

# Traklines

Monthly Employee Publication

Kansas Department of Transportation

Office of Transportation Information



September 2002

## Stretch of I-35 near Emporia receives facelift

At a cost of approximately \$31.5 million, a little more than 10 miles of Interstate 35 between Emporia and the Lyon/Coffey county line are being resurfaced.

With traffic that is expected to grow more than three-fold over the next 30 years on I-35, KDOT District One, Area Two began a program to resurface and improve the stretch of highway between Emporia and Olathe in a series of stages.

At each work zone, traffic is being

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Public Information Officer Marty Matthews talks to kids about bicycle safety at the 2002 Kansas State Fair in Hutchinson. The booth provides the public an opportunity to learn about the agency and the services KDOT provides.

Cheryl Newman, Scenic Byways Resource Specialist, provides guidelines for developing and managing a scenic byways program.



## Scenic Byways program preserves, protects roadways

By Stan Whitley

They are the roads to the heart and soul of America - scenic byways throughout the nation that help preserve the past, while providing opportunities for the future.

The importance of scenic byways was stressed during the Kansas Scenic Byways Conference, held September 11-12 in Fort Scott. Cheryl Newman, Scenic Byways Resource Specialist at the America Byway Resource Center, provided

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## INSIDE ...

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◆ SAFETY PROGRAMS RECEIVE NATIONAL, REGIONAL AWARDS

◆ WHO ARE YOU GOING TO CALL? THE BOSS

◆ KDOT PHOTOGRAPH RECEIVES NATIONAL RECOGNITION

◆ EMPLOYEES FIND NEW WAYS TO SAVE TIME, MONEY



From  
Where  
I Sit

by E. Dean Carlson

# Do your part to put the brakes on fatalities

The beginning of this month was full of news stories and television programs commemorating the tragedies of September 11, 2001. As a nation, we remembered the thousands we lost on that day as well as those whom they left behind. Inherent in that remembrance is a commitment to prevent future tragedies and to protect American lives. This month, we'll be reminded of another national tragedy - one that claims more than ten times the number of lives lost on 9/11 and does so each and every year - traffic crashes.

Last year, nationally, traffic crashes killed more than 42,000 people and injured more than three million others. Here in Kansas, traffic crashes killed 494 people and injured almost 29,000 people. Traffic crashes are the leading cause of death for people ages 6 to 33 nationwide and are the cause of more permanent physical impairments than any other type of accident.

Strangely, most people don't seem to be too troubled

about this. I make that assumption based on two observations. First, I've yet to be at a social gathering (outside of our traffic safety community) where this staggering loss of life has been a major topic of concerned conversation - as in "why isn't somebody doing something about that?" Second, judging from the behaviors I see on the road, many drivers, especially teens, are convinced that deadly traffic crashes are either some sort of myth or that they can occur only to other people. I hope both of those observations will change in the years to come, and perhaps the event coming up in October can help do that, at least in some small measure.

October 10 will be the second annual "Put the Brakes on Fatalities Day," a day devoted to getting people to think about what they can do individually to help reduce the horrendous numbers of fatalities and injuries. The truth is we can all do plenty because so many of these deaths are preventable.

For instance, I get just a little angry when I read a press report of a fatality where the victim was ejected from the car and killed. I know that if the person had been buckled up, we could have had one less fatality - but more importantly, one less funeral for bereft friends and loved ones.

Yes, simple things like wearing seat belts, obeying the speed limit and other traffic laws (including work zones!), keeping your car in good mechanical shape, and never drinking and driving can all put a huge dent in the number of people hurt and killed on our roadways. I hope "Put the Brakes on Fatalities Day" will get us all thinking about those things, and more importantly, taking action. If you're not already doing these things, why not start a habit on October 10?

Think of it as a patriotic thing - you really will be helping to protect and save American lives. Put the Brakes On Fatalities - it's an All-American idea that we can all live with!



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

## Calendar of Events

**October 8** - 11 a.m. KDOT Employees' Council Meeting, Seventh Floor Conference Room, Docking State Office Building.

**October 10** - 10 a.m. - 2 p.m. - Put the Brakes on Fatalities Day Safety Celebration at Century II's Expo Hall, Wichita.

