

TRANSLINES EXPRESS

May 3, 2023

Drivers need to lower speeds in work zones

By Tim Potter
District Five

With highway work picking up across Kansas this spring, motorists should be slowing down in work zones.

Highway work zones span the length of the construction area. The work zone begins with the Road Work Ahead sign and ends with the End Roadwork sign. Work zones are marked with additional signs, including a reduced speed limit. The lower speed limit is to help protect KDOT maintenance workers, contractors' construction crews and inspectors. In some places, those workers toil inches away from oncoming vehicles -- with only a traffic cone or temporary barrier between them and a potentially deadly crash.

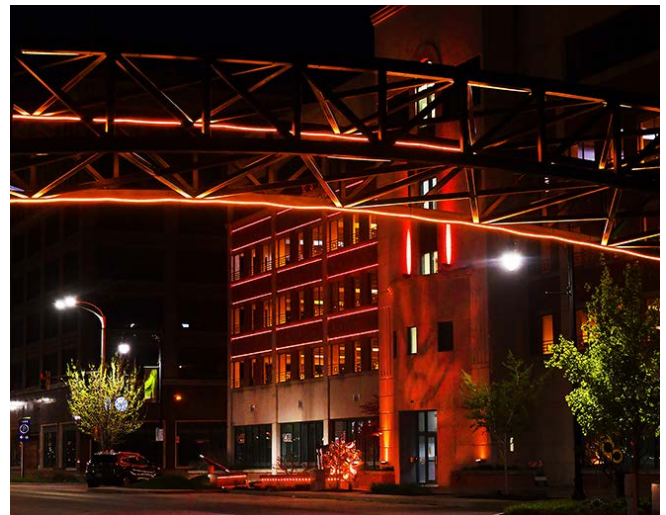
But the reduced speed limit is there just as much to protect the people traveling through the work zone, said KDOT's Nick Rogers. In fact, most people injured in work zone crashes are motorists.

Rogers, Senior Traffic Control Engineer, explained that there are many reasons to heed the lower speed limit in a work zone. The roadway might be temporarily altered -- to channel traffic differently, in a more confined space. The area just off the roadway might be excavated during the construction. Construction equipment might have to exit or enter. Motorists who slow down to the posted speed and pay attention are more likely to avoid a collision.

Another thing a motorist might consider: Aside from the risks of speeding in a work zone, if the aim of driving faster is to get

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*Top: Employees in Goodland.
Middle: Arches and buildings lit in
downtown Topeka. Bottom: Area
Four employees in Topeka.*



Bucket truck, digger derrick training in Salina



Employees across District Two engaged in bucket truck and digger derrick training in Salina on April 18. District Safety Specialist Vance Donahue led classroom and hands-on training to increase capabilities and efficiency with the equipment. One digger derrick truck is at the District Two headquarters, and one bucket truck is located at each area office. They help employees reach signs and lights and dig sign post holes. Photos by Ashley Perez, District Two



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Slow down, pay attention in highway work zones

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some place sooner, speeding doesn't accomplish much. For example, speeding up to 65 mph from 55 mph saves only one minute in a 6-mile trip.

KDOT figures show in 2022, 13 people died in Kansas work zone crashes, and 341 suffered injuries. Nationwide, speed was a contributing factor in about one-third of fatal work zone crashes the last several years, according to the U.S. Department of Transportation. In addition, about one-fifth of all the deadly work zone crashes involved rear-end collisions.

Rogers said some motorists might think the lower speed limit applies only during the work week or when crews are working. It's Kansas law, he noted, that the reduced work zone speed limit applies all the time it is posted, and fines can be doubled whether construction is happening at that moment. Workers come and go at the work site in vehicles that need to be able to slow down or stop. Sometimes, work is required to take place at night or on weekends.

"It's a very fluid situation," said Duane Flug, KDOT District Five Construction and Materials Engineer based in Hutchinson. He has spent years inspecting highway construction in Wichita-area work zones.

Flug noted that once the reduced work zone speed limit gets posted, it's not practical – or safe – to move the speed limit signs to only the spot where work is going on at any given moment. Both Flug and Rogers said that setting up signs for a work zone is one of the most potentially dangerous jobs. They remain vulnerable until motorists realize the need to slow down.

The signs are strategically placed so that motorists can slow down in time. "We want them to slow down prior to getting to our people, to give us a little buffer zone," Flug said.

He asked that travelers think of the workers they are passing: "These guys out there are a foot away from traffic. There's a cone between you and a semi going 70."



A few of the KDOT employees and locations participating in Go Orange include: 1. Yates Center. 2. Oakley Area office. 3. Fiscal and Asset Management. 4. Blaine.



More Go Orange photos



A few of the KDOT employees and locations participating in Go Orange include: 1. Concordia. 2. Hays. 3. Liberal. 4. Gardner. 5. Governor's Mansion in Topeka. 6. Wichita. 7. Fort Scott. 8. Wichita bridge.



Employee spotlight: Sharlene Roseberry, Hutchinson

What's your job title?
Engineering Associate I
(Assigned to Hutchinson
Construction Office.)

*What sort of duties
do you have at work?*
Construction projects
– routine paperwork,
pre-con meetings,
inspection, etc.

*What kind of music do
you like?*
All, but we are secret
Swiftie fans.

*What's the most exciting
part of your job?*
Always something new
to learn.

*What's something
you're proud of?*
My daughter and our
life.

*What's your favorite
food?*
Sushi.

*What's your favorite
movie?*
"Mean Girls."

*Do you have any hidden
talents or hobbies?*
Baking and musician.

Do you have any pets?
One dog, Millie. She's half
husky, half Doberman.

*Are you a sports fan? Who
are your favorite teams?*
Toronto Blue Jays.

Are you a morning person or a night owl?
I'm an in-between the morning and night person.



KDOT's Sharlene Roseberry and her family.

GETTING TO KNOW

OUR KDOT CO-WORKERS

Featuring an employee each month from
different offices throughout KDOT.

*Are you a coffee, tea or
pop person?*

Coffee is in my veins.

*What's something you
enjoy at your job?*

My coworkers.

*What's your favorite
season?*

Fall.

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

Knife, matches and a large bowl.

Trivia!

The Lowell Milken Center for Unsung Heroes in Fort Scott highlights people who demonstrated courage and compassion while making impacts on history but were unrecognized during their lifetimes.

The heroes are primarily focused in four different areas – wartime, civil rights, STEAM (science, technology, engineering, arts and mathematics) and general.

No questions this time – just details on a person honored in each area –

Wartime: Irena Sendler – Sendler worked with friends and colleagues, making more than 3,000 false documents to help Jewish families escape the Warsaw Ghetto. They smuggled children past Nazi guards using various methods.

Civil rights: Katherine Buckner Avery – In 1927, Avery became a nurse and was the first public health nurse appointed in Iberia Parish. She advocated for equal treatment regardless of social, economic or racial background.

STEAM: Gene Shoemaker – Shoemaker was a pioneer in space over several decades and was heavily involved in Lunar Ranger missions to the moon. He was set to be the first geologist to walk on the moon, but his diagnosis with Addison's disease disqualified him. Instead, he trained Neil Armstrong and other U.S. astronauts for the early Apollo missions. He is the only person to date whose ashes have been buried on the moon.

General: Virginia Apgar – Apgar developed the A.P.G.A.R. score during her years in the medical field. This is the score that determines a baby's health one and five minutes after birth, which has saved millions of babies' lives.

U.S. 59 dust-up



The KDOT crew at Altamont assisted the Labette County Sheriff's Office in closing a dust-clogged stretch of U.S. 59 on March 31. According to Highway Maintenance Supervisor Rob Robinson, a dust storm reduced conditions to almost zero visibility on the highway north of the roundabout at U.S. 59/160. Photos show the severity of the dust storm, the silt that remained in the right of way drainage ditch and the depth of the silt. Photos by Rob Robinson, District Four

NWS helps inform public on changing weather

By Lisa Mussman
District Three

The old saying, “If you don’t like the weather in Kansas, just wait five minutes,” is often true.

With conditions in the Sunflower State known to turn on a dime, the National Weather Service forecast office in Goodland hosted an integrated warning team meeting on April 27 to connect with public and private partners regarding weather safety.

Area emergency managers, law enforcement, transportation officials, community leaders and broadcast media were among those attending the meeting. Topics included information on derechos and quasi-linear convective systems, climate change and underserved and vulnerable communities.

Two items of particular interest were the NWS’s EventReady support and non-weather emergency messaging capabilities. EventReady is a service offered by the NWS to provide forecast, safety and decision-making support for large events – usually outdoor – that can be impacted by weather.

Agencies can also work with the NWS to issue non-weather emergency messages on their behalf about non-weather hazards such as evacuation orders, shelter-in-place warnings, hazardous materials warnings and local emergencies, which could include road closures.

Kalitta Kauffman, a meteorologist with the Goodland NWS, said the meeting and partnering opportunities are a way agencies can continue to work together to help keep citizens safe.



Above, Ryan Husted, of the Goodland National Weather Service, discusses how agencies can become climate ready and use climate data in their decision making during the integrated warning team meeting on April 27. Below, Meteorologist Kalitta Kauffman shows some of the resources available during a tour of the National Weather Service office in Goodland. Photos by Lisa Mussman, District Three



“Hosting Integrated Warning Team meetings allows the National Weather Service to reconnect with partners on areas where communication and service can be improved for all,” Kauffman said. “Despite the different backgrounds represented in the meeting, we all have a common goal of keeping people out of harm’s way and these meetings are an excellent avenue for all of us to achieve this goal.”



Contractors have been working on the deck of the new K-55 bridge between Belle Plaine and Udall, in Sumner County. Photos by Tim Potter

K-55 bridge about two-thirds completed

By Tim Potter
District Five

As of late April, the K-55 bridge under construction between Belle Plaine and Udall was about two-thirds completed, Winfield Area Engineer AJ Wilson estimated.

Crews are now working on the deck and have been installing wood used to temporarily support concrete. The wood will be removed later.

With the progress so far, the project remains on schedule for completion in October, Wilson said.

Although motorists are facing the temporary inconvenience of a detour, the permanent payoff will be a wider bridge – with the addition of 8-foot shoulders – compared to the 90-year-old, shoulder-less bridge it is replacing.

Wilson explained that the new bridge includes an



improved design – with piers set at a skew to match the flow of the Arkansas River.

The design also incorporates fewer piers than the old design, which will help limit the amount of debris collecting on the face of piers, he noted. The new bridge can be built with fewer piers because of advances in the past 90 years in the ability to produce and move larger beams for a bridge, he said.

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

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

A.M. Cohron & Son Inc., of Atlantic, Iowa, is the primary contractor for the \$8.23 million project.

Projects ramping up throughout KC Metro

By Delaney Tholen
District One

With warming temperatures, pavement projects on I-70 and I-435 and bridge work at I-70/I-635 and K-10/Lexington Avenue are again active after the winter shutdown period.

Other projects around the metro have also started, including pavement improvements on I-35 in Johnson County and a Restricted Crossing U-Turn at K-7/Parallel Parkway. This RCUT will be the first in Kansas.

A \$3 million City of Lansing-City of Leavenworth-KDOT project was recently completed at K-7/Eisenhower Road in Leavenworth County, the northernmost intersection in the Operation Green Light network. OGL is a coordinated effort sponsored by the Mid-America Regional Council to improve the operation of traffic signals and traffic flow on major routes in the KC metro.

The photos show work underway around the KC Metro area, including:

- 1. Bridge painting on eastbound K-10 over Lexington Avenue bridge.*
 - 2. Bridge work on Shawnee Drive bridge over I-635.*
 - 3. RCUT project at K-7/Parallel Parkway.*
 - 4. Bridge painting on westbound I-70 to southbound I-635 ramp.*
- Photos by Delaney Tholen, District One*



New dump trucks able to synchronize warning lights

By Tracy Statton
District Five

A number of KDOT dump trucks across the state are now equipped with new warning light systems to synchronize flash patterns. The control system allows operators to sync their lights with other trucks in the area and will flash the same pattern at the same time.

Tim Cunningham, KDOT Equipment Engineer, said when the flashing lights are synchronized, it seems less confusing to drivers.

“There are times when trucks with warning lights on are in close proximity of each other, and it can seem chaotic and confusing for travelers. This is something that law enforcement has also experienced,” Cunningham said. “The theory is that synchronized warning lights will provide for calmer and more recognizable work zones, and therefore will be safer for both KDOT and the traveling public.”

The system uses a satellite receiver to sync the lights in the area with this capability. If the connection is lost, the lights will continue to flash in the correct pattern, but may not sync with other trucks.

Operators must select the same mode, such as low



Warning lights on the truck (above) can be synchronized by operators with this box (below) to other warning lights in the area. Photos by Tracy Statton, District Five



intensity, for the lights to sync. It doesn't change the mode an operator selects; it only synchronizes the pattern.

Whelen Engineering Company approached KDOT and offered to provide the technology on the trucks at no additional cost to the state.

“Since this is new for Whelen, they were interested in working with KDOT in obtaining experience with the installation and programming of DOT trucks along with receiving input from KDOT as a valued customer,” Cunningham said.

Currently there are 101 trucks in the state fleet with this system.

“We will be evaluating the benefits of continuing with these systems on future purchases,” Cunningham said.

Performing CPR can be a life or death decision

By Troy Whitworth
Director of Safety

I have attended more cardiopulmonary resuscitation, or CPR, classes than I can count during my time at KDOT. Experts say that administering CPR can double or triple a person's chance of survival when having cardiac arrest. It is a skill that you want to know, and luckily, I've never had to use it.

If you are like me, you have heard more about people having heart attacks rather than cardiac arrest. What's the difference? A heart attack is when blood flow to the heart is blocked. Cardiac arrest is when a person's heart stops beating. Folks having a heart attack are still talking and breathing, and they don't need CPR. They do, however, need to get to a hospital right away because a heart attack increases the person's risk of going into cardiac arrest.

According to the American Heart Association, more than 400,000 people die from cardiac arrest every year in the U.S. And about 10,000 cardiac arrests occur each year in the workplace.

Brain damage can start in just minutes after the heart stops beating. The longer the brain is starved of oxygen, the more damage can occur. So, when a person goes into cardiac arrest, time is of the essence to administer aid. A person is considered clinically dead when their heart stops. If aid isn't rendered immediately, they will

remain dead. This is why acting when seeing someone in cardiac arrest is critical. If you don't perform CPR, the person will die. Even if your technique isn't perfect, their chance of survival is much higher if you do CPR.

CPR/first aid training is something we offer at KDOT. This training educates employees to respond in a time of need. You do not need formal training or certification to perform CPR on a person in cardiac arrest. But if they are conscious, you do need to ask for consent to provide care. If someone is unconscious,

though, it is assumed there is implied consent. Remember, if their heart has stopped and you do not render aid, the person will die.

There are also other tools available to help unresponsive people. Automated external defibrillator, or AEDs, are now commonly available in many public places. These devices are fairly interactive and

provide voice instructions on providing aid. Another tool that was recently released in the fall of 2022, is the Rescue Me CPR app. This app can provide untrained people guidance on how to perform adequate CPR. It can provide step-by-step directions during some health emergencies. The app also features instructions on when and how to perform the Heimlich maneuver (when someone has a foreign object blocking their airway).

I believe the important thing to take away from this message is not to be afraid to act. A person's life may depend on the steps you take. For your family and mine.



Motorcycle safety is everyone's responsibility

KDOT is teaming up with law enforcement across the state to highlight Motorcycle Safety Awareness Month during May and remind motorists that motorcycle safety is everyone's responsibility.

The end of May ushers in the unofficial start of the summer road travel season. Safe driving and riding practices for all road users — drivers and riders alike — are critical to help reduce motorcycle/vehicle crashes.

"Everyone on the road has a role to play in reducing motorcycle fatalities. Vehicle drivers and motorcyclists need to share the road and treat each other with respect and courtesy," said Robyn Meinholdt, KDOT Behavior Safety Coordinator. "Drivers need to look twice for bikes. Motorcyclists can help improve their own safety and visibility with protective gear and a DOT-compliant helmet."

A total of 726 people were injured in the 814 crashes involving a motorcycle in Kansas in 2022, according

to current KDOT data. In addition, 47 of those crashes were fatal, with 50 people losing their lives.

According to the National Highway Traffic Safety Administration, speeding and alcohol impairment play significant roles in motorcycle-involved crash fatalities across the nation.

"Traffic safety is critical to all motorists, including those driving motorcycles," Meinholdt said. "It doesn't matter if you are traveling in a vehicle or on a motorcycle, all drivers need to follow posted speed limits and not drive if impaired. It can be the difference between life and death."

Motorcyclists are encouraged to complete a rider education and training course to learn more ways to increase safety for everyone on the roadways. For more information on motorcycle safety, visit www.nhtsa.gov/road-safety/motorcycles.



STEP BACK IN TIME ...

This photo taken in 1917 shows the beginnings of some road construction in Greeley County.

New Kansas transportation maps available

Whether following the Monarch Butterfly Highway or selecting a unique route to travel, grab a new 2023-2024 Kansas Official State Transportation Map and get ready to explore all sorts of places and attractions across the state.

KDOT publishes the map, which highlights numerous tourist and scenic locations, including state parks and lakes, as well as recreation areas, museums, historic sites and more.

City/county indexes and a distance map allow motorists to pick the best route to their destination. Visitor resources, helpful phone numbers/websites and locations of airports and hospitals are also provided.

On the back of the map are inset maps of Kansas City, Wichita, Topeka and 13 other cities. There is also road condition information and details on how to get roadside assistance.



The maps are free to the public and available at the Eisenhower State Office Building in Topeka, travel information centers, attractions, businesses and other locations across the state. They can also be requested on the KDOT website - click [HERE](#).

While fewer state maps are being printed, there is still a demand. Below is an email KDOT received recently -

Hi, I'd like a paper copy of a map with highways, mailed to me. Yesterday I was driving and my phone lost cell connection. I ended up in Arkansas!

Thanks very much.

KTA briefs

- ♦KTA partnered with KDOT and other organizations to promote National Work Zone Awareness Week. KTA employees participated in Go Orange Day, lit buildings in orange and posted work zone messages on social media.
- ♦KTA opened a new Administration Building in south Topeka as part of its move to cashless tolling in 2024. KTA hosted a ribbon cutting and grand



opening celebration on April 25. The new offices allow KTA to better serve customers in northeast Kansas. Click [HERE](#) to see event photos.



Scenic and historic

KDOT employee Neil Croxton took this photo of a meadowlark on an old electrical pole along K-4, just east of Bison. The pole still has the old glass insulators, which helped to insulate the wooden poles from the electricity traveling through the wires and prevent electric current loss.



In memory

Condolences to the family and friends of KDOT retiree **Donald Snyder**, who passed away on April 28 in Barber County during the Open Range Gravel Race. Snyder started at KDOT in 1995 and retired in 2022 as the Wichita Metro Engineer. He was recently rehired to assist in the Wichita office. Snyder is survived by his wife, Michelle, stepdaughters, siblings, step-grandchildren and his pet parrots. Snyder was an avid bicyclist and shared his passion for bicycling safety with others. He wrote two personal stories for KDOT's annual Put the Brakes on Fatalities Day blog series. Click [HERE](#) and [HERE](#) to read them.



Donald Snyder

Condolences to the family and friends of KDOT retiree **Bill Watts**, who passed away on April 3 in Topeka. Watts started at KDOT in 1966 and worked for more than 38 years. He was the Office Chief of Management and Budget, and he retired in 2004.

Condolences to the family and friends of KDOT retiree **Vern Thomas**, who passed away on March 27 in Topeka. He started in the 1950s and worked in Salina, Beloit, Lincoln and Topeka. Thomas retired from the Coordinating Section of Design as an Engineering Technician Senior in 1987.

Condolences to the family and friends of KDOT retiree **Leslie Hood**, who passed away April 3 in Topeka. Hood began in 1964. He was an Engineering Technician at the Material and Research Lab. Hood retired in 2002, after more than 38 years of service.

Condolences to the family and friends of KDOT retiree **Linda Bosak**, who passed away April 7 in Topeka. Bosak started at KDOT in 1994 and served for more than 17 years. She was an Engineering Technician Senior and retired in 2011.

Condolences to the family and friends of KDOT retiree **Jewel Murray**, who passed away April 18 in Topeka. Murray worked for KDOT for more than 40 years in District Six. He retired in 2000 as a Public Service Administrator II.

Thank you for your service

Milestones

KDOT employees celebrating state service anniversaries in May.

40 years

Beatrice Albers, Equipment Operator Senior, Oakley

35 years

Robyn Daniels, Engineering Technician Supervisor, Independence

30 years

Judy Wagner, Engineering Technician Specialist, Salina

25 years

Brad Almond, Engineering Technician Supervisor, Chanute

David Choitz, Equipment Operator Senior, Ellsworth

Robert Dressman, IT Security Analyst III, Topeka

William Johnson, Construction Manager, Abilene

Jennifer Meyer, Senior Administrative Specialist, Topeka

Scott Ranes, Highway Maintenance Supervisor, Mapleton

20 years

Lawrence Casey, Highway Maintenance Supervisor, Nickerson

Dale Shirley, Equipment Mechanic Specialist, Basehor

15 years

Kathy Carrico, Senior Administrative Assistant, Severy

Joel Ramsdell, Engineering Technician Senior, Carbondale

10 years

Mary Duncan, Staff Development Specialist I, Topeka

Charlene Essig, Engineering Technician, Mound Valley

KDOT will now highlight employees for every five years of service (beginning with 10 years) in milestones and statewide news releases.

Retirees

The following employee will retire on June 1.

District Five

Michael Wilson, Equipment Operator Specialist, Kinsley

The following employee retired on May 1.

District Four

Arthur Wade, Highway Maintenance Supervisor, Sedan

If you know a KDOT retiree who is not receiving Translines - have them email Kim.stich@ks.gov.