

TRANSLINES EXPRESS

Sept. 1, 2021

When pavement buckles, KDOT crews are ready

By Ashley Perez, District Two and Mallory Goeke, Headquarters

You hear the safety phrase, “buckle up and drive safe.” But on a hot summer day, a different type of buckling may occur - pavement buckling - and it can cause safety and travel concerns for motorists.

According to KDOT Safety Director Troy Whitworth, the reason pavement buckles is heat expansion.

“It usually happens at a pavement joint,” Whitworth said. “So, the pavement pushes together at the joint so hard that it lifts and ultimately crumbles. There is simply not enough room for expansion of the pavement.”

Whitworth says he has seen pavement buckle a lot over the years and that it usually happens on concrete pavement. Whenever it happens, KDOT crews are ready to repair the roadway. In north central Kansas, crews were on the scene to repair buckled pavement on I-70 in late July.

Tim Hays, Highway Maintenance Supervisor in Ellsworth, said that it is common with this summer’s heat and moisture for the road to buckle. Water gets under the concrete and then when it heats up, the concrete expands and buckles.

“After getting a phone call that the roadway has buckled, we go out to look at it and see what needs to be done to fix it,” Hays said. “Usually, we get a backhoe and a concrete saw to dig a hole out and fill it back in with asphalt to get the roadway opened back up as quickly as possible.”

If you come across a portion of the highway that’s buckled, call your [local KDOT area office](#). Be prepared for the unexpected, wear a seat belt and drive safe.



Top left, I-70 pavement in Ellsworth County buckled recently. Above, the Ellsworth Area crew responded and removed the damaged section of roadway. Below, I-70 is repaired and open to traffic. Photos by Tim Hays, District Two



Seat belts really do save lives

By Tracy Crockett
District Five

The new school year often brings new experiences and that was no exception for Laurynn Jones, a new Pre-K special education para.

Jones had been working hard preparing for the first week of school - she barely sat down all day. After work, she got into her car and like she had always done, buckled her seat belt. Little did she know that click would change the course of her day and life.

Jones knew she was tired, but told herself she was only 10 minutes away, and when she got home, she could take a nap. But she didn't make it.

"I remember feeling my head slowly drop and the next thing I knew, I could feel my tires on what did not feel like pavement. I looked up and I saw myself driving into a ditch after crossing the center line, asleep," Jones said.

Just three minutes from her house. Jones said she couldn't process what was happening fast enough to get back onto the road. Her car hit a culvert, went airborne, hit a tree and landed in the ditch facing the opposite direction.

When paramedics arrived at the scene, they asked if her neck was hurt. Then the Chief of the Mulvane Fire Department told her that he could tell she was wearing her seat belt because she had the evidence to show it - a giant rash on her neck.

"My seat belt gave me some pretty intense bruises and some internal damage, but it saved me from much more severe consequences. I promise, you won't regret wearing that seat belt when it matters," Jones said.

Two years later, Jones says it's hard to relive that day. But she does, because maybe there's someone out there that will read this and make the choice to buckle up.

At the crash site, you can still see where the car hit the tree, she said. "When I see it, it makes me appreciate what I have 100 times more," Jones said. "I could've been ripped away from this life, but I wasn't, and that's something I'll forever be grateful for."



Jones' vehicle after the crash. Photo provided



Laurynn Jones

TRANSLINES EXPRESS

Published by the
**Kansas Department of
Transportation**

Office of the Secretary
Eisenhower State
Office Building
700 SW Harrison
Topeka, KS

Transportation Secretary
Julie Lorenz

Deputy Secretary
Burt Morey
Maggie Doll
Lindsey Douglas

Administration
Allison Sedore

Aviation
Bob Brock

Communications
Steve Hale

Engineering and Design
Calvin Reed

Field Operations
Clay Adams

Fiscal & Asset Management
Ben Cleeves

Innovative Technologies
Mike Floberg

Planning & Development
Chris Herrick

Policy
Joel Skelley

**Program & Project
Management**
Mark Taylor

Project Delivery
Greg Schieber

Safety
Troy Whitworth

After 42 years, Taylor to retire from KDOT

By Kim Stich
Headquarters

Director of Program and Project Management Mark Taylor will be retiring on Sept. 7 after more than 42 years at KDOT.



Mark Taylor

Taylor's entire working career has been at KDOT. While attending Kansas State University, he had internships at the agency for two summers where he met Mike Burton, Harley Catron and Terry Fleck – co-workers he spent lunch hours with for 20 years. "I still see those guys," he said.

Then he joined KDOT in 1979, participating in the Rotational Training Program. He worked in the Bureau of Design for seven years, then was promoted to the Bureau of Project Selection, which was later named Program and Project Management. He was named Bureau Chief in January 2010, then became the Director when it became a Division in summer 2019.

He has worked on all four of KDOT's transportation programs. "I gradually got more involved with each one of programs as time progressed," he said. "I enjoyed working with the puzzle of putting projects and money together."

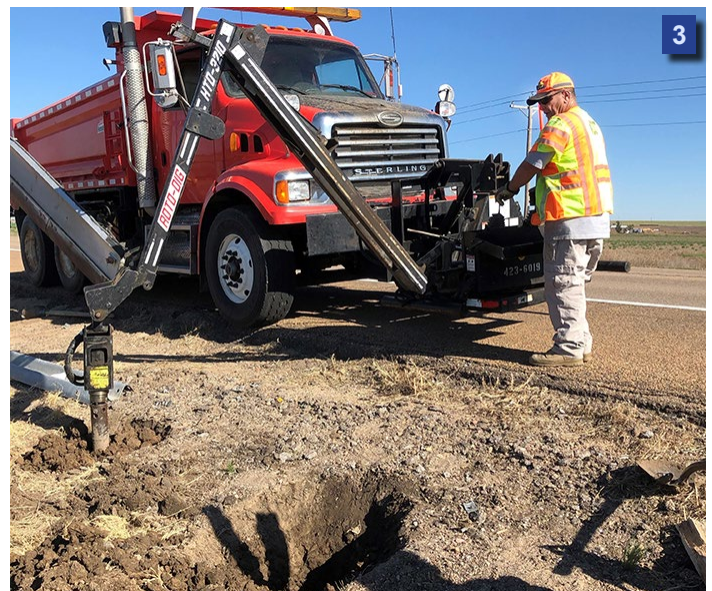
Taylor plans to spend a lot of time with family. He and his wife, Kathie, have three children and eight grandchildren, all of whom live in the Kansas City area. "Every weekend it seems like we go see them or to the grandkids' ballgames," he said. "It'll be nice to not have to get up quite so early the next day."

During his career, Taylor said the best part was meeting and working with a lot of good people, "and more importantly, sharing a lot of good laughs with those people."

U.S. 50 guardrail repair



1. Area Supervisor Josh Nolan and Equipment Operator Scott Kaspar cut guardrail for a guardrail repair on U.S. 50 six miles west of Syracuse. 2. Kaspar cleans out the hole and prepares to place the post for the guardrail. 3. Equipment Operator Curtis Simpson drills holes for the new guardrail posts. Photos by Neil Schroll, District Six





Work progressing on bridge replacements east of Chetopa

By Priscilla Petersen
District Four

Construction on KDOT's project to replace six low, weight-posted bridges on U.S. 166 in Cherokee County is moving along. The south half of the deck on three of the bridges has been paved, and traffic will be switched to the new pavement so demolition can occur on the remaining bridge halves.

In March, KDOT started the project to replace the flood-prone bridges, which are located east of Chetopa in the Cherokee Lowlands. The reinforced concrete slab bridges were built in 1939 and widened 56 years ago, in 1965.

Pittsburg Area Construction Engineer Kyler Farmer said the contractor had to deal with challenges brought on by heavy rains and flooding in the region last spring. Crews are now constructing aggregate base and asphalt pavement to tie into the new bridge halves.

Farmer said the construction schedule calls for the first three bridges to be completed in mid-December. The project will be suspended over the winter months, with the remaining three bridges replaced during 2022.

Signals are directing one-lane traffic at each of the three bridge work zones. Bridges Inc. of Newton is the primary contractor on the \$14.8 million project. Thomas Rhoads' road squad and Brad Rognlie's bridge squad designed the project.



