

Translines



Atchison Bridge Project

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*By Secretary
Deb Miller*

Projects announcement no cause for celebration

Usually, it's a pretty exciting day when I get to announce new projects.

But I wasn't feeling it late last month when I announced at a news conference under Topeka's Polk-Quincy Viaduct the short list of projects we have slated for fiscal years 2010, 2011 and 2012. With gray support columns as my backdrop and the sound of traffic overhead on I-70 forcing me to speak up, I gave details about our next three years of spending: \$336 million in 2010, \$312 million in 2011, and \$270 million in 2012.

Those aren't the numbers we got used to during the Comprehensive Transportation Program (CTP) when we built the Kansas highway system into one of the best in the nation. During the CTP, which officially ended June 30, our average annual spending on projects was \$650 million. And, the 2010-2012 spending is well short of the \$415 million annual investment needed just to preserve the system as recommended by the Governor's transportation task force.

More than half of the dollars will be spent on lighter maintenance projects and some of it will be spent on the final phases of a couple of CTP projects. What's left will pay for a limited number of primarily preservation projects.

This level of funding won't allow us to make important expansions to our system on the U.S. 54 corridor between

Pratt and Kingman, on the U.S. 69 corridor in Southeast Kansas, on U.S. 83 in Southwest Kansas or elsewhere

And never mind those emerging needs with huge price tags that we know as a state we must address sometime, like the Polk-Quincy Viaduct, or the Johnson County chokepoint where K-10, I-435 and I-35 come together or the I-235/Kellogg interchange in Wichita. Those are difficult-to-confront-but-necessary improvements that range up to a half-billion dollars.

It's disconcerting that as demand on our system increases, funding is falling farther and farther behind the needs. Just since May, KDOT's budget has been trimmed by \$55 million, forcing us to reduce the work we can do this year.

Add to that the revenue adjustments to the State Highway Fund earlier in the legislative session and KDOT's 2010 budget has taken a \$161 million hit. Earlier concerns about funding had forced me to suspend the popular Economic Development and Geometric Improvement programs. And just recently, I placed a moratorium on processing Transportation Revolving Fund applications for low-interest loans to local governments.

Making my announcement even less pleasant was the fact that our short list of projects could get even shorter if fiscal conditions continue to worsen. As I am writing this, there is an impending cash shortfall in the federal Highway Trust Fund. If Congress fails to fix the fund, Kansas will receive \$285 million less than the \$357 million we received last year.

So, what do we do? We don't despair. This financial crisis won't last forever so we move forward and make sure there are projects ready to build when we have more money. With that in mind, I also announced that we will put five new projects into the development pipeline.

We are now between transportation programs at both the state and federal levels with no guarantees of when there will be new programs or how they will be structured and funded. But our most pressing concern is that Congress fixes the Highway Trust Fund before its August recess.

Keep your fingers crossed and stay tuned.



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

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700 SW Harrison,
Topeka, Ks 66603-3754

Calendar of Events

Aug. 11 - 11 a.m., KDOT Employees' Council Meeting, Third Floor, Eisenhower State Office Building.

Aug. 14 - 9:30 a.m. - Highway Advisory Commission meeting.

Aug. 19 - 1 p.m. Construction bid letting, Fourth Floor, West Wing, Eisenhower State Office Building.

Ceremony marks start of Atchison bridge project

ATCHISON – A groundbreaking ceremony along the Missouri River July 2 launched the bi-state project to replace the Amelia Earhart Memorial Bridge between Atchison and Winthrop, Mo.

The four-lane, tied arch structure will stretch nearly 2,500 feet and replace the existing two-lane structure, which was completed in 1938.

The new bridge will be located 78 feet south of the existing bridge on U.S. 59. When completed in late 2011, the existing structure will be removed. During construction, the old bridge will be maintained and inspected on a regular basis.

“The new bridge will be an important safety enhancement and will support the local economy. Currently, trucks with oversize loads must use the river crossings at Leavenworth or St. Joseph, adding 20 to 30 miles and greater expense to the trip,” said Secretary Deb Miller.

“And, the unique design makes this structure an attractive addition to the



This artist rendering that was on display at the Atchison River ground-breaking ceremony on July 2 shows what the new bridge will look like once it is completed.

Atchison cityscape and is a worthy tribute to Amelia Earhart,” she said.