**October 11** - 1 p.m. Highway Advisory Commission meeting field trip in Topeka at Headquarters.

**October 16** - 2 p.m. - Construction Bid Letting, Wichita Airport Hilton.

**November 14** - Kansas Asphalt Paving Conference, University of Kansas Union.

# Who are you going to call? The BoSS

Consider the following situations:

✓ You need help with the graphic design for your project's public presentation.

✓ You're looking for photos of KDOT workers and projects to include in a recruitment brochure.

✓ You need the letter-sized fact sheet you just typed up turned into a three-foot by five-foot poster display.

✓ You've got a set of plans that absolutely has to get in the mail by the close of business.

✓ You've got a conference coming up and you need audio-visual equipment.

✓ You think a videotape would help the public better understand a KDOT program that you oversee but don't have the first clue as to how to put one together.

✓ You need 250 copies of a brochure printed.

✓ You want to rearrange your office and have some surplus furniture and equipment moved.

Now, to steal a line from the movie Ghostbusters, "Who you gonna call?" As widely varied as those situations are, the answer is the same for all of them: KDOT's Bureau of Support Services or the BoSS for short. The Bureau directs the general administrative support service activities of KDOT, but that tame description belies the depth and breadth of the bureau's activities and abilities.

KDOT employees at the Docking

*Photo Manager Pat Williams tells people attending the Bureau of Support Services Open House about different services the Photo Section provides.*



*Print Shop Supervisor Bill Crooks and Printer Marty Martinez talk with people about the different publications produced in the Print Shop.*

State Office Building got a chance to find that out first hand August 28 when the Bureau held an open house event titled "Footprints to the Future." Staff members from each of the Bureau's four sections were on hand to explain what their sections do, introduce employees, show off new equipment, and market the bureau services with examples of past work. BoSS sections include Multimedia Design, Photographic Services, Print Shop, and Facility Management.

Secretary Carlson stopped by and praised the Bureau's efforts. "These folks do an absolutely terrific job. I've never

had a group in any organization that I've headed that does any better with so little fanfare," said Secretary Carlson. "I think it's good to point out we have very good people running a very good shop that supports everything KDOT does."

"Our bureau's goal is simple: to exceed customer's expectations," said Bureau Chief Raúl R. Guevara. He said the open house was one way to better acquaint KDOT employees with the many services available through BoSS. BoSS also has brochures, a virtual video tour, PowerPoint presentations, and information on the KDOT Intranet outlining their services. "We know some bureaus and offices are very familiar with BoSS because they use our services all the time," Guevara said. "But we also know that many folks don't realize the full spectrum of capabilities that we offer." He was pleased that the open house attracted about 200 KDOT customers.

If you'd like to learn more about those capabilities, check out the Intranet site under Organizational Pages, Division of Administration, Bureau of Support Services.

# Has your password been cracked?

By Patrick Tierce  
KDOT Security Manager

A lot of people in KDOT may look at the title of this article and laugh, thinking "Hey, who cares if someone gets on my computer!" However, the people who have had that happen in KDOT aren't laughing, and they don't think it's the least bit funny now that it's happened to them. What can the average KDOT person do about the whole issue of passwords?

Well, first the good news: KDOT's network is getting more and more reliable and secure each and every day. Thanks in part to your efforts each and every day to keep private data private, and to all the administrators and people who help support all of the computing resources within KDOT, our systems have never been safer than they are today!

Now, the bad news: There's still a long way to go to make everyone's passwords and even the PC in your office more secure. How many people still leave their office or cubicle without "locking" their computer so nobody else can use their computer while they're gone? Many people don't realize how to do this. Simply press the "CTRL-ALT-DEL" sequence, and click on "Lock Workstation." All the applications you had running before will still be running when you get back. Also, how many people still post their passwords on the calendar, their monitor, under the keyboard, or tell their friends what it is "just in case they need to use my PC?" That's pretty easy pickings for anyone who happens to come into the office. Hopefully, they won't find something like that, and sign onto the SHARP system, or maybe CMS!

