



## Save lives - slow down, be patient in work zones

By Kim Stich

Seven people were killed in highway work zone accidents across Kansas last year. Maybe you knew one of those people, maybe you didn't. But the fact still remains – the lives of seven families were changed forever.

“It only takes a second for an accident to happen in a work zone that could cause an injury or death,” said Secretary of Transportation E. Dean Carlson. “The Kansas Department of Transportation’s goal is to raise awareness about work zone safety for everyone – highway workers as well as motorists.” All those people killed in highway work zones in



*Motorists need to use extra caution when traveling in work zones. The National Work Zone Awareness week event stressed the need for safety at all times in work zones.*

Kansas were motorists, not highway workers.

KDOT, the American Traffic Safety Services Association, the Federal Highway Administration, the American Association

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## KDOT kicks off 'Safe. Not Sorry' driving campaign

Secretary Carlson and KHP Col. Don Brownlee announce the “Kansas Driving: Safe. Not Sorry.” campaign during a news conference March 22 at the state capitol.



KDOT wants the public to understand that courtesy and common sense can save lives on Kansas roadways. That message is being driven home through a new traffic safety program called “Kansas Driving: Safe. Not Sorry.”

Secretary Carlson and KHP Col. Don Brownlee unveiled the major statewide safe driving education and awareness program at a news conference March 22 at the state capitol. Media events were also held in Kansas City, Salina, Hays, Pittsburg, Wichita, and Garden City.

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### INSIDE ...

- ◆ NEW DELINEATORS REDUCE DEER-VEHICLE ACCIDENTS
- ◆ INNOVATIVE ITS TECHNOLOGIES SHOWCASED

- ◆ MAKE A DIFFERENCE - JOIN ADOPT-A-HIGHWAY
- ◆ FINDING NEW FRIENDS, FRIENDLY WISDOM
- ◆ GET TEAMS READY FOR KDOT'S SOFTBALL TOURNEY



From  
Where  
I Sit

by E. Dean Carlson

# Take a moment to live

As President of the American Association of State Highway and Transportation Officials (AASHTO), I had the opportunity to speak at the National Work Zone Safety Awareness Week event in Washington D.C., on April 9. I'd like to share with all of you some of the comments I made.

“When we think of the major infrastructural accomplishments through history – the pyramids, the Great Wall of China, those kinds of things – at some point we think about how much people-power went into these amazing achievements. How many people did it take? How hard did they have to work? How many generations of workers labored to make these wonders reality?

“Our National Highway System deserves to be grouped with these great structures through history. But it

stands apart because work on it hasn't stopped, it is continuous – and most of us use it so frequently, we have stopped seeing it for the wonder it is.


“In that everyday context, we see men and women in orange vests, doing stuff that slows us down, stands in our way, makes us late. So we hit the gas to get past these inconveniences. The faces of the people in the orange vests become a blur. In that rush, accidents happen.

“Too many of the people who are out on the line in work zones are being hurt, or killed. Sometimes, we need to be reminded that they are contributors to our economic and personal success, protectors of our investments, friends, neighbors, and parents.


“But if that's not reason enough for you to exercise care driving through work zones – and it should be — here's an even more powerful reason: *the vast majority of people killed in work-zone accidents are motorists and passengers.*

“Safety research shows that drivers believe most people killed in work-zone accidents are workers. Not so. Statistics from the National Highway Traffic Safety Administration show that drivers or passengers are most frequently killed in these accidents. And by big margins – since 1992, the ratio has consistently been greater than four-to-one...

“Give 'em a brake, folks. Take a moment to live.”



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

## Calendar of Events

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

**May 8-9** - Transportation Safety Conference at the Ramada Inn Conference Center in Hutchinson.

**May 11** - 9 a.m. Highway Advisory Commission meeting telephone conference call.

**May 16** - 2 p.m. Construction Bid Letting at Topeka Capitol Plaza Hotel.

**May 17-21** - AASHTO spring meeting, Hyatt Hotel in Wichita.

**May 28** - State employees off for Memorial Day holiday.

**June 2** - Employees' Council annual softball tournament for all KDOT employees. For more details, see page 5.

# Deer-vehicle accidents reduced with reflectors helping to light the way

By Stan Whitley

The numbers don't lie. Deer-vehicle accidents are becoming an increasingly common occurrence on Kansas roadways and KDOT wants to reverse the trend.

Twenty years ago, KDOT began officially keeping deer-vehicle accident records. In 1980 there were 1,395 accidents and 10 years later that figure rose to 4,020. The number of deer-vehicle accidents continued to increase throughout the 90s peaking with 10,201 accidents in 1999.

A KDOT pilot project, which began on K-4 in Shawnee County, has shown success in reducing deer-vehicle accidents and may eventually have an impact in combating the statewide problem.

KDOT is examining the effectiveness of using wild animal highway warning reflectors on the side of roadways. The system is designed to reduce deer-vehicle accidents by keeping deer off the roadway.