This is a cooperative project funded by KDOT and the Missouri DOT. Kansas will contribute \$30.6 million and MoDOT will contribute \$28.8 million of the construction cost. Archer Western Contractors of Chicago is the contractor.

Participating in the groundbreaking with Secretary Miller was MoDOT Director Pete Rahn, Kansas Rep. Jerry Henry of Cummings and Atchison Mayor David Butler.

A Web camera will be installed soon at the construction site to show construction activities. It will be posted online at www.ktoc.net and refreshed every 15 minutes.

On the... COVER

From left, Secretary Deb Miller, Rep. Jerry Henry, MoDOT Director Pete Rahn and Atchison Mayor David Butler break ground for the new Atchison River Bridge on July 2. Photos by Kurt Weaverling

Kansas hosts Journey Stories exhibition

Journey Stories, the Smithsonian Institution traveling exhibition, tours six Kansas communities June 26 to April 11, 2010.

Kansas is one of five states to host the debut of this exhibition. Journey Stories is part of Museum on Main Street, a collaboration between the Smithsonian Institution, the Kansas Humanities Council and the Federation of State Humanities Councils. Additional support is provided by the Friends of the Humanities, the State of Kansas, Jostens and KDOT's Transportation Enhancement Program.

The exhibition highlights America's transportation history and includes



“Emigrants Crossing the Plains” by Felix Darley, 1869. Library of Congress.

many stories of people coming to a new country.

The tour schedule is:

Lindsborg, McPherson County Old Mill Museum, June 26-Aug. 9

Glasco, Glasco Community Foundation, Aug. 14-Sept. 27

Junction City, Geary County Historical Society and Museums, Oct. 2-Nov. 15

Parsons, Parsons Public Library, Nov. 20, 2009-Jan. 3, 2010

Colby, Prairie Museum of Art and History, Jan. 8-Feb. 21, 2010

Atchison, Atchison County Historical Society, Feb. 26-April 11, 2010

For more information, contact the Kansas Humanities Council at 785-357-0359. - *Kansas Humanities Council spring 2009 newsletter*



LETTERS TO THE EDITOR

Dear Dan Scherschligt:

About two weeks ago my granddaughter and I were traveling west on I-70 just to the east of Quinter. We had had a very hectic schedule and I was very tired. Unfortunately I did not get off the road and rest. I fell asleep at the wheel with the cruise control on and set at 70 mph. I feel the design of the road saved our lives.

After I fell asleep I drifted to the inside of the road and left the road at 70 mph. The inside ripple bars woke me up and fortunately I woke up with a realization of what was happening.

I knew I must keep the vehicle in the median so that I didn't go into the eastbound lanes and crash with the eastbound traffic. The slope of the median allowed me to do that. If it had been any steeper I would have rolled the vehicle or gone into the eastbound lanes.

I was close to an overpass support so I had to get back up on the westbound lane in a hurry. Again, I was

able to do that without rolling over the vehicle because of the slope. There were no obstructions in the media for me to hit. I was able to stop on the inside shoulder with room for traffic to pass.

I made two stupid driving errors (driving while tired and driving tired with the cruise on) that could have cost us our lives.

Thank you for ripple bars and gradual slopes off the edge of the road. The road design made it possible for me to get and keep control of the vehicle after I went off the road.

Please keep designing safer and safer roads as I (and lots of others) do get stupid from time to time.

THANK YOU for designing safe roads.

Forever grateful,
Lem Marsh
Grinnell

A Heartfelt Thank You To Area Four:

This note is to say "Thank You" to the maintenance crew working on eastbound U.S. 24 near Goodyear Road in Topeka on June 26. I was riding in a limo that was leading a funeral procession when we approached the work zone at about 11 a.m.

As we approached, the crew members stopped their work and stood silently in a show of respect. One gentleman even dismounted the machine he was driving. I was not only touched; it made me even more proud to be a part of the KDOT family. Later, some of the mourners who knew I worked for KDOT said they were surprised, yet thankful, when they saw what the crew was doing.

On behalf of the grieving family and friends, please extend my heartfelt thanks to the road crew for their kindness to so many strangers. Their gesture was deeply appreciated.

Ron Kaufman
Chief of Public Involvement

Dear Secretary Miller:

I wanted to express our appreciation for the efforts of KDOT to provide additional weather data from the smaller airports in Kansas. Within the Wichita National Weather Service area of responsibility, four airports are online with realtime data via the Stanwyck Avionics, Inc. solution. The benefits of this data extend well beyond aviation concerns, including public forecasts and public safety. I would like to highlight a few of ways the National Weather Service is benefitting from this additional data.