KDOT recently contracted with a national vendor to perform a Security Assessment for KDOT. There are many aspects of the study which will be discussed with management after the document is finalized, however, the issue of password management was one of the first to be examined. Out of all the passwords on KDOT's network, 90 percent of the passwords were "cracked" in less than two hours. Do you think your password was cracked? Maybe it was in the following list: "pastor, augjim, school, buggy, frown,

bravo, bigalr, carmel, bagg1ns, general." The most popular password is usually the month and year or some combination thereof, so please, don't make it so easy to guess!

So, given that it's pretty easy to figure out ("crack") a password, just what kind of password should you make? On the mainframe, you're limited to eight characters, so you'll have to be creative - but you can still make THAT password a very simple subset of your network password. Here are some tips that are pretty easy to follow.

◆The most important thing to use in your password is "special characters" - such as "/ ?.,!@#%&\*()\_[]{}" and the like.

◆One of the easiest ways to do this is to make up a phrase, such as:

"\$take.me.out.to.the.ballgame\$" (no need for the quotes!) The phrase is easy to remember, and all you have to do is add some periods and such. It takes much longer to crack a password which contains those characters. The simple fact that there are multiple

special characters, and it's a VERY long password makes it extremely hard to crack. I'll probably be retired by the time it's cracked, or at the very least it'll be longer than 30 days!

◆If you like, you can always change your password more frequently than the 30 days that KDOT requires.

◆Don't post your password anywhere. Write it down and put it in your purse or wallet if you feel the need.

◆Don't tell anyone else your password.

◆Warning! Even though "spaces" are technically allowed in your network password, if you plan to use the KDOT E-Mail system from outside our network via a web browser, DO NOT USE SPACES in your password.

There will be quite a few recommendations that will be contained in the Security Assessment that's coming out. Many of the recommendations will only be applicable to the Bureau of Computer Services, but, the main part of the security equation is obvious: You!

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# Safety programs receive national, regional awards

Two of the Bureau of Traffic Safety's programs – "Safe. Not Sorry" and the School Traffic Officer Project (STOP) of Unified School District 259 – have received regional and national recognition for their unique approaches to improve driving safety.

The STOP program received the Peter K. O'Rourke Special Achievement award at the Governors Highway Safety Association annual meeting on September 10 in St. Louis, Mo. This national award spotlights programs with innovative ideas.

The STOP program was designed to educate students about overall driving safety, but it also included an enforcement element. This element gave officers the right to stop kids on the

high school campus as they were going to and from school, check for safety belt use, address aggressive driving, and educate about underage drinking as well as other safe driving issues. The school district has a youth court that handles the driving violations on schools grounds.

"The program educates the kids and enforces the law as they learn their lesson," said Pati Pomeroy, Assistant Bureau Chief in Traffic Safety. "Then hopefully they'll change their habits and become responsible, educated drivers."

The STOP program was a three-year pilot project that ends this September. Other schools across Kansas may implement similar programs because of this initiative's success.

The "Safe. Not Sorry" program was the Region Three winner at the American Association of Motor Vehicles Administrator's Public Affairs and Consumer Education conference. Region Three comprises 12 states throughout the Midwest and one province in Canada.

"It's exciting – this is the first award for the "Safe. Not Sorry" program," Pomeroy said. "It's one of those programs people can latch onto and use in many different ways to get the word out about driving safely."

Diane Albert, who works in the Department of Revenue's Motor Vehicle Administrators office, is a trainer for

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## Step Back in Time



*Girders are placed from a barge to the top of a pier during the construction of Interstate 635 in Kansas City in the early 1970s.*

## Welcome new KDOT employees!

### Headquarters

**Robert Chapman**, Public Service Executive II, Management and Budget

**Candace Davis**, Staff Development Specialist I, Personnel Services

**Sandy Flickinger**, Program Consultant I, Planning

**Jennifer Hunter**, Administrative Assistant, Computer Services

**Dave Kelley**, Information Technology Consultant I, Computer Services

**Mary VanHouton**, Administrative Assistant, Personnel Services

### District Four

**Charlotte Rommel**, Human Resources Professional I, Chanute

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

# What's in a word?

By Ron Kaufman

I was reading *Webster's II New College Dictionary* the other day. YES, I'm boring and NO, it wasn't exciting. We keep a dictionary in the office because we're supposed to be handy with words, write well, and sound intelligent. I'll give due credit to Mr. Webster; he helps us pull off the charade. I was looking for a definition of the word "involve," as in "public involvement." I thought it would be nice to fully understand the word that forms the root of our work. I found these definitions for "involve" on page 584. 1. *To include or contain as a part.* That's good, we try to do that with the public. 2. *To have as an essential feature or consequence.* That one will come in very handy at evaluation time. 3. *To draw in as a participant.* Yes, that is part of our work with the public. 4. *To*

