees who meet the income criteria for HealthWave.

For more information on the personnel issues, see the e-mail from the Bureau of Personnel Services sent out May 11, or go to the "Frequently Asked Questions" section and "Bulletin Board" of the Bureau of Personnel Services homepage <http://kdotweb/KDOTOrg/BurPersonnel/index.html> -

**TRAFFIC SAFETY**

Lawmakers approved a bill strengthening the state's DUI repeat offender laws. A significant piece in the legislation was the modification to the ignition interlock penalty to mandate use for all repeat offenders on second, third, and fourth convictions. A fifth conviction results in permanent revocation. The interlock must be on the vehicle for one year, beginning after the one-year license suspension. The changes bring Kansas into full compliance with federal requirements. Without this action, Kansas would have seen about \$55 million in federal money transferred from construction funds to safety categories over the life of the Comprehensive Transportation Program.

The Legislature balked again at making the state's safety belt law a primary offense for adults. The law remains as is - it's against the law not to wear your safety belt, but you can only be cited for that if you're stopped for another infraction. An officer may pull you over for failure to have children under 14 properly restrained.

**FUNDING**

The Legislature found itself facing a tough budget situation after projected revenue estimates were severely slashed. The Consensus Revenue Estimating Group and the Highway Revenue Estimating Group both revised estimates downward. Over the life of the CTP, scheduled to end in FY 2009, these revisions mean a reduction of about \$213 million in available revenue.

But, those downward revisions affected more than just KDOT - they meant less revenue available for every agency getting money from the State General Fund (SGF). To boost the amount available in the SGF, lawmakers took \$20 million a year from the State Highway Fund (SHF). To have KDOT "held harmless" they gave us \$277 million in additional bonding authority over the life of the CTP.

Lawmakers dipped into the State Highway Fund for roughly another \$16.4 million and planned to replace it by "accelerating" the one-cent gas tax scheduled for July 2003 to this July. Those plans didn't work out. The bill cutting the money from the SHF was approved, but the House of Representatives rejected the bill accelerating the tax. (At this writing, the bill cutting the money from the Highway Fund had not yet been signed by Governor Bill Graves.)

The combination of the revenue estimate reductions and the legislative actions leave the Comprehensive Transportation Program with a negative balance of available funds in FY 2009, in the amount of more than \$310 million.

Secretary Carlson has said that this situation will have an impact on the program. The shape of that impact will take many more months to determine.

# BROWN BAG

## LUNCH

**Topic:** Jim Brewer, AASHTO/  
FHWA Geometric Design  
Engineer Scanning Tour  
**Date:** Wednesday, June 6  
**Time:** Noon to 1 p.m.  
**Place:** Room 481, Docking

# KUDOS

## to KDOT employees

**Stan Young**, Advanced Technology Research Engineer and K-State University student, was a winner in the 2001 ITS America Student Essay Competition for his paper, "ITS Initiatives Requiring National Leadership and Vision."

## Deaths

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

**D. Ruth Simmons** died April 17 in Topeka and **Richard C. Beems** died April 2 in Topeka.

Simmons, 83, was a long time agency employee before retiring in 1982. She is survived by three sisters.

Memorial contributions may be made to the Topeka Rescue Mission, 600 N. Kansas in Topeka or the Lowman United Methodist Church, 4000 S.W. Drury, in Topeka.

Beems, 66, was a Civil Engineer at KDOT for 40 years before retiring in 1994. He is survived by his wife, Mary, three daughters, a brother, and four grandchildren.

Memorial contributions may be made to the Grantville United Methodist Church Youth Group, Hayden High School athletic department or Christ the King Project Growth and should be sent in care of the Brenna-Mathena Funeral Home in Topeka.

## Give 'Em A Brake



*Highway contractors and highway material producers are key partners with KDOT in building better roads. On May 16, they also proved they're part of the team working to make highway work zones safer when they donated \$5,600 to KDOT's "Give 'Em A Brake" highway work zone safety campaign. Pictured with Secretary Carlson, center, are (left to right): Tony Marienau, Kansas Asphalt Pavement Association; Kent Webber, Kansas Ready Mixed Concrete Association; Jay Freund, Kansas Consulting Engineers; Dick Kistner, Kansas Contractors Association; Steve Heft, Kansas Aggregate Producers' Association; and Todd LaTorella, MO/KS chapter ACPA. Not pictured is Ed DeSoignie, Heavy Constructors Association of the Greater Kansas City Area.*

# MILESTONES

## KDOT salutes its employees celebrating anniversaries in May

### 10 YEARS

Craig Bell ..... Ulysses  
Lonnie Engle ..... Pittsburg  
Edwin Geer ..... Topeka  
Ralph Finley ..... Junction City  
Victor Johnson ..... El Dorado  
Richard Kreider Jr. .... Topeka  
Robert Martin ..... Ulysses  
Paul Mutschler ..... Salina  
Kris Norton..... Topeka  
Ronald Rogers ..... Oberlin  
Carlton Shumaker Jr. .... Junction City  
Debra Sinclair ..... Topeka  
Kathryn Wickam ..... Wichita

### 30 YEARS

Juanita Lowe..... Kansas City

### 40 YEARS

Lyman Miller ..... Kansas City  
Gary Tomanek..... Hays

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



## Promotions/Transfers

### Headquarters

**Raymond Boller**, Engineering Technician Senior, Design

**Jason Bryant**, Information Service Technician III, Construction and Maintenance

**Andy Brungardt**, Engineering Technician Associate, Design

**John Harold**, Human Resource Professional II, Personnel

**Paul Houser**, Information Resource Specialist III, Computer Services

**Bryant Johnson**, Environmental Scientist I, Design

**Daryl Leeth**, Engineering Technician Senior, Materials and Research

**Ron Seitz**, Professional Civil Engineer II, Local Projects

**John Woodyard**, Information Technology Consultant III, Operations

### District One

**Richard Hamlin**, Engineering Technician Senior, Osage City

**Patrick Haverkamp**, Engineering Technician Senior, Seneca

**Brian Hoke**, Equipment Operator III, Overland Park

**Marlin Hershberger**, Engineering Technician Associate, Merriam

### District Two

**Williams Stevens**, Engineering Technician Associate, Salina

### District Three

**Glenn Coker**, Equipment Operator III, Sharon Springs

### District Four

**Paul Buckle**, Engineering Technician, Pittsburg

**Kenneth Clark**, Engineering Technician Specialist, Pittsburg

**Robyn Daniels**, Engineering Technician Senior, Independence

**Bruce Love**, Engineering Technician Senior, Independence

### District Five

**Vicky McCullough**, Secretary II, Hutchinson

### District Six

**Anthony Hirsch**, Highway Maintenance Supervisor, Dodge City

**Barry Kopel**, Engineering Technician Senior, Liberal

**Mark Stewart**, Equipment Operator III, Tribune

## Safety

Continued from page 4

statistics indicate that the highest volume of drivers under the influence occurs between 11 p.m. and 3 a.m.

A total of 14 KHP officers, three Trego County Sheriff officers, two WaKeeney city police officers, two people working the wreckers, and four KDOT people worked together to ensure safety during the check lane.

KHP Second Lt. Greg Jirak said 276 vehicles came through the check lane at the westbound rest area on I-70. One driver was arrested for DUI and one driver was found with drug possession. Jirak said it was a successful joint effort between KDOT and the KHP, "and we met our primary objective which was creating an awareness about drinking and driving."

*The Bureau of Personnel Services supplies information to Translines.*

KDOT  
**Office of Transportation Information**  
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Topeka, KS 66612-1568

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