Cloud observations at Kingman and McPherson are used to help forecast cloud heights in the aviation forecasts at Salina, Hutchinson and Wichita. Temperature, wind and dewpoints are being integrated into our database used for public forecast verification. Most importantly, the one minute observations are used during potential severe weather. Having weather conditions immediately ahead of a thunderstorm can be critical when making the decision to not warn, or whether to issue a severe thunderstorm warning or tornado warning.

Without this online system, we would have to repeatedly dial into the AWOS, and hope to catch the observation with the peak wind gust. Having the one minute data displayed in real time, along with a running list of one minute observations is a huge timesaver. The observations are being incorporated into our hourly weather roundups on the automated NOAA Weather Radio broadcast. Observations are also being used for research. For one example, go to www.weather.gov/wichita, click on "Archived Weather Stories," and then click on the 6/18/2009 story "High Winds Rock Hutchinson Again."

We hope that this valuable program will be continued and/or expanded. Thank you for your support of this endeavor.

Sincerely,
Paul Howerton, Senior Meteorologist
National Weather Service
Wichita

Celebrating U.S. 69



Above, Secretary Deb Miller, center, cuts the ribbon for the new four-lane section of U.S. 69 in Linn County on July 22.

At right, re-enactors from the Fort Scott Historic Site participate in the ceremony to honor the soldiers who used this section of road as the old military road, now designated as the Frontier Military Scenic Byway. Below, Secretary Miller speaks about current and future expansion along U.S. 69.



KDOT Computer Training

– from the KCTC

Increase your efficiency!

Focus on Document Revisions

Track Changes & Comments

Leaving visible marks and comments in a document that you thought was “final” can be embarrassing.

There are ways to hide tracked changes or comments - but, all changes made while the Track Changes feature was turned on and any inserted comments remain part of the document until they are accepted or rejected (or, in the case of comments, deleted). Hiding tracked changes does not delete tracked changes or comments; it enables you to view the document without having to wade through strike-throughs, underlining and balloons.

Document Views - There are four ways to view a document after you have tracked changes:

Final Showing Markup: Shows the document with changes displayed.

Final: Shows the changed document, without the changes displayed.

Original Showing Markup: The original document with the changes displayed.

Original: The original document without any changes.

But, keep in mind with each of these views you are simply hiding the changes. They are still a part of your document. So how do you get those pesky marks to go away for good? All changes must be physically accepted or rejected. Until you accept/reject a change, it will not go away.

To accept or reject changes, go to the Review tab and choose to accept or reject the changes.

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

Budget cuts, funding uncertainties limit work

A list of highway projects limited by budget cuts and funding uncertainties was been announced by Secretary Deb Miller for the next three years. Also announced on July 23 were five additional projects that will be put into the initial stages of development.

The list includes \$336 million in projects in Fiscal Year 2010, which began July 1; \$312 million in 2011; and \$270 million in 2012. Those numbers fall far short of the \$650 million-a-year average spending during the Comprehensive Transportation Program (CTP) and well below the \$415 million annual investment the Governor's transportation task force – T-LINK – determined was necessary just to preserve the state's highway system.

"The truth is, that level of funding simply doesn't meet the needs of our system and, if fiscal conditions continue to worsen, our short list of projects could get even shorter," said Secretary Miller.

The 2010-12 funding will allow the agency to do approximately 40 preservation projects, such as bridge replacement or pavement reconstruction/rehabilitation, as well as maintenance work, such as resurfacing and bridge repair. The maintenance projects are selected on an annual basis.

In 2010, more than half of the funding will be spent on approximately



Secretary Deb Miller announces projects and discusses funding uncertainties under the Polk-Quincy Viaduct in Topeka on July 23. Photo by Kurt Weaverling

300 maintenance projects. The list of those projects is still being finalized. And, some of the 2010 funding will be spent on the final phases of a couple projects started under the 10-year CTP, which officially expired June 30. Those projects are the expansion of U.S. 59 in Douglas County and the expansion of U.S. 54 in Kingman County.

Since May, KDOT's budget has been trimmed by \$55 million. Add to that the revenue adjustments to the State Highway Fund during the legislative

session and the total hit to KDOT's 2010 budget is \$161 million.