*occupy or engross:*

**ABSORB.** There is no doubt about it; we are an engrossing bunch!

It looked like "involve" meant exactly what I thought it would. The last one, however, was different. 5. *To make intricate: COMPLICATE.* Complicate? "Involve" means "to complicate?" Yes, make no mistake about this one. Getting people involved in our decisions complicates matters. A recent edition of *TR News* (May-June 2002, No. 220) is devoted almost entirely to public involvement. *TR News* is a regular publication of the Transportation Research Board (TRB). The lead article addresses some of the complications that can be encountered in a public involvement effort. It is called "Effective Public Involvement in Transportation, A Primer for Practitioners" and was written by Ted M. Mately, Executive Director, Wilmington Area Planning Council, Newark, Delaware.

Mately points out that successful public involvement usually raises controversy. Actually, it doesn't raise controversy so much as it reveals it. The time is long gone when we can hope to ignore

controversy and it will go away. It is better to acknowledge it and deal with it. The author also notes that public involvement takes time, money, and patience. That is essentially correct. Public involvement often deals with unknowns and needs to be flexible to address situations that might arise.

Mately further says that success may be fleeting. Success in public involvement is difficult to measure. Many professionals will tell us that success cannot be determined by the level of controversy or by the volume of rhetoric. There will always be people who will actively pursue their agendas regardless of general public attitudes. Public involvement helps build an informed consent that can provide a strong defense against challenges, but it won't stop all the strong dialogue.

Finally, the author remarks that getting agreement on facts is not always straightforward. The public is not required to unconditionally trust its public

servants. People often want additional information to support our gathering and presentation of facts and figures. It is not uncommon to be asked how and when data was collected, why it was presented one way and not another, and what other data was collected that is not being presented. These are all legitimate questions that should be planned for when supporting our work with facts and figures.

When our work involves the public, expect the public to get involved. Many people sincerely appreciate the opportunity to talk with us and share their ideas and opinions. Often, that's all they ask for. It might complicate things, but public involvement is good public service (**public service** *n.* 2. A service performed for the public benefit.). I'd like to thank Mr. Noah Webster for his help in writing this article.



## KDOT employees save money, time with new ideas

Replacing expansion joints on bridges can be difficult, especially in the summer when the bridge has expanded and the slot for the joint is very narrow. This situation would usually require a contractor to come in with special tools to replace the joint. Now, thanks to Wayne Nelson, Highway Maintenance Supervisor in Topeka, the District One bridge crew can take care of the job.

Nelson was honored for his innovative idea and awarded \$200 from the Employee Suggestion Awards Program for the device he created to replace expansion joints. He was presented the award on August 5 by Warren Sick, Assistant Secretary/State Transportation Engineer.

Expansion joints sit in slots in the bridge deck. They can be removed in several different ways, but to insert new joints requires that it be compressed enough to fit in the slot. The new device uses two pieces of pipe and an allthread to compress the



*Wayne Nelson, right, holds his Employee Suggestion certificate. He is pictured (from left to right) with Assistant Secretary/State Transportation Engineer Warren Sick, District Maintenance Superintendent Ken McKenzie, and District One Engineer Roy Rissky.*

joint.

“Sometimes joints can be very, very stubborn,” Nelson said. “I like to create things to get the job done.”

Nelson said he estimates that about \$300,000 a year can be saved in District One when replacing expansion joints by using this tool.

After the first snow storm in December 2000, William

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## Retirees

The following employees officially retired from KDOT on October 1.