The three photos show work on the bridge tie-ins and the completed half of one bridge deck. Photos by Priscilla Petersen, District Four

Blasting work completed on K-31 alignment project

By Kate Craft
District One

The new K-31 alignment project has been making some noise in Osage County. For nearly three weeks in August, contractors conducted a series of controlled blasts along a 1.5-mile portion to break up layers of rock located where the new highway will be.

Blasting isn't always necessary, but doing so better enables the grading contractor to remove materials to achieve the plan grade elevation of the new roadway. "It will speed up their process and make it more efficient," said Michelle Anschutz, Field Engineering Administrator for Area Four.

For each day the blasting took place, workers prepared the site by measuring and marking the area in a grid fashion. Markers, or "clays," were placed four feet apart, where two-inch-wide holes were drilled 10 feet down and filled with the explosive product. The holes were then connected with detonating cords



that led to the detonator, which was carefully handled by the contractor's licensed Blaster-in-charge.

Once flaggers stop traffic on the nearby existing K-31 and the blasting area is clear, three audible sirens were sounded to signal the blast. Within moments, 147 holes detonated in a collective ka-boom.

The dust cleared to expose the after-effects. Land that was flat this morning was replaced with mounds of dirt, rock and clay that are taller than the Blaster-in-charge, who checked the area and gave the okay to sound one single siren, indicating the site "all clear."

Traffic was released and drivers resumed their travels. Equipment started clearing the newly-excavated earth and measurements began for

tomorrow's 191-hole blast grid - all in a day's work.

Two short clips of the blast can be viewed [here](#). Stephen Bass' road squad and Brad Rognlie's bridge squad designed the project.



1. Blaster-in-charge checks the area before giving the all clear.
2. Equipment moves material from the post blast excavated area. 3. Workers measure tomorrow's blast grid. Photos by Kate Craft, District One



K-96 job is an extreme example of drainage maintenance

By Tim Potter
District Five

In the world of KDOT highway maintenance, there are drainage jobs -- and there are BIG drainage jobs.

BIG applies to work done this month under and around a pair of K-96 box bridges in western Sedgwick County near the Reno County line.

Marissa Martinez, the North Shop Subarea Supervisor who directly oversaw the job, put it this way: In one day, workers removed 15 dump-truck loads of dirt from drainage inlets under the bridges. Each load is about eight tons. "So about 120 tons a day we're getting out of there," she said. In her 15 years with KDOT, Martinez said, she can't remember a bigger drainage job. The job took about three weeks.

How did all that dirt get there? Over the years, it has drained into four inlets beneath the westbound and eastbound lanes at the bridge. The dirt appears to



A view of the dirt removal earlier in the job (above) and a view once it was completed (below). Photos by Tim Potter and Marissa Martinez

have migrated from crop fields to the south. The main drainage flow is to the north. Each inlet is a concrete box 10 feet tall, and the dirt has built up to more than 5 feet in three of the four inlets on the south side, said Wichita Area Superintendent David Lechner. Lechner has been considering ways to limit the dirt flowing in.

Some of the dirt-clearing, especially in the inlets, was done with a Skid Steer. But most of the sediment was moved by a massive excavator stationed between the westbound and eastbound bridges and operated by Craig Kenyon, Equipment Operator Senior on the District Special Crew.

Special Crew Supervisor Larry Casey said drainage work is "at least 50 percent of what we do," Casey said. Much of it occurs under bridges. The Special Crew removes trees that sprout up and debris that gathers in and around drainage structures like culverts.

It was a BIG team effort between several employees in the Wichita offices and District Five crews.