Making the budget picture even cloudier is the impending cash shortfall in the federal Highway Trust Fund, from which KDOT receives a large part of its revenue. If Congress doesn't act to fix the fund, KDOT will receive \$285 million less than the \$357 it received in fiscal year 2009, forcing deep cuts in the work planned.

"Because the nation's financial crisis won't last forever, and because it can take years to get a project to the actual construction stage, we plan to begin the initial planning phase for five projects," said Secretary Miller.

"These projects will go into the development pipeline with other projects for which planning is already under way. But, I want to be clear that there are no construction funds for these projects at this time."

The projects include the four-lane expansion of U.S. 69 from Fort Scott to Arma; an interchange linking K-10 and 15th Street at Lawrence; a U.S. 54 free-way at Greensburg; passing lanes on U.S. 50 from Emporia to Hutchinson; and reconstruction of K-7 north of Columbus.

2010-2012 Project Listing

The full list of funded projects, projects under initial development, maps and other documents are posted on KDOT's Web site, www.ksdot.org/projects.asp.



Step Back in Time

Workers load construction material out of a railroad car at Chanute in April of 1953.

KDOT's Rezayazdi hopes Iran crisis plants seed

As the world watches protests and violence unfold in Iran, Lawrence resident Abe Rezayazdi is pretty sure he knows what will happen next.

"I think things will die down," Rezayazdi said. "As oppressive as it is going to be, as hard as the police are going to come down on protesters, that is what will happen."

Rezayazdi should know better than most. The Lawrence engineer and his wife, Carolyn Hoang, were in Iran and participated in June's historic presidential election.

Wearing a Kansas Jayhawk National Championship

T-shirt, Rezayazdi cast his ballot in the election while visiting his mother, sister and other family members in Iran. Although he came to America in 1977, Rezayazdi is still eligible to vote in Iranian elections. He said he

went back to Iran mainly to visit family, but ended up voting in the election after seeing the energy that pervaded the country.

He left just hours after the polls closed June 12, and by the time his plane landed in Amsterdam, incumbent President Mahmoud Ahmadinejad was declared the winner in a landslide.

Since then, Rezayazdi — who is an engineer for KDOT — has been watching the events unfold via what media coverage has come out of the country.

"After the results have come out, things have really gone for the worse," said Rezayazdi, who has made five trips back to Iran since 1999.

For awhile, this trip was among the more encouraging. Rezayazdi said that before the election the rallies for opposition candidate Mir Hossein Mousavi were inspiring because of how freely the crowds were allowed to oppose Ahmadinejad.

"The energy of the crowd, the amount of freedom of speech, I never thought that would happen in a million years," Rezayazdi said. "I was very energized. I was out in the middle of the rallies. There were human chains of supporters for miles and miles. I never thought I would feel that way going back to my old country."

Hoang, who is Vietnamese, also participated in rallies. Being recognized as an obvious foreigner, Hoang said marchers frequently asked her to spread the word that change was afoot in Iran.

"They would come right up to me and say 'you tell the world that this is the Iran nation and that we are fighting for our freedom,'" Hoang said.

Now some of those same people may be facing serious repercussions. At



Lawrence resident Abe Rezayazdi, left, wearing a Kansas University T-shirt, voted in the recent Iranian elections. Rezayazdi, a native of Iran, has lived in the U.S. since 1977, but he is still eligible to vote in his homeland. With him, from left, are his wife, Carolyn Hoang, his sister and his mother. The ink stains on their fingers indicate that they've voted.

least 19 protesters were killed during the third week of June in Iran, according to various media reports.

"It has been disheartening, very sad," Hoang said.

But perhaps something good will come out of it, Rezayazdi said. While he thinks the street protests will soon fade away, he does not think the impact of the election will so quickly disappear.

"I just hope there is a seed out there," Rezayazdi said. "Hopefully there is a change. It may not be now. It may be five to 10 years down the road. I just hope these people did not die in vain."

"I just hope it planted a seed for people to be a little more vocal."

Editor's Note: Story courtesy of the Lawrence Journal-World. Picture courtesy of Abe Rezayazdi, who is an Assistant Bureau Chief in the Bureau of Construction and Maintenance.

ITS benefits traveling public in Wichita

By Tom Hein, Wichita Metro
Public Affairs Manager

Picture this: you work on a KDOT Subarea maintenance crew and it's four o'clock on Wednesday afternoon of a week that has offered nothing but 100 degree air temperatures (about 130 degrees on the pavement). Now, what's the worst thing that could happen at the end of your work day?