### Headquarters

**Virginia S. Gerhardt**, State Auditor III in Inspector General – 33 ½ years of state service.

**Ed Hershey**, Engineering Associate III in Design – 43 ½ years of state service.

**Leslie A. Hood**, Engineering Technician, Materials and Research – 38 years of state service.

**Joe Krahn**, Public Service Executive III, Right of Way – 29 years of state service.

**Lewis D. Myers**, Geologist III in Materials and Research – 37 years of state service.

**Donald R. Stewart**, Professional Civil Engineer 1, Right of Way – eight years of state service.

### District One

**James L. Heder**, Equipment Operator at Alma – 22 years of state service.

**Steven S. Jones**, Engineering Technician at Horton – 32 years of state service.

**Richard L. Raub**, Equipment Operator at Seneca – 23 years of state service.

### District Four

**Anna K. Badders**, Administrative Assistant at Garnett – 25 years of state service.

### District Five

**Robert W. Demoret**, Engineering Technician Specialist at Hutchinson – 41 years of state service.

### District Six

**Rosalie A. Abney**, Highway Maintenance Supervisor at Tribune – 17 ½ years of state service.

## I-35

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reduced to one lane in each direction. As of this time few or no delays are being encountered. With the completion of the southbound lanes, traffic is switched over to them and the northbound lanes are being redone.

The Lyon County project involves pavement and shoulder reconstruction on the four-lane roadway. Bridges over the Neosho River, Badger Creek, and Dry Creek are being repaired as well as K-130 and a local road over I-35. The project began last spring and is about 80 percent completed.

James Roudybush, Emporia Construction Engineer, is overseeing the project for KDOT. Koss Construction is the prime contractor. *-By John Swihart, District One Public Involvement Liaison*

# Cool topics featured at annual Expo

Outdoors it may have been 97 degrees in the shade, but all topics were of a clearly cooling nature during the Fourth Annual Kansas Winter Training Expo on September 4 and 5 at the Bicentennial Center in Salina.

The event drew approximately 500 KDOT equipment operators and 100 public works personnel from cities and counties throughout Kansas. The Expo, sponsored by KDOT in conjunction with the American Public Works Association (APWA), showcased the newest practices and technology in snow and ice removal.

Wilf Nixon, professor of Civil and Environmental Engineering at the University of Iowa, challenged participants to find the technology that worked best for them. "If it (the technology) doesn't bring about change, it's useless," Nixon said. He asked each equipment operator to write down winter maintenance problems that create times when an operator is so frightened that he/she feels glued to the seat of the dump truck and keep those problems in mind when trying out new equipment.

Participants were divided into 13 groups that rotated between the classroom presentations, vendor displays and demonstrations. A "Ride and



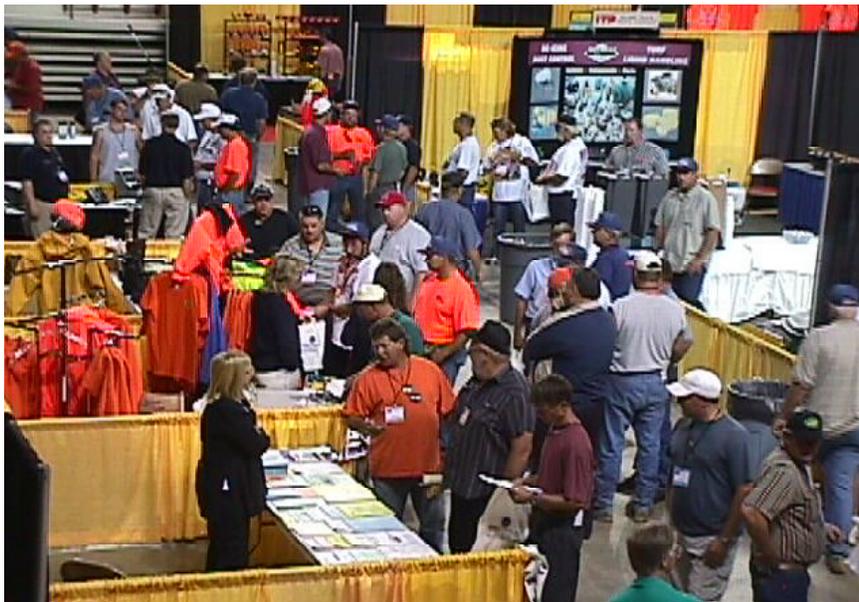
*New to the Expo - a "Ride and Drive Hands-On Demonstration" that gave people a chance to look over and briefly operate several different kinds of equipment.*