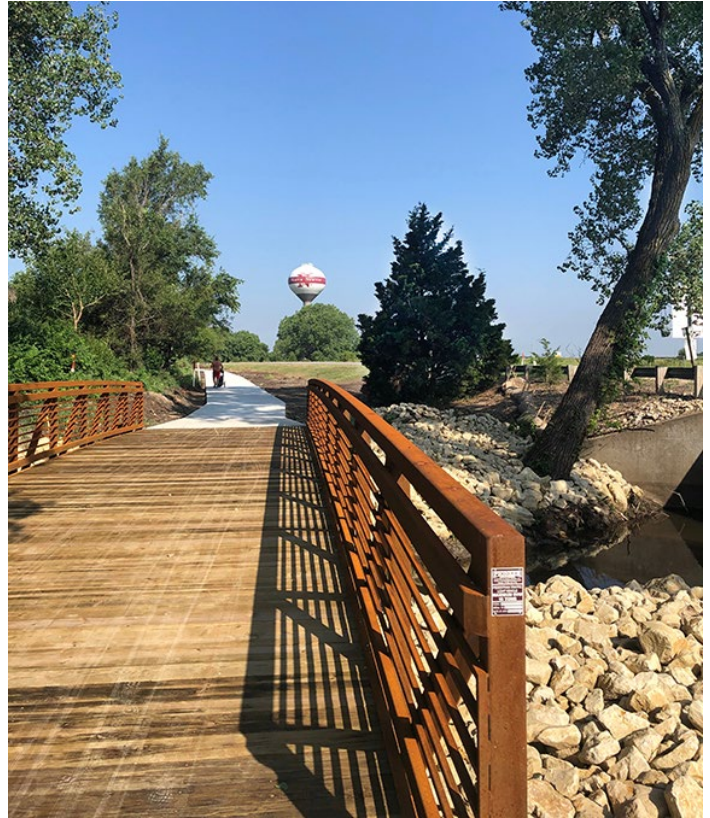
Two Kansas projects take home regional awards

Two Kansas projects – the Turner Diagonal project in Kansas City and the Kidron Loop Trail project in North Newton – earned regional recognition in America’s Transportation Awards, a national competition that recognizes state DOTs and highlights projects they deliver that make their communities a better place to live, work and play.

“To have two uniquely different Kansas transportation projects receive recognition is testament to the good things that can be accomplished when state and local governments and the private sector work together,” said Secretary Julie Lorenz. “It’s an honor for America’s Transportation Awards to highlight projects that had a positive impact on our state’s economy and Kansans’ quality of life.”

Secretary Lorenz joined in the acceptance of the awards in her capacity as the 2021-22 President of the Mid-America Association of State Transportation Officials (MAASTO). Member state DOT secretaries unanimously elected Secretary Lorenz to the leadership role with MAASTO during the region’s 2021 Annual Meeting held this week in Chicago.

The Turner Diagonal project in Kansas City reconfigured the interchange, allowing the release of nearly 50 acres of right-of-way and opened 300 acres of land for economic development and job creation. Using alternative delivery methods, the project was completed ahead of schedule, opening in less than a year from ground-breaking. The project involved a public/private



Kidron Loop Trail in North Newton.

partnership with funding coming from federal, state, local and private sources. It is a regional winner in the Operations Excellence (medium) category.

The Kidron Loop Trail project is an extension of the “Trail of Two Cities,” a collaboration between Newton and North Newton and connecting the adjoining towns. It’s home to scenic and historic sites such as 150-year-old Chisholm Trail ruts. The City of North Newton received KDOT Transportation Alternatives funding to continue the existing trail system along Kidron Creek and provide an unobstructed 1.2 miles of pedestrian/bicycle trails and other amenities. It is a regional winner in the Quality of Life/Community Development (small) category.

The Mid America region consists of Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Ohio and Wisconsin, which had a total of eight regional winning projects.



Turner Diagonal project in Kansas City.

I-70 bridge repair

The crew from Bridges Inc. of Newton works on pouring a concrete overlay on a bridge repair project on eastbound I-70 in Trego County near Collyer. Work on the \$250,000 project began at the beginning of June and is expected to be complete in early October. Dominique Shannon's bridge squad designed the project. Photo by Todd Anderson, District Three



In Memory

Condolences to the family and friends of KDOT employee Debbie Bailey, who passed away Aug. 29. Bailey served as Administrative Officer for District Four at Chanute. She started at KDOT in 2000, and worked at the agency for more than 21 years. Information on the funeral services can be found [here](#).



Debbie Bailey

Condolences to the family and friends of KDOT retiree Van Adams, who passed away Aug. 5. Adams started at KDOT in 1980 and worked as an Equipment Operator Specialist in Wichita. He retired after 29 years of service in 2009.

Condolences to the family and friends of KDOT retiree Lois Jean Andres, who passed away on Aug. 14 in Topeka. Andres began at KDOT in 1954 and worked in the Bureau of Transportation Planning as an Engineering Technician. She retired after 41 years of service in 1995.