That's right, you get a call from law enforcement about a rendering truck that spilled a number of dead pigs on a ramp at an interchange – an interchange that averages traffic numbers well over 50,000 vehicles per day.

It happened on June 24 in Wichita and I was working in the new Traffic Management Center (TMC) in the Sedgewick County 911 Facility – a good (and I mean that) four miles away from the incident. The TMC will be the operation base of Wichita's Intelligent Transportation System (ITS) and will include work stations that monitor cameras and traffic sensors stationed on area highways plus have the means to post messages for drivers on variable message signs and on a Web site.

When I received the first call from a local television station about the incident, I went to one of our work stations and called up camera 3, the "eye in the sky" for the U.S. 54 and I-235 interchange. It's one of six that are in place at three major interchanges sending live video to the TMC. Later this year and next, we will increase that to 28 cameras covering about 20 miles of Wichita's highway system.

From camera 3, I could see that law enforcement and KDOT had the ramp closed, that this was certainly influencing traffic and when I used the "pan, tilt, zoom" feature on the camera it was obvious that there were no silk purses out on the road. Since there are only six

portable message signs in our current test project and none were positioned to advise drivers about the situation, I used Twitter to update media outlets and the 500 people who follow WichitaKDOT traffic updates on the micro-blogging site. Soon there will be 15 permanent mes-



Tom Hein

sage signs in strategic locations throughout the metro area that could advise drivers of a ramp closure such as this.

West Wichita Subarea Supervisor Carlen Hansen was stuck in traffic trying to get to the incident so I updated him by phone with what I could see on the camera. He mobilized his crew with a front-end loader and a dump truck to start the clean-up process. The 36 road sensors that will be installed will not be able to fully "sense" this event but they will measure traffic volumes, speeds and lanes occupied. This information can then be shared on the Web site.

When the ramp opened (1½ hours after the spill) I was able to advise the media and the public immediately because I could see it happen. Obviously, ITS offers some great tools that will help drivers make informed decisions about their travels. And as intelligent as this system may be, at least on this day, we're just lucky it doesn't include "smellivision."

Now if you're still imagining yourself on that subarea crew, your day is not over yet. During the clean-up process, another call came in for a concrete pavement "blow up." It required a traffic control set-up, jack-hammering, shovel work, spreading hot asphalt and compaction of the temporary patch. I'll bet you can't wait for tomorrow's excitement...



KDOT bicycle brochure easily attaches to bikes. Photo by Sonya Scheuneman

KDOT promotes bicycle safety

A new bicycle safety brochure is now available and will eventually be attached to all new bicycles sold in Kansas.

Formerly, there were brochures for adults and kids, said Steve Halbett, Program Consultant in Transportation Safety and Technology. Now, there is one main brochure with information for everyone.

The card, which was created by KDOT's Support Services, was designed so that it could be attached to bicycles when they are being sold, "and that would be a whole new market for us," Halbett said. They are also being distributed to bike clubs and interested agencies and organizations that have bicycle events.

The front of the card outlines basic safety details such as helmets, seat position and bicycle size with the back focusing on rules of the road. For more information or copies of the card, contact Halbett at 785-296-3756.



By

Kevin
Zimmer

TRANSPORTATION TALK

How full is your glass?

In hopes of finding a fresh, new topic for Translines, I keep coming back to a subject that continues to be on the minds and in the hearts of many – the economy. As I attempt to venture off into that elusive state of thinking in the abstract (which many engineers inherently hate to do), my thoughts are best summed up with a very concrete thought: “Boy I am sure glad I have a job right now.”

I have worked at KDOT long enough to see us operate in times of both plenty and rationing. And, during my 10 plus years with the agency, I have made an important observation. It seems – and I mean this collectively – we tend to complain more during prosperous stints, yet, are able to hold our tongues or fly under the radar during times of cutbacks and budget slashing.

I don’t want anyone to take my message the wrong way. It is simply human nature to want more when there is plenty, yet be content when forced to operate under the status quo. I see this behavior in my two young daughters

quite often. For example, I can hold out a jar full of cookies, and watch them dive right in. They don’t understand the parental reprimand for wanting more than their share. But, on the occasion when one cookie is offered to them they seem content to split it, happy knowing they got something.

Maybe all of us can take something away from this. Life is about choices; we all chose to come to work for KDOT. Working for the public sector may not buy you that lavish house you feel you deserve. And yes, if you have any aspirations of retiring early and traveling down I-70 in one of those monstrous, new motor homes for a two-month vacation, a second job may be required.

Yet during the current economic crisis, now more than ever, look around you and put your KDOT job in perspective with the rest of the nation. Better yet, narrow that focus down a bit closer to the area you live in and make that same comparison. In Hays I see the university cancelling all summer classes, enacting hiring freezes, layoffs, and furloughs. Prior to working for KDOT, I was employed with Halliburton and witnessed the company renting the city auditorium because there was not a space large enough to inform some 500 employees it was their last day of employment.

Previous columnists for Translines have referenced the close friendships we continue to establish while working at KDOT. I agree that a strong sense of teamwork and camaraderie is rooted in KDOT (which still floors me taking into account how large the agency is). That creates a positive job experience, enhanced by benefits such as health insurance, a retirement plan and paid vacation. And, despite an agency hiring freeze and a state unemployment rate of about 7 percent (the national unemployment rate stands at 9.1 percent), we are able to open our office doors every day and do business for the folks of Kansas. So this is a reminder as we make our daily choices, which is to be thankful for a solid place of employment.

So, I do not come to you as one of those philosophers debating whether you should view the glass as half full or half empty. Rather, do what any KDOT engineer would do and simply say the glass is twice as big as it needs to be. GO KDOT!

Kevin Zimmer is the Area Engineer at Hays.

Promotions/Transfers

District One

Rodney Montney, Professional Civil Engineer II, Topeka

Greg Schieber, Professional Civil Engineer II, Topeka

The Bureau of Personnel Services supplies information to Translines.

Retirees

The following employee will officially retire from KDOT on Aug. 1.

District Six

Harlan Zwirtz, Engineering Technician, Liberal

Employees who choose to have retirement reception information shared on the Internet can be found at www.ksdot.org, under News and Announcements.

Fun Facts and Trivia

Do you know?

Wheat Facts

- ♦Wheat was first planted in the United States in 1777 as a hobby crop. It is now grown in 42 states.
- ♦The state of Kansas is the largest wheat producer in the United States with North Dakota a close second.
- ♦One bushel of wheat contains approximately one million individual kernels.
- ♦One bushel of wheat weighs approximately 60 pounds.
- ♦A bushel of wheat yields 42 commercial loaves of white bread (one-and-a-half pound loaves).
- ♦A bushel of wheat makes about 90 one-pound loaves of whole wheat bread.
- ♦There are about 16 ounces of flour in a one-and-a-half pound loaf of bread.
- ♦Before 1930, bread was sliced the old fashioned way: by hand.

Source: <http://www.kswheat.com/>



Winning photo
Ron Berglund, retired Area Engineer from Syracuse, won the annual Pioneer Communications telephone book cover contest from more than 90 entries. New phone books will come out in October.

New traffic laws in effect for motorists

Left lane loafers beware. There's a new state law that makes left lane lingering illegal.

The new law effective July 1 makes driving in the left lane of a multi-lane rural highway illegal unless you are passing another vehicle, exiting the highway or are directed by official traffic control devices.

"Driving for prolonged periods of time in the left lane defeats the purpose of multi-lane highways causing gridlock and potentially road rage," said Kansas Highway Patrol Superintendent Col. Terry Maple. "The new law clarifies when drivers can be in the left lane helping to make the state's highways safer and more efficient."

Another new piece of legislation that went into effect on July 1 is the Move It Law. The law mandates that drivers of vehicles involved in non-injury crashes on interstate, U.S. highways, or any divided or multi-lane roadways in the state move vehicles out of the lane of traffic.



This new sign was placed along eastbound I-70 in Sherman County.
Photo by John Crawford

This is intended to help keep drivers and passengers safe by getting them out of the lane of traffic and away from oncoming vehicles. If vehicles can be driven, they should be moved to a safe location such as a shoulder or the nearest exit, to exchange information or to contact law enforcement.

Law enforcement should always be called if:

- ♦there are injuries;
- ♦a vehicle cannot be moved;
- ♦one of the drivers appears to be intoxicated;
- ♦damage exceeds \$1,000;
- ♦one of the drivers has no insurance;
- ♦one of the drivers leaves the scene of the crash

"These new laws are vital to the safety of motorists on our roads and it is important that drivers are aware of the changes," said Maple.

Motorists will be issued warnings for violating the new laws until July 1, 2010. After that time, officers will begin ticketing motorists.

– S.W.

Welcome new KDOT employees!

Headquarters

Sheri Bent, Attorney II, Chief Counsel

Colby Farlow, Engineering Associate I, (EIT), Topeka

Sean Hagan, Engineering Associate I, (EIT), Topeka

Emilie Humbarger, Engineering Associate I, (EIT), Topeka

Thomas Hussa, Engineering Associate I, (EIT), Topeka

Nicholas Laga, Engineering Associate I, (EIT), Topeka

Mervin Lare, Engineering Associate I, (EIT), Topeka

Samba Secka, Engineering Associate I, Topeka

Pete Van Sickle, Engineering Associate I, (EIT), Topeka

Kendra Stevenson, Engineering Associate I, (EIT), Topeka

The Bureau of Personnel Services supplies information to Translines.



Learning about KDOT

Above, Kerry McDonald, second from right, shows kids how signs are made, and at right, Lynn Rethmann, far back, teaches kids about survey maps during the Employees' Council Bring Your Child to Work Day on July 21. Photos by Kurt Weaverling



M I L E S T O N E S

KDOT salutes employees celebrating state anniversaries in July

10 YEARS

Jonathan Baker Norcatur
Eric Deitcher Berryton
Kirk Hutchinson Garden City
Sammy McCleary Johnson
Mary Miller Marion
Stephen Morris Topeka
Frank Slansky Stockton
Roy Widmar Franklin

20 YEARS

Kevin Adams Topeka
Kevin Brown Topeka
Mark Hoppe Lawrence
Jimmy Reyna Goodland
Matthew Stadler Tecumseh

30 YEARS

Ken Burkey Mayetta
Douglas Cressler Jennings
Teresa Gulick Eureka
Katherin Hinman Topeka
Rocky Indiek Dodge City
Gary Moulin Osage City
James Roth Paxico

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

Upcoming KDOT Training Courses

Classes at Headquarters

- ♦Basic Effective Supervisory Training, July 20 – 24
- ♦SMART – Module Session 1, July 28
- ♦SMART – Module Session 2, July 29
- ♦SMART – Module Session 3, July 30
- ♦Basic Effective Supervisory Training – Aug. 24-28
- ♦New Employee Orientation, Sept. 17

Deaths

Condolences to the family and friends of one current KDOT employee and three former employees who recently passed away.

Michael P. Hund, 26, died after a motorcycle/vehicle crash on June 26 in Wichita. Hund worked at KDOT for two summers before graduating from the University of Missouri – Rolla in 2005. He was hired full-time in January 2006 and was promoted to Construction Engineer at the Wichita Hillside office in 2008.

Memorials have been established with Kansas For Life, Kapaun Mt. Carmel H.S. Building Fund, and Youth Rugby/Wichita Barbarians Rugby Club. Contributions can be sent to the KDOT Metro Office, 3200 E. 45th St. North, Wichita, 67220.

Marion G. Kratochvil, 69, died July 5 at St. George. Kratochvil was employed by KDOT for 42 years before retiring in 1999. He is survived by two sons, one sister and four grandchildren.

A memorial has been established for the Cancer Research Center at the University of Kansas Medical Center. Contributions may be left in care of the Yorgensen-Meloan-Londeen Funeral Home, 1616 Poyntz Avenue, Manhattan, 66502.

Gary L. Conner, 71, died July 3 in Ottawa. He worked for KDOT for many years before his retirement.

Memorial contributions may be made to the Bea Martin Peck Animal Shelter and sent in care to the Lamb-Roberts Funeral Home, P.O. Box 14, Ottawa, 66067.

Harold E. Shubert, 83, passed away July 2 in Topeka. He worked for KDOT 38 years before retiring in 1987. He is survived by his wife, Lorraine, one son, one daughter, two granddaughters, and two great-grandsons.

Kansas Department of Transportation
Bureau of Transportation Information
Eisenhower State Office Building
700 SW Harrison, Second Floor, West
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Project Topeka



American Society of Professional Engineers Younger Member participants build a roundabout out of food items as part of the Project Topeka sculpture contest that took place on July 9 at ESOB. Photo by Kurt Weaverling