Drive Hands-On Demonstration" was added to the schedule this year, with each attendee given the opportunity to inspect and test drive different types of KDOT equipment. Another Expo highlight, parked alongside the indoor vendor exhibits, was the prototype dump truck and snow plow provided by the State of Wisconsin. The truck featured a number of driver-friendly features, plus the latest in winter technology. The annual tire chain installation competition proved popular once again, with winner Tim Ramirez of Dodge City clocking in at a swift 9.8 seconds. Second place winner

David Ross of Pittsburg completed his installation in 12.2 seconds.

This year, several "Experience Panels" composed of KDOT and city/county public works employees shared stories about their hits and misses in roadway prewetting and anti-icing. Among the classroom presentation topics were: using technology and winter storm information to the best advantage in treating roads; a video tour of the salt mines in Hutchinson, and winter operations at the Denver International Airport.

The Expo had another major "cool down" at its Thursday morning conclusion. Keynoter Ed Fink of the Colorado DOT made a frosty and fascinating presentation, complete with visuals, on Colorado's "Avalanche Awareness Control Methods." The APWA sponsored a Snow 'Rodeo' on Thursday afternoon in which participants demonstrated their expertise on motor graders, front loaders, and dump trucks. -By Priscilla Petersen, District Four Public Involvement Liaison



*The Bicentennial Center auditorium in Salina featured numerous vendors with displays of equipment and safety gear.*

## Deaths

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

**Juanita R. Lowe**, 57, died Sept. 11 in Merriam following an illness.

Lowe was a career agency employee with 30 years of service to KDOT. She was the Kansas City Metro Public Relations Coordinator. Lowe had the distinction of being the first female equipment operator for KDOT.

She is survived by her husband, Cliff, two daughters, three sons, her mother, two brothers, two sisters, 12

grandchildren and three great-grandchildren.

**Marilyn Saunders**, 46, died Sept. 10 in Las Vegas. Saunders served as the District One headquarters receptionist.

She is survived by her husband, Eddie, two sons, a daughter, her mother, a brother, a sister and four grandchildren.

**Merle E. Revely**, 55, died Aug. 19 in Topeka. Revely had served as an Engineering Technician for KDOT the past 30 years.

He is survived by one son, two brothers and a sister.

## BROWN BAG

### LUNCH

**Topic:** Priority Formula for the Selection of Projects - End of Phase II.

**Speaker:** Rosie Ingram

**Date:** Wednesday, October 2

**Time:** Noon to 1 p.m.

**Place:** 4th floor conference room

*All employees are invited to attend*

## Scenic Byways

Continued from page 1

insight on scenic byways at the national level. She also provided guidelines for developing and managing a scenic byways program.

Newman said the National Scenic Byways Program was established by Congress in 1991 under the Intermodal Surface Transportation Efficiency Act (ISTEA) and is administered by the FHWA. The program was reauthorized in 1998 under the Transportation Equity Act for the 21<sup>st</sup> Century (ISTEA-21).

“The program is designed to spark local grassroots efforts,” said Newman. “Work at the local level will help in the identification, nomination, and long term maintenance of the scenic quality of routes throughout the country.”

Newman said that scenic byways are a unique and exciting way to experience America. They are recognized based on archaeological, cultural, historic, natural, recreational, and scenic qualities.

“Highways throughout the U.S. have been preserved and protected by the scenic byways program,” said Newman. “Enhanced tourism and economic development may also be benefits of scenic highway designation.”

Earlier this summer, the fourth round of designated National Scenic Byways and All-American roads was announced. Newman said there are now 75 National Scenic Byways and 20 All-American Roads in 39 states, including nine with portions in more than one state.

Scenic byways must possess at least one of the six intrinsic qualities and be regionally significant. These roads

are often called the “roads less traveled.” All-American Roads must possess multiple intrinsic qualities that are nationally significant and have one-of-a-kind features that do not exist elsewhere.

Newman provided participants with a byways self-assessment. She said that nine questions should be asked when developing projects and setting priorities. They include:

- ◆ Do we have a plan for our byway?
- ◆ Who visits our byway?
- ◆ Can visitors find their way?
- ◆ Is our byway ready for visitors?
- ◆ How do visitors learn about our byways story?
- ◆ How will we preserve and enhance our byways intrinsic qualities?
- ◆ How do we market and promote our byway?
- ◆ How will we fund our byways needs?
- ◆ Who will manage our byway?

“Examining these questions and coming up with answers is crucial in developing and managing your scenic byways,” said Newman. “Partnerships among private citizens, local interest groups, local government, and state government also play a key role in the success of byways.”

Other featured presenters at the conference included Rick Ross, Kansas Scenic Byways Coordinator and KDOT Chief Landscape Architect; Debbie Divine, Kansas Scenic Byways Program Manager; John Divine, Kansas Scenic Byways Program and The Leadership Firm; Jill Marie Koelling, Nebraska State Historical Society; and Dr. Kevin Patrick, Professor of Geology at Indiana University of Pennsylvania. The conference also included a special tour of the Frontier Military Scenic Byway.



## Photograph taken by BoSS receives national exposure

The depiction of older Americans ready to work will receive national exposure thanks in part to KDOT's Bureau of Support Services (BoSS).

BoSS recently worked on a joint project with two other state agencies making a poster designed to celebrate Older Worker's Week, Sept. 22-28. The poster, titled "Bold Glory," shows older workers displaying a large American flag. Each of the seven people on the poster are actual employed older workers. At the bottom of the poster it reads "Older Americans Ready to Work – Tested, Tried, True."

Larry Katsbulas and Larry Colcher in the BoSS Photographic Section were in charge of setting up a mobile studio, taking, and printing the color photograph. The photograph was then enhanced through the Multimedia Section. Their services were requested by the Kansas Department on Aging (KDOA) to help make the poster depicting Older Worker's Week in Kansas.

The poster was so well-received that the U.S. Department of Labor (USDOL) made it

***'Bold Glory symbolizes American ingenuity, diversity, and positive values. It was produced in Kansas, but it is being used throughout America.'***

**Raúl Guevara**

available for use in other states to recognize the importance of older workers in the work force. The USDOL will also use it as cover art on its new training brochures. Besides, KDOT, KDOA and the USDOL, the Kansas Department of Human Resources was also a partner in the project.

"This collaboration demonstrates excellence in public service through partnership and teamwork with state and federal agencies. Together we achieve the extraordinary," said Raúl R. Guevara, Chief of BoSS. "'Bold Glory' symbolizes American

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## KDOT Info Line open for service

The Bureau of Personnel Services is introducing a new service, the "KDOT Employee Information and Referral Line." The purpose of the Info Line is to provide another avenue of communication and information resource for KDOT employees. It offers the convenience of a toll-free line to speak with Personnel Services staff on work related issues.

The Info Line number is (866) 222-1506 and it will be staffed from 8 a.m. to 5 p.m. Monday through Friday. A callback service will be provided for non-office hours or when the staff is not available. This is a separate line with a voice mailbox number. In this way, the Info Line provides for after hours contact and the convenience to call from home.

When calling into the Info Line, employees will be asked for their name, as anonymous calls will not be accepted. Callers will be asked to provide information on the question or issue. The call is passed to the appropriate person who has expertise in that area. After the issue is discussed, the caller may be referred back to appropriate district or headquarters staff or handled by Personnel Services.

The Info Line will initially be implemented as a six-month pilot project. Records of each Info Line call will be kept to assimilate a useful source of information for future calls. These records will be important in estimating future needs and troubleshooting problems. Such automated services can help identify trends which can lead to more proactive service for KDOT employees.

Info Line brochures have been distributed to Headquarters and districts.

## Suggestions

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Strifler, Equipment Operator in Salina, discussed with his supervisor, Mike Hahn, how fast the windows of the motor grader get dirty from the slush along the side of the road. The idea of mud flaps came about, and the rest was history.

Strifler was honored for his idea and awarded \$100 from the Employee Suggestion Awards program for his suggestion to put fenders on the sides of motor graders. He was presented the award on August 19 by District Two Engineer Don Drickey.

Strifler created the fenders in about six hours with the help of coworker Jeremy Vath. "We just used some one-

inch tubing and two-foot wide belting from a pugnell machine," Strifler said. "Depending on conditions, you could be cleaning the windows every 15 to 20 minutes; now you can run an hour to an hour and a half before you have to clean your windows."

The framework of the fender saddles the main frame of the motor grader and is held down with a bungee strap. The fenders can be adapted to fit almost any motor grader, Strifler said. They cost about \$190 to make and help to increase safety when working in inclement weather.

Strifler has worked for KDOT for more than 11 years and has been presented awards for several other improvement ideas.

## M I L E S T O N E S

KDOT salutes its employees celebrating anniversaries in September

### 10 YEARS

Kent Anschutz ..... Topeka  
 Martin Howard ..... Coldwater  
 Fred Markham ..... Topeka  
 Melvin Musil ..... Goodland  
 Joyce Poitevint ..... Topeka  
 Robert Tarver ..... Wichita  
 Bret Wildfong ..... Beloit

### 30 YEARS

Suzanni Domme ..... Topeka  
 Jake Saubers ..... Yates Center

### 40 YEARS

Ronnie Briery ..... Norton

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

## Photograph

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ingenuity, diversity, and positive values. It was produced in Kansas, but it is being used throughout America."

The photograph was taken this summer at the Governor's Conference on Aging. Studio lighting was set up and a large canvass background was placed for the background during the conference at the Kansas Expoentre. Two different cameras and three poses were used while 30 frames were shot to obtain the best picture possible.

"This project could not have happened without the exemplary technical

assistance, photography, and collaboration of the Bureau of Support Services team," said Ardie Davis, Commissioner of Outreach and Marketing for the Kansas Department on Aging. "My hearty thanks and applause goes to BoSS staff that made this project possible."

The four men and three women in the picture are of Caucasian, African-American, and Hispanic decent. They range in age from 56-100 with Helen Brockman of Manhattan being the oldest.

"We had a lot of fun working with the senior citizens," said Katsbulas. "They appreciated the professionalism we displayed and they were pleased with the quality of the final product." - S.W.

## Promotions/Transfers

### Headquarters

**Amy Coon**, Engineering Technician, Design  
**Kevin Endsley**, Engineering Technician Senior, Design  
**Mike Hammes**, Information Technology Consultant III, Operations  
**William Vicory**, Public Service Executive III, Right of Way

### District Two

**Daniel Flemming**, Equipment Operator Specialist, Salina

### District Five

**Phillip Smith**, Engineering Technician, Wichita

### District Six

**Robert Hanson**, Engineering Technician Specialist, Garden City  
**Ron Munyan**, Highway Maintenance Superintendent, Syracuse  
*The Bureau of Personnel Services supplies information for promotions/transfers to Translines.*

## Awards

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the program and promotes it through the Driver Control licensing bureaus across the state. Albert said she saw how the program could benefit numerous departments in Revenue as well as members of AAMVR. She

suggested that "Safe. Not Sorry" be entered in the regional competition.

"I've given it to department managers, the learning center, and distributed it at the conference," Albert said. "Now the program's benefits are reaching many states. It's a top-notch program."

The award was accepted at the conference on July 15 in Overland Park.

## Training Opportunities

- ◆ **New Employee Orientation**, October 3, November 14, and December 5, Topeka.
  - ◆ **Conducting Effective Performance Reviews**, October 8, Hutchinson.
  - ◆ **Smart Tips for Interviewing Success**, December 3, Chanute.
  - ◆ **So You Think You Want to be a Supervisor?** December 4, Chanute.
  - ◆ **Competency Based Interviewing**, December 10, Chanute.
  - ◆ **Leadership Forum**, November 5-6, Topeka.
  - ◆ **Defensive Driving**, November 15, Topeka. (Two more classes TBA.)
- All classes, except BEST, are available to non-supervisors with supervisory permission and where space is available. *A training calendar is on the Intranet under Personnel, Training.*

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

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