Condolences to the family and friends of KDOT retiree Barbara Smith, who passed away on July 26 in Garden City. Smith started in 1980 and worked in the Bureau of Materials and Research as a Professional Geologist III. She retired in 2007.

State employees return to remote work

On Aug. 25, Governor Laura Kelly directed state employees who can effectively execute the duties of their job remotely to return to remote work. A memo with that guidance was provided to all employees.

KDOT offices will remain open, so employees may be required to report in person to support being open for public business. Those decisions should be made at a division, bureau or office level.

Employees whose jobs are not suitable for telework should report in person. Masks or other face coverings are required in all state office buildings, regardless of location.

Crowds welcome Big Boy No. 4014 in Kansas

By Delaney Tholen
District One

Topeka was one of several towns that greeted Big Boy No. 4014 to Kansas in August. Despite the heat, hundreds of onlookers of all ages gathered near Grand Overland Station on Aug. 9 to watch as the historic steam locomotive, a Union Pacific Railroad (UP) restored relic, rolled in for one of its four Kansas whistle stops of the day.

Built in 1941, No. 4014 was one of 25 “Big Boy” steam locomotives built exclusively for UP and was designed to pull heavy freight loads through mountain terrain during World War II, according to the UP website.

The giant locomotive weighs more than 1 million pounds and holds 25,000 gallons of water. The Big Boy design includes a unique frame and wheel structure, allowing the heavyweight 132-foot locomotive to articulate and navigate curves. Of the original 25 Big Boys, eight remain, but only No. 4014 is



Early on Aug. 12, scattered groups of Labette residents gathered along the railroad tracks to await the appearance of UP’s historic Big Boy steam engine. Engine No. 4014 had several stops in Kansas on its way south and will have more on its way north. Photo by Priscilla Petersen, District Four



Led by Union Pacific Primary Engineer Ed Dickinson, Big Boy No. 4014 and its crew depart for Lawrence. Photo by Delaney Tholen, District One

operational (the other seven are on display).

While stopped in Topeka, Big Boy was briefly on display to the public while the UP crew worked. At each whistle stop, the crew lubricates all bearings on the locomotive, tends to the boiler and performs any other necessary maintenance. To maximize braking capabilities and minimize wear and tear on the one-of-a-kind restored braking system, freight cars (as seen in Topeka) are attached to Big Boy for extra weight and replaced by passenger cars for certain legs of the tour.

According to UP Senior Communications Manager Mike Jaixen, the core steam crew traveling with Big Boy is comprised of seven to eight UP team members based out of Cheyenne, Wy., and is supported by local crews along its route. Jaixen describes Topeka as “a key point in the UP system, and part of the main line, dating back to the early days of passenger and freight rail.”

Currently on a 10-state tour, Big Boy No. 4014 will return and visit numerous towns in Kansas in September on the way back to Cheyenne. The full tour schedule can be found [here](#).

KDOT's safety culture starts with you

By Troy Whitworth
Division of Safety Director

Most of you have heard the term “safety culture” before, maybe from one of my previous articles, emails or in a safety video. Safety culture is an attitude and atmosphere where safety first is not just a slogan - it is a way of life. So, how is our safety culture at KDOT?

The reason I ask is because the culture starts with you. It is up to each of us individually to take an active role in improving the safety culture at KDOT. The ultimate responsibility for safety is not up to the safety person or your supervisor, but each employee doing the work. After all, at the end of each day, you are the one who is safely going home – or not.

Let's do a quick assessment of yourself. Do you always wear your seat belt each time you get in a vehicle, regardless of whether it's a 100-mile or one-block trip? What about wearing a seat belt on a piece of equipment when you know no one else has been wearing it? The reason you know no one has worn it is because the seat belt is buried under things or is so dirty and greasy no one would want to wear it. When you see something like this do you ask why, or do you just think to yourself that it must not be needed. If you aren't doing these things or asking questions, we have some work to do.

I don't believe anyone plans to have an accident. No

one wakes up one morning thinking, “I'm going to hurt myself today,” or worse yet, someone else. There are many reasons incidents and accidents happen. Many happen because we lose situational awareness by becoming complacent and believing we have done this job so many times we can do this with our eyes closed. Or maybe we just think it will only happen to the other guy. All I know for certain is that you don't want to be that other guy.