"During the dusk to dawn period, headlights from passing vehicles strike the reflectors, reflecting red light away from the roadway," said David Church, KDOT Senior Traffic Engineer. "The light patterns move as vehicles approach and appear unnatural to deer. This deters them from crossing the roadway."

The reflectors are installed at the top of metal poles located near the highway. When vehicle headlights activate them, a reflection is given at a 90-degree angle. The reflected light is not seen by motorists, but is apparent to deer because it is directed away from the road in down slope areas.

"We had very good results using this system on a portion of K-4 in Shawnee County," said Church. "During a two-year test period, there was a 61 percent reduction in deer-vehicle accidents."

The roadway was a 0.60-mile section of K-4 just north of the K-4 and US-24 junction. Church said the section was picked because of its high deer-vehicle



**Warning reflectors on K-4 in Shawnee County have shown success in reducing deer-vehicle accidents.**

accident history.

A second roadway will soon be tested to determine the effectiveness of using the reflectorized warning system. In April, a project will be let to install reflectors on a two-mile portion of K-20. The area in Brown County was also selected because of its high accident history.

"A committee has been established to address the problem of deer-vehicle accidents in the state," said Church. "Representatives from Traffic Engineering, Planning and Wildlife and Parks comprise the committee. The reflectorized warning system is one idea we're carefully examining."

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***'We had very good results using this system on a portion of K-4 in Shawnee County. During a two-year test period, there was a 61 percent reduction in deer-vehicle accidents.'***

**David Church**

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## Attenuators save lives in work zone accidents

The cushion between living and not – that’s how important Jim Bell, Area Six Supervisor in Olathe, believes end-a-crash attenuators are for KDOT dump trucks being used in highway work zones.

An accident last month on I-35 in a work zone in the Kansas City area illustrated this point when a driver crashed into the back of a truck. Fortunately, the truck was equipped with an attenuator. “If he had hit the back end of that truck bare, it would not have been good,” Bell said.

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*This attenuator did its job when it was hit by a motorist on I-35 last month. Although it was damaged beyond repair, the important thing is the motorist survived and no KDOT personnel were hurt.*

## Work zone

Continued from page 1

of State Highway and Transportation Officials and other transportation organizations participated in the annual National Work Zone Awareness Week that took place April 9-13.

Secretary Carlson, who is also AASHTO President, kicked off the week with a commemorative event on April 9 at the National Mall. He was joined by U.S. Transportation Secretary Norman Mineta, families of fatality victims, and officials of construction-related groups. This and other events during the week helped bring to light the hazards and dangers that can be encountered and avoided when driving through roadway construction zones.

KDOT stressed the safety message both to the public and its employees. Statewide news releases, video tapes, sound bites, and photographs were distributed to the media to help educate the public with comments from Secretary Carlson, Federal Highway Administration Division Administrator David Geiger, and Col. Don Brownlee, Superintendent of the Kansas Highway Patrol. Similar video tapes, posters, and brochures were sent to numerous KDOT offices.

## 2000 Kansas Work Zone Accident Statistics

**Total accidents – 1,318**

**Fatal accidents – 7**

**Injury accidents – 331**

**Property damage only – 980**

**Persons killed – 7**

**Persons injured – 50**

◆ Of the 7 people killed in work zone accidents, **all were motorists.**

◆ **The top contributing circumstances were driver-related** in 87 percent of all the accidents with the main cause being inattention. Other causes included failure to yield, following too closely and driving too

fast for conditions.

◆ **There were no adverse weather conditions** in 88 percent of all the accidents at the time when the accidents took place.

◆ **The accidents happened during daylight hours** in 77 percent of the accidents.

There were 1,318 total accidents in Kansas highway work zones last year and 505 people were injured. In 87 percent of those accidents, the contributing circumstance was driver-related. Inattention was the main cause followed by failure to yield, following too closely, and driving too fast for conditions.

“Motorists must pay attention at all

times while driving, and especially in work zones,” Carlson said. “Approximately 40,000 people are injured in the United States each year in work zone accidents - one of them could be you. Don’t become a statistic. We want you and our highway workers to get home safely.”

*Make a difference***Join the Adopt-A-Highway program**

Do you want to improve your community? Help the environment? Raise awareness of the negative effects of pollution and the positive aspects of a clean community?

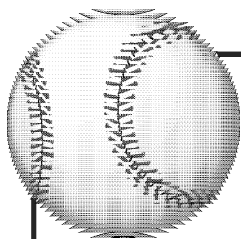
Take a moment. Make a difference. Join the Adopt-A-Highway program in Kansas. KDOT has sponsored the program for the past 11 years. The goal of the program is to clean along the roadways throughout the state to increase safety for motorists and pedestrians as well as improve the beauty of Kansas.

Any non-profit group that does not discriminate upon the basis of race, religion, or sex can join. Groups have clean ups three times a year and

are recognized for their efforts with signs marking their sections of highway.

Adopt-A-Highway groups across the state participated in the annual Clean Up Kansas Campaign during the month of April. All Adopt-A-Highway groups were encouraged but not required to participate in the statewide event.

There are approximately 2,000 Adopt-A-Highway groups in Kansas. One by one, