Kansas Department of Transportation

TRANSLINES EXPRESS

Aug. 4, 2021

Bridge condition worsens, crew jumps into action

By Lisa Mussman
District Three

Deteriorating bridge conditions caused KDOT to restrict traffic to one lane on the bridge over the Union Pacific railroad on U.S. 40 in Wallace County earlier this summer. The bridge is located approximately 7 miles east of Sharon Springs.

An inspection in 2020 showed deterioration on the concrete rail and cracking between the rail and deck in the westbound lanes. Sharon Springs subarea supervisor Thad Vincent and his crew were asked to keep an eye on the bridge over the next year and noticed its condition began to worsen further this May.

“During the last week in May, the rail really started leaning out and the crack between the deck and rail started to get wider. Some of the concrete under the bridge along the rail was also starting to flake off,” Vincent said. “We started checking it weekly in June. The rail had leaned out another inch, the deck crack finally was at over an inch and the pieces of concrete falling off below were getting larger. With harvest coming on fast, I thought I better have our area superintendent take a look and determine if an inspection was appropriate at this time.”

In the photos above, crews recently removed a portion of deteriorated rail as part of the emergency repairs currently underway on the bridge. Photos by Wildcat Construction

The lane closure went into effect on June 30. Crews from the Sharon Springs and Oakley Subareas were mobilized to flag traffic 24/7 until permanent traffic control was put in place on July 2.

A portion of the rail was removed on July 27 to help further reduce the risk of failure. Emergency repairs are currently in progress and expected to be completed in early September. Wildcat Construction of Wichita is the primary contractor for the $324,000 repair project. Dominique Shannon’s bridge squad designed the project.

KDOT is planning a complete bridge replacement project in 2023 or 2024.

Progress continues on K-99

Above and below, drone photos show work on KDOT's project that will add three-foot shoulders on 13 miles of K-99 from Sedan north to the Chautauqua-Elk county line. Two of KDOT's licensed drone operators, Warren Ebberts and Rowden Glaser, took these aerial views to show the progress. Cornejo & Sons of Wichita is the primary contractor on the $8 million project. Work started in May and will continue through the spring of 2022. Jeff Sims' road squad and Brad Rognlie's bridge squad designed the project.

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Published by the
Kansas Department of Transportation

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Eisenhower State
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700 SW Harrison
Topeka, KS

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Vigorous shaking involved in building highways

By Tim Potter
District Five

Engineering Technician Midpoint Rick Tomlinson shakes a Speedy as part of a soil density test on the K-14 realignment in Rice County. Below, other equipment he uses as part of the test: a ground probe and a set of scales. Photos by Tim Potter

At first glance, you might have thought Rick Tomlinson, in hard hat and work clothes, was shaking up cocktails right out in the searing sun in the middle of a job site one hot afternoon.

On a layer of dirt being molded into roadbed for the new K-14 alignment in Rice County, he was holding a metal canister that looked like a cocktail shaker -- and shaking it vigorously.

That canister was no cocktail shaker. The device is what KDOT folks call a "Speedy." And Tomlinson, an Engineering Technician Midpoint, was just soberly doing his job – using the Speedy as a tool to test soil moisture content as part of soil density testing. He was making sure the soil was properly compacted for the new highway.

Proper compaction, of which moisture is a factor, is "the whole being of this roadbed. If you don't have (correct) compaction on the whole thing, it's going to fail," Tomlinson said.

The test he performed offered a window most people don't see into how a highway gets built. He explained that a highway gets built one layer at a time – an 8-inch loose layer gets laid down, then compacted to 6 inches. The compaction gets measured in spots with each layer.

"Speedy" is short for "Speedy Moisture Tester." Inside the canister are two steel balls, a special chemical and a measured amount of soil. The balls roll around as the Speedy is shaken, pulverizing the soil. The chemical reacts with the soil. The moisture is removed so it can be measured.

From his testing, Tomlinson determined that the soil lacked moisture to be properly dense. Workers came back to the area from which he took the sample. They ran equipment through the soil and added water to get the right compaction. Extra sandy, loose soil is more difficult to compact, he said. Clay is easier. But any soil can be compacted if you get the moisture right, Tomlinson explained.

Each soil density test takes about 15 minutes. The accompanying photographs show other parts of the testing, including a ground probe to measure surface moisture and a set of scales to weigh soil. In his almost 11 years with KDOT, Tomlinson estimates, he's done the test thousands of times.

Shop keeps things running

By Lisa Knoll
District Six

The District Six shop is staying busy with everything from fabricating tailgates and fixing hydraulic leaks to wheel seal jobs. According to Osvaldo Erives, Shop Supervisor, summers aren't as busy as winter. "In the winter, we have to keep trucks and plows running and everything is a priority. In the summer, there's more time to get things done."

The District Six shop has five mechanics in Garden City, including the shop supervisor, with a mechanic position also located in each area. In recent years, only five of those eight positions have consistently been filled. As a result, the District shop works to prioritize repairs, sends repairs to vendors when needed and appreciates that the District Six Subareas are good about doing their own oil and filter changes and light repairs when they can.

1. Equipment Mechanic Robin Walker repairs hydraulics in the District Six shop. 2. Equipment Shop Supervisor Osvaldo Erives drives in the seals on the wheels and Lorenzo Ruiz-Hernandez, Equipment Mechanic, installs the hubs as part of wheel seal job. 3. Mechanic Specialist Jeremy Neeley preps brakes for the wheel seal job. 4. Lorenzo Ruiz-Hernandez, Equipment Mechanic and Eli Ruiz-Hernandez, Equipment Mechanic square up the corner on a tailgate they are fabricating. Photos by Lisa Knoll, District Six

New blend of glass beads tested in District Two

By Ashley Perez
District Two

KDOT is always looking for new, improved technology for road maintenance. On July 19, Paint Supervisor Mike Hahn and the District Two paint crew in Salina tested a new blend of glass beads for roadway markings on K-111 in Ellsworth County. The paint truck rolled slowly, about 7-7.5 mph, dropping the new glass beads and paint on the road.

"Currently, the paint crew replaces roadway markings by using two tanks of glass beads: a larger AASHTO Type III bead and a smaller AASHTO Type I bead onto the high build traffic paint KDOT uses," said Jonny Madrid, Engineering Technician Specialist in Traffic Engineering. "The new intermix beads, known in the industry as Potters P18+4 that we are testing today, will be a blend of large, small and intermediate sizes between the two."

Above and below, crew members test for retro-reflectivity.

Because lines that KDOT restripes are surface applied, snow plowing over the winter months can affect the retro-reflectivity values and longevity of the lines. The blended bead mixture contains Type III beads, which are wet night beads and are made by direct melt glass leading to clearer beads with no bubble inclusion or impurities, resulting in better reflectivity. The improved appearance of the markings allows for more beads to be exposed over the life of the line.

This helps maintain acceptable retro-reflectivity values, giving highways brighter lines over the life of that striped line. It is a great benefit for anyone traveling the state highway system, Madrid said.

Glass beads used in striping.

The paint team would like the improved glass beads to be used in maintenance. They are currently only used in durable striping on major construction projects and federally funded projects. Madrid says he hopes to make it easier to provide the paint crew one type of bead rather than running two. "It just makes sense," Hahn said.

Once the beads were put down for roadway markings, the team measured the line's retro-reflectivity with line magnifiers and a handheld retro-reflectometer. Even using a simplified sun over the shoulder method gave the crew an indication of bead distribution and reflectivity.

"One simple way to test a bead's embedment is to stand in a shadow, get a smartphone and take a photo with the flash on near the line, and then zoom in to look at the bead embedment," Madrid said.

In the short testing window, the team found that they could use a blended bead package (P18+4) in KDOT striping rigs and are able to achieve a higher retro-reflectivity value in the process.

Paint and glass beads are applied to the roadway. Photos by Ashley Perez, District Two

KDOT focuses on reducing rural roadway departures

The top article in the Federal Highway Administration's Every Day Counts newsletter featured Kansas' effort on the Focus on Reducing Rural Roadway Departures (FoRRRwD) initiative. Here is the story from the July 22 edition -

Signing was improved along this Rural Major Collector road in Nemaha County to reduce roadway departures. This project was developed through the Bureau of Local Projects. Photo by Dawn Hueske, Headquarters

In Kansas, lane departures are responsible for two-thirds of the fatalities on locally-owned rural roads. Because of this, KDOT chose to set aside all its High Risk Rural Roads (HRRR) Program funding to address safety on these roads.

Plotting crash data was time consuming and showed crashes were scattered randomly across the system, which is typical of rural networks. This made it difficult to see patterns of crashes happening over time, limiting local agencies' ability to compete for the available funding. As a result, only $1.4 million of the $8.4 million available was obligated after six years.

KDOT decided to change from a site-specific-only approach to a systemic approach. Instead of focusing on locations that have multiple crashes, the systemic approach considers roadway features that correlate with severe crashes and then identifies other locations with those features.

The KDOT crash data showed that rural major collectors were overrepresented for severe crashes on the local system. This gave KDOT a network to focus on and they used some of the available funds to assist counties in developing safety action plans.

Next KDOT provided funding for local agencies to install proven countermeasures systemically as identified in their plan. The countermeasures included striping, improved signing, high friction surface treatment, rumble strips, lighting and clear zones. They also purchased devices that agencies could use to install the SafetyEdge when they were conducting paving projects. The Safety Edge uses a device attached to the paving machine that shapes the edge of the pavement to 30 degrees. This reduces pavement edge-related crashes and helps the asphalt resist edge raveling.

The results were dramatic. Not only did local agencies start making safety improvements, reducing the backlog of safety funds, but the average of severe crashes on rural major collectors dropped from an average of 207 per year to 189.

"Applying safety improvements across the system in this manner, rather than chasing random crashes, provides a direct benefit to many more users and gives KDOT more value for our limited dollars," said Local Projects Assistant Bureau Chief Tod Salfrank.

Kansas DOT recognized the need to address safety on all public roads and then used the systemic approach and safety action plans to identify improvements that will reduce the risk of severe crashes on these roads. They then deployed proven countermeasures and have seen a reduction in these crashes. Kansas is driving FoRRRwD.

Local students attend KDOT's STEM Camp

By Kate Craft
District One

Topeka-area middle schoolers attended KDOT's STEM Camp at Washburn University last month, thanks to the efforts of the Office of Civil Rights Compliance. The University hosted two weeklong residential camps in July with 14 students participating each week.

The camps gave students opportunities to learn more about science in transportation through interactive projects, activities and fieldtrips. Campers filled their days building and racing solar cars, designing bubble wands in CAD for 3D printing, programming and coding robots; as well as building and launching their own drones and rockets.

Campers get hands-on with concrete at the Materials & Research Lab. Photo by Sonia Giardina, Headquarters

Students also explored a few KDOT careers. Popsicle stick bridges were built and tested for strength with staff from Structures and Geotechnical Services; hands got dirty when students formed small concrete structures during a Materials & Research Lab tour; and mini excavators and skid steers were test-driven at Washburn Tech's campus. Deputy Secretary Lindsey Douglas and State Transportation Engineer Burt Morey spoke to the campers at the weeks' closing Showcase exhibition.

Structures and Geotechnical Services employees Andrew Spencer and Jesse Boyer test the strength of a camper's popsicle stick bridge. Photo by Dominique Shannon, Headquarters

"As much as I hope this sparked their interest in the transportation field, a new and non-traditional field for so many, I am more excited about the opportunities the camp presented, the exposure students received to something new and different, and the impact it made on their lives- both seen and unseen," said Doria Watson, Civil Rights Compliance Administrator.

This was the fourth STEM Camp in five years KDOT has sponsored. COVID-19 forced the cancellation of 2020's camp, and it brought new rules and guidelines to staff and participants to follow for this year's event.

Civil Rights Compliance administers the STEM Camp through funds from FHWA's National Summer Transportation Institute (NSTI) Program to help promote career and educational opportunities to disadvantaged and at-risk middle and high school students.

Washburn University created YouTube videos with additional photos - here and here.

Road trip! Kansas has lots to offer

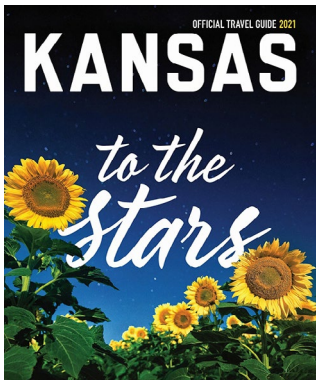
By Tom Hein
District Five

Little Jerusalem Badlands State Park is one of many interesting locations to visit in Kansas. Photo courtesy of Kansas Tourism

While it's true that the new spike in danger from the Delta variant of Covid-19 might stall your long-awaited road trip, the planning and anticipation stages of a trip are fun too. Good pre-trip research and prudent precautions when contacting strangers still make these trips possible.

If you're thinking of a shorter road trip, check out one of the 12 Kansas Byways – nine scenic and three historic – as a destination or as a route to other local attractions. Check the Travel Kansas website or request a paper version of the official Kansas Travel Guide to help with your decisions.

The guide also includes information about the 28 state parks across Kansas. There are parks at reservoirs, parks with bike and hike trails, parks with abundant wildlife, parks with campgrounds, marinas, playgrounds and much more.



The relatively new Little Jerusalem Badlands State Park, between Scott City and Oakley, is a must-see. It features a mile-long stretch of spires and cliffs of eroded Niobrara Chalk, formed about 85 million years ago. Entry into state parks requires a vehicle permit and annual permits are a bargain at $25. You can save even more by purchasing your State Park Passport when you renew your vehicle (only $13.75).

If a bigger road trip is in your sights, national parks and other federal recreation sites offer adventure on an even grander scale. Because so many are making travel plans after holding close to home during the pandemic, crowds are larger than usual at the sites you are probably thinking of right now: Yellowstone, Yosemite, Zion, Arches and the Grand Canyon.

Travel experts suggest you look at less famous sites that offer similar fantastic views and features. Research required (fun). You should also consider an annual pass for federal sites if you plan to visit multiple locations.

Check on federal offices that offer pass sales in Kansas and purchase before you go.

Don't forget that all fourth graders and family members can get free access to over 2,000 federal lands and waters through the Every Kid Outdoors program.

Remember to check the oil and tires before you go, and Troy Whitworth will, of course, remind you to always keep safety in mind.

Now, get out there and explore!

MPOs valuable to KDOT, communities they serve

By Tracy Crockett
District Five

The City of Junction City will soon have a new bike boulevard with various safety components for cyclists, pedestrians and drivers. But the project may have never made it to the final stage without the help of a local Metropolitan Planning Organization.

The six MPOs in Kansas - St. Joseph-Wathena, Kansas City, Lawrence, Topeka, Manhattan and Wichita - serve communites across the state.

Metropolitan Planning Organizations, or MPOs, are federally mandated regional transportation planning organizations. MPOs were established during the Federal-Aid Highway Act of 1962. It required organizations to be formed in urbanized areas with a population of more than 50,000. The MPOs help ensure federal transportation investments are based on local and informed decision making. They also help promote regional cooperation with transportation decision making. Currently there are six MPOs in Kansas - St. Joseph-Wathena, Kansas City, Lawrence, Topeka, Manhattan and Wichita.

“There are several complex, and at times, competing needs in urbanized areas and these organizations help KDOT plan, prioritize and deliver crucial transportation projects,” said Mike Moriarty, Transportation Planning Bureau Chief.

This is why Junction City turned to their local MPO for help with their Active Transportation Plan.

Flint Hills Metropolitan Planning Organization (FHMPO) produced temporary traffic demonstrations for Junction City. These gave the city the opportunity to explore traffic safety solutions at a low cost, while engaging the community. City staff then collected feedback and transportation data.

The demonstrations proved successful, and the city was able to apply for federal funds through KDOT’s Transportation Alternative program.

“I like to think of KDOT as a ‘managing partner’ with the MPOs and not just an oversight agency,” Moriarty said.

Federal funds were granted, and part of the decision was based on the proposed project already tested and validated from the community with the help of FHMPO. The 7th Street Bicycle Boulevard Project in Junction City is expected to let for construction soon. Since the project will not require major roadway construction, the project should be completed and open to the public this year.

“MPOs are a regional transportation forum and by nature a collaborative and solutions-oriented environment,” Moriarty said. “They fit nicely with the IKE Program’s Guiding Principles, such as leveraging partnerships, providing our customers with more options, problem-solving and promoting transparency and accountability across government.”

Heat continues

Hot day, extra hot job: How asphalt gets worked

By Tim Potter
District Five

Above and below, a combined team of District Five crew members tackled an overlay job on U.S. 50 near Walton on an extra hot and humid day. Photos by Tim Potter, District Five

Imagine this: You're under a blinding sun along U.S. 50 near the town of Walton, and the combined heat and humidity makes it feel like around 106 degrees. It's suffocatingly hot, the kind of conditions that trigger a heat advisory.

Not just that: You're laying down asphalt cooking at around 250 degrees when you first apply it. The stiff south wind feels like more of a blast furnace than a cooling breeze. You've worked through lunch because overlaying a side road at a highway is one of those jobs where it's not real practical to take a normal 30-minute break. The equipment has been strategically positioned, and the different tasks involved must click right along. The asphalt -- and the process for applying, shaping and finishing it -- is demanding, unforgiving.

That is what it was like for a combined team of crew members – from the Newton Subarea, District Special Crew and El Dorado Area and El Dorado Subarea -- the afternoon of July 28. If you had to visit one of the hottest KDOT jobs on an extra sweltering day, this was it. They had been overlaying side roads for almost two weeks.

Sweat beads covered the reddened face of Bobby Jones that afternoon as he matter-of-factly explained the work being done and the reality of enduring merciless weather.

"The hotter it is, the nicer it lays," Jones said of the asphalt. "You have to work it while the asphalt's hot." The Newton Subarea Supervisor watched a massive roller compact the new surface. Even though they had paving machines, some of the finishing and clean-up tasks must be done by hand, by bending over a shovel and pushing and lifting.

Through it all, "You have to drink lots of fluids; otherwise, you'll be laid out on top of the asphalt," Jones said. "If you don't keep hydrating, this heat will take it right out of you in a heartbeat."

Everyone had a different role in the overlay job, and part of it was paying attention to their co-workers – operators making sure they didn't drive over someone, everyone staying aware of the semis barreling past only feet away, everyone making sure that the next person wasn't overcome by the heat.

"This is a team effort," Jones said. "We all have to watch out for each other."

Trivia!

Willie Wonka and the Chocolate Factory – 50th anniversary

1. What other actors were interested in the main role?
2. What was the chocolate river made of?
3. Who portrayed the Oompa-Loompas in the film?
4. Gene Wilder said he would take the role under one condition – what was it?
5. Peter Ostrum, the actor who played Charlie Bucket, never made another movie. What did he end up doing?
6. What were most of the chocolate bars in the film made from?

Turner Diagonal Interchange honored nationally

By Kelly Kultala
District One

The Turner Diagonal Interchange in Wyandotte County was named Transportation Project of the Year in the $25-$75 million category at the 2021 American Public Works Association (APWA) annual project competition.

The new Diverging Diamond Interchange (DDI) infrastructure provides better access to businesses along the Turner Diagonal, allows freight traffic to move efficiently through the corridor and opens up 300 acres for economic development and job creation.

Diverging diamond interchanges improve safety and operations, particularly for left turn movements and trucks. This project will also add a new shared-use-path and sidewalk from Riverview Avenue through the new DDI and connect to existing sidewalks at State Avenue. The new pedestrian facilities will enhance mobility opportunities along Turner Diagonal, particularly as new developments are added.

The new interchange opened Sept, 8, 2020, and a ribbon cutting took place on Oct. 28. Governor Laura Kelly, Congresswoman Sharice Davids, Secretary Julie Lorenz and Unified Government Mayor David Alvey provided remarks. Managing partners of the project were KDOT, Unified Government of Wyandotte County/ Kansas City and the KTA. The primary contractor was Clarkson Construction Company, and the primary consultants were HNTB Corporation and TransSystems.

The new Turner Diagonal Interchange project was honored by the American Public Works Association. Photo by KDOT Multimedia

Trivia answers

1. Fred Astaire and Peter Sellers.
2. Chocolate, cream and 15,000 gallons of water. It spoiled quickly in the heat and smelled terrible.
3. Cast from circuses around Europe.
4. That he be allowed to limp, then somersault when he first meets the children.
5. He became a veterinarian.
6. Wood.

Protect hearing now to avoid regrets later

By Troy Whitworth
Division of Safety Director

There are several things that many of us take for granted - sunsets, the breeze blowing on your skin and that great song when it comes on the radio. Now, think what it would be like if you couldn't experience one of these things.

The National Health Interview Survey found that in 2014, an estimated 21% of adults 18 years or older had difficulty following a conversation amid background noise, 11.2% had ringing in the ears (tinnitus) and 5.9% had sensitivity to everyday sounds. (The Centers for Disease Control and Prevention has more information from numerous sources here.)

Many times, hearing problems can be prevented if we choose to protect our ears. Here are some reasons to wear hearing protection.

• Hearing can be very fragile

Our ears are part of an amazing but extremely fragile system. As we age, our hearing will begin to decline, just like our eyesight will most likely get worse - this is something we expect. However, when hearing is damaged at a young age, we may have a hard time hearing at all as we get older.

• Unusual noises in your ears

Tinnitus is a buzzing or ringing in your ears on a frequent basis. This is a fairly common issue people deal with. Just think what it would be like to hear a constant hum or roar going off in the background for weeks or months at a time. Often, the cause of tinnitus is your hearing being exposed to overly loud noises like shooting firearms, operating heavy equipment and listening to very loud music.

I think back to a few music concerts I attended where the concert was over and my ears would ring for hours afterword. How about the times you have sat next to someone wearing ear buds and you can hear the music they are playing because the sound level is up so high? What about when the car next to you that has the wicked sub woofers, you know they have them because they are making your car shake? I'm pretty sure they will regret that later.

• Damaged hearing can't be fixed

Once your hearing has been damaged, it can't be fixed and is basically gone for good. Our eardrums and ears don't heal themselves, so if you damage your hearing now by not wearing adequate ear protection, there's no going back. You can, of course, get hearing aids, but even a hearing aid is not guaranteed to restore hearing to what it once was.

Once you damage your hearing, it's not coming back - it's gone for good, which is why it's so important that you take care of your ears and wear appropriate hearing protection when required. You will regret it if you don't, so make sure that whenever you are exposed to loud noises that you wear the proper hearing protection.

So, the next time you are out mowing your lawn or running the weed eater- wear hearing protection. It might just keep us from speeding up the natural decline that many of us may experience in our lives. For your family and mine.

Shafts drilled for bridge projects

Several bridge replacement projects are underway in southeast Kansas. This summer KDOT placed drilled shafts and permanent casings for the new Pawnee Creek Bridge on K-39 southwest of Fort Scott, and at one of six bridges being replaced on U.S. 166 in Cherokee County. Shawn Schwensen and Brad Rognlie's bridge squads, and Stephen Bass and Jeff Sims' road squads designed the project. Photos by Denny Martin, District Four

KTA brief

KTA received the Over the Years award from the Wichita Regional Chamber of Commerce at its 2021 Honors Night. This award recognizes organizations exhibiting a long-standing performance as good business citizens and are major contributors to the Wichita area's economic well-being.

A 2019 study says 12 percent of the Kansas economy relies directly or indirectly on the Kansas Turnpike. This is not a responsibility KTA takes lightly. But, as you can see from this Honors Night video created by Method Productions, we have fun while working hard for the communities we serve.

At right, KTA's booth from the Wichita Chamber's Honor Night where honorees displayed their organization.

Thank you for your service

Milestones

KDOT employees celebrating state service anniversaries in August.

20 years

Sara Donley, Administrative Assistant, Salina

Gary Fangman, Equipment Operator Senior, Seneca

Chad Gaddis, Equipment Operator Senior, Waverly

Stephen Gibson, Engineering Technician Senior, Independence

Mitchel Hoag, Engineering Technician Senior, Iola

Denny Martin, Regional Geologist, Chanute

Kenneth Ruppel, Engineering Technician, Garnett

Doria Watson, Public Service Executive II, Topeka

10 years

Julie Lorenz, Cabinet Secretary, Lenexa

Patrick Miller, Equipment Operator, Benton

Ethan Pugh, Engineering Technician Midpoint, Mayetta

Retirees

The following employees will retire from KDOT on Sept. 1.

Headquarters

Lynn Whittlesey, Engineering Technician, Transportation Planning

District Five

Russell Howard, Equipment Operator Specialist, Larned

The following employees will retire from KDOT on Aug. 1.

District Two

Bill Gantt, Equipment Operator Specialist, McPherson

In Memory

Condolences to the family and friends of KDOT employee Daniel Burke, who passed away July 26 in Margate, Florida. Burke served as the Equipment Mechanic Supervisor at Pittsburg. He started at KDOT in 1998, and worked at the agency for more than 23 years.

Daniel Burke

Condolences to the family and friends of KDOT retiree Jackie “Jack” Loun, who passed away on July 19. He was from Kansas City. Doun was an Engineering Technician at the Kansas City construction office. He worked at KDOT for more than 30 years, retiring in 1998.

Contests aim to Put the Brakes on Fatalities

Students and school/class/booster club can win prizes

Poster and video contests where Kansas students can win great prizes and learn about traffic safety are back as part of this year's Put the Brakes on Fatalities Day safety campaign.

In addition, the school, class or booster club of the grand prize-winning students will also receive money as part of the contest prizes.

Poster contest: For Kansas students ages 5 to 13 - all students who submit completed poster entries will be eligible for a random prize drawing of a $100 Amazon gift card. A total of 18 regional winners in the six regions and age groups (ages 5-7, ages 8-10 and ages 11-13) will receive a bicycle from the KTA and a helmet from Safe Kids Kansas. Three statewide winners will each receive:

- Kindle Fire Tablet and case from the KTA;
- $50 Amazon gift card (all cards from Fuel True/ Independent Energy and Convenience;
- Movie passes from AAA Kansas; and
- $200 for the school, class or the booster club.

Poster entries must be postmarked by Friday, Sept. 24. Information and entry forms are available here.

Video contest: For Kansas teens in grades 8-12. Prizes from the KTA include a GoPro, DJI Stabilizer and a DJI Drone, and the grand prize winner's school, class or booster club will receive $500. **Video entries must be submitted to the KTA by 11:59 p.m. on Sunday, Sept. 26.** Entry details are available here.

About 37,000 people die in traffic crashes each year across the United States. That's nearly 101 fatalities every day. Let's encourage everyone – drivers, passengers, pedestrians and cyclists – to exercise caution every day and Put the Brakes on Fatalities.

KDOT, KTA and other transportation organizations in Kansas are sponsoring the contests.

Von Woleslagel of Hutchinson was the poster contest winner for students ages 11-13 in 2019.

Students from Lansing High School won first place in the video contest in 2019.