If we have a strong safety culture, everyone should feel responsible for safety every day. In this type of

environment, employees go above and beyond to identify unsafe conditions and behaviors and take action to correct them. If we have a strong safety culture, any employee should feel comfortable walking up to their District Engineer or the Secretary of Transportation to remind them to wear their safety vest whenever the situation calls for it.



This type of behavior should be rewarded and be an indicator that our safety culture is alive and well.

Mike Rowe, the narrator of the show *Deadliest Catch* and star of *Dirty Jobs*, has an interesting take on safety which he calls “Safety 3rd.” He makes the point that safety really comes down to you. You may have seen this video but if not please watch [here](#). Remember, it's not just safety first, second or third, it's safety always! For your family and mine.

District Two gets prepared for emergencies

By Ashley Perez
District Two

Preparation now will improve traffic control in the future as District Two employees installed cross bars on the I-70 ramps just west of Salina with permanent traffic control signage on Aug. 18 to alert motorists of a highway closure.

Currently, multiple workers are needed when I-70 must be closed due to winter weather conditions and other situations. The workers must bring in and set up barricades using temporary traffic control each time the interstate is closed. Sometimes it's in blizzard conditions with short notice, making the job even more difficult.

By having the closure arms, only a couple workers are needed to turn on permanent traffic control warnings and lower the crossbar barricades.

"The new closure arms, along with accompanying signage will be very helpful the next time we have a need to close westbound I-70," said James Roudybush, District Two Maintenance Engineer. "District Three has had these for a few years now. They were very helpful



District Two employees work to install the new crossbar barricades. Photo by Vance Donahue, District Two

in sharing their experiences and advice with us when we decided to install them in District Two."

The permanent crossbar installation will be less confusing to motorists and consistent with what is used in other locations. The installation went well and is ready to alert motorists when needed, Roudybush said.

KDOT receives EPA diesel reduction grant to help short line railroad lower emissions

In cooperation with the Cimarron Valley Railroad (CVR), KDOT has been awarded a grant from the Environmental Protection Agency (EPA) for auxiliary power units on the CVR's seven locomotives. The Diesel Reduction Fuel Act (DERA) grant award is \$127,536, and CVR is contributing \$191,305 in matching funds.

"KDOT looks forward to partnering with the Cimarron Valley Railroad so these federal funds have a positive impact on commerce while keeping Kansas skies clear

and clean," said Secretary Julie Lorenz.

The auxiliary power units on the locomotives will reduce idling hours, which has several benefits:

- Reduction of pollutants and fine particulate matters along the rail freight transportation corridor;
- Diesel fuel savings;
- Improved railroad operating efficiencies;
- Enhanced ambient air quality to the communities along the rail line.

KDOT and the CVR will work together to coordinate activities. Installation of the units is slated to begin in October and will take about 90 days. The units will be operated for the life of the locomotives. CVR is located primarily in southwest Kansas and operates more than 186 track miles extending into Oklahoma and Colorado.

Trivia!

Famous bridges around the world

1. It is the largest suspension bridge in the world to feature two decks and carry both road and rail traffic. It was also subjected to serious wind tunnel testing as the area has powerful typhoons.
2. A combined bascule and suspension bridge spanning the River Thames, this bridge was opened on June 30, 1894, by The Prince of Wales. It is among the top iconic landmarks in the city.
3. This aqueduct bridge was constructed by the Roman Empire. It is believed to have been built between 19 BC and 150 AD. It was constructed entirely without mortar.
4. A Medieval bridge over the Arno River, this bridge is mainly known for its shops of jewelers, art dealers and souvenir sellers and for being Europe's oldest stone, closed-spandrel segmental arch bridge.
5. This is the world's tallest bridge – it is 343 meters high (taller than the Eiffel Tower), 2,460 meters long and touches the Tarn valley in only nine places.
6. This bridge was built in 1916 to resemble a rainbow. The builders used no nails or rivets – they dovetailed thousands of pieces of wood.

Trivia answers

1. Tsing Ma Bridge, Hong Kong, China
2. Tower Bridge, London, England.
3. Pont du Gard Aqueduct, Gard, France.
4. Ponte Vecchio, Florence, Italy.
5. Millau Viaduct, Tarn Valley, France
6. The Wind and Rain Bridge, Sanjian County, China

Repairs continue on U.S. 83 Business/South Main bridge



1/2. Recently, the crew broke up the concrete to remove the north end of the joint, then cleaned the joint on the U.S. 83 Business/South Main bridge project in Garden City. 3. The north half of the joint has been repaired, and the final concrete pour is scheduled soon. The bridge is expected to be re-opened by mid-September. Photos by Lisa Knoll, District Six

Remember to keep computing devices healthy

People are aware of the need for safety measures to reduce the spread of COVID-19 - face masks, handwashing, social distancing, etc. But also consider the health of computing devices. Most computers have antivirus software and other precautions, but don't forget about mobile devices. Here are some tips to help prevent unauthorized access and keep information safe:

- ♦ Keep Android and Apple devices and applications up to date. Check for updates regularly or enabling automatic updates to make sure they remain secure.
- ♦ Be mindful of application, email and text sources.
- ♦ Not all applications in the app stores are from trustworthy vendors. Researching a developer or an application can inform you on the developer's reputation or what the application can access on your phone.
- ♦ Never follow a link or download a file from an unknown source. Doing an online search of a sender

may assist with discovering the intent of the sender.

- ♦ Even a trusted source could become compromised. An unexpected or strange correspondence should be verified with the sender by a phone call prior to opening any link or attachment.
- ♦ To verify safety on emails sent to your KDOT address that have a link or attachment, please create an EBITS Case [here](#) and attach the email.
- ♦ Report malicious emails as Spam, Phishing, to help stop the spread of these emails.
- ♦ Blocking unknown senders and deleting their text messages - particularly with links or attachments - could protect against Phishing attempts or the execution of malicious code.

A few steps can go a long way in protecting your privacy, data, device and finances.

Tech Tip:

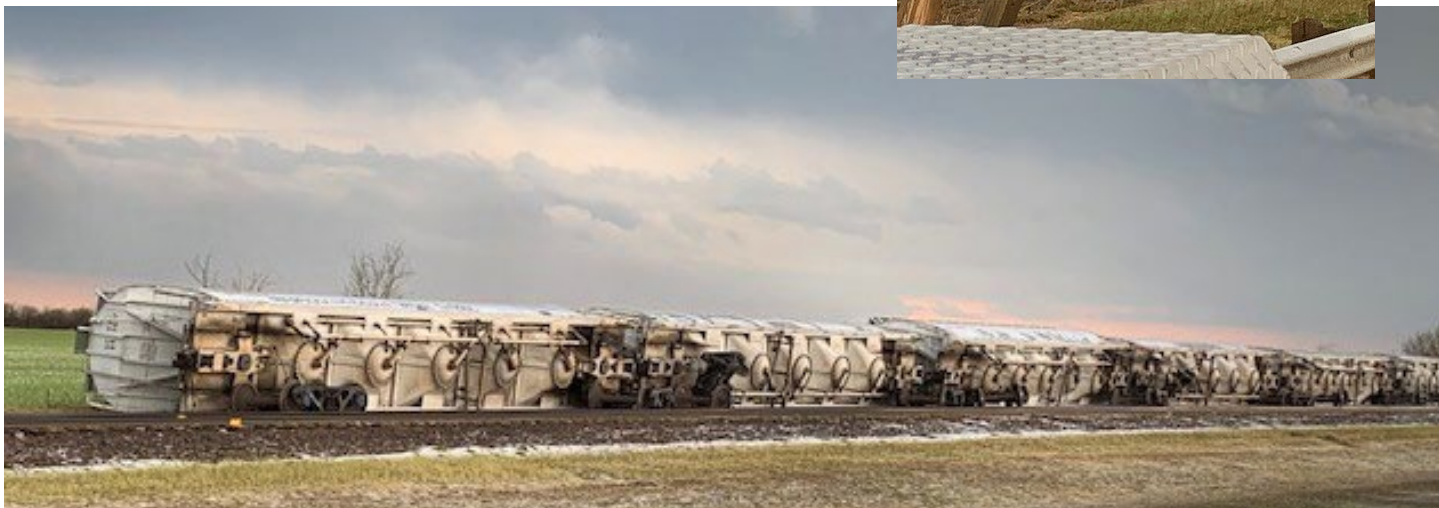
Navigating the Intranet

Just a reminder that the new [KDOT Intranet](#) now has lots more information available and has been redesigned in a more user friendly format. The Intranet site is open to employees only. Below are some tips to help navigating the Intranet:

- Use Microsoft Edge as the web browser.
- Click the KDOT logo located on the top left corner to switch to the KDOT Internet homepage.
- Scroll down to the bottom of the page to see two rows of Quick Links that make navigating easier to a variety of pages.
- Utilize the Search function in the top right corner if you are having trouble locating something.
- Use Ctrl + F to find and highlight a word(s) within the webpage you are on.
- Contact the [Intranet Data Steward](#) for your Division or Bureau for any content or data changes needed to your organizational page.

Derailed!

A sudden storm - strong enough to push over rail cars - struck the area around the K-4/K-14 junction in far north Rice County around 6:30 p.m. on Aug. 15. Lyons Subarea Supervisor Randy Miller took photos after responding. He said an emergency management official told him that the storm appeared to be a "downburst ... basically all that air shot down to the ground, and it dispersed in every direction." The storm left piles of hail. Besides blowing over at least half a mile of rail cars, the wind damaged KDOT traffic signs and a KDOT salt shed. The Great Bend Subarea, Great Bend Area and Lyons Subarea crews replaced 10 damaged signs and 50 sign posts - back to pre-storm conditions - and were in the process of repairing the shed, Miller said. Photos by Randy Miller, District Five



SHARE YOUR TURNPIKE EXPERIENCE

2021 CUSTOMER SATISFACTION SURVEY

The KTA invites the public to provide feedback on their Turnpike travel experience by participating in the annual Customer Satisfaction Survey. Anyone who uses the Turnpike, whether daily or occasionally, is encouraged to share their thoughts to help KTA prioritize future projects and make internal improvements. Read the full news release [here](#).

Thank you for your service

Milestones

KDOT employees celebrating state service anniversaries in September.

40 years

Larry Meyer, Construction Manager, Lakin

30 years

Leonel Alvarado, Engineering Technician Specialist, Rossville

Joseph Beilman, Chemist – Analytical, Topeka

Daniel Espinosa Jr., Equipment Operator Senior, Kinsley

David Ubel, Engineering Technician Specialist, Dodge City

Lynn Whittlesey, Engineering Technician, Manhattan

20 years

Terri Rule, Executive Office Administrator, Ozawkie

Ramona Taylor, Administrative Assistant, Topeka

10 years

Justin Deal, Equipment Operator Senior, Winfield

Larry Heim, Engineering Technician Specialist, Atchison

David Krieger II, Equipment Mechanic, Salina

Shannon Moore, CEO Midpoint, Ness City

Kenneth Peden, Highway Maintenance Supervisor, Troy

Gary Rainbolt, Equipment Operator Senior, Larned

Larry Roberts, Engineering Technician, Wichita

Marvin Thomas, Equipment Operator, Auburn

Retirees

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

Headquarters

Mary Hammes, System Software Analyst III, Information Technology

Clinton Hutchins, Engineering Technician Specialist, Structures & Geotechnical Services

Mark Remboldt, Engineering Technician Senior, Road Design

Denise Schwab, Assistant Bureau Chief, Human Resources

Mark Taylor, Director, Program & Project Management

District One

Ralph Isbell, Equipment Operator Senior, Oskaloosa

Tracy Underwood, Equipment Operator Senior, Atchinson

District Two

Lonnie Ehrlich, Highway Maintenance Supervisor, Lincoln

District Three

Kevin Berry, Equipment Operator Specialist, Oberlin

James Kanak, Equipment Operator Senior, Norton

Rodney Kaus, Equipment Mechanic Senior, Hays

Thomas Weishapl, Highway Maintenance Supervisor, Oberlin

District Four

Wayne Nelson, Highway Maintenance Superintendent, Pittsburg

District Five

Earl Bartlett, Engineering Technician Specialist, Wichita

Jesse Gregory, Equipment Operator, Winfield

John Wiens, Engineering Technician Senior, Hutchinson

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

District Four

Gary Crisswell, Equipment Operator, Altoona

Kurt Daniels, Right of Way Property Appraiser Supervisor, Right of Way

Deadlines for both contests coming up in September

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 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](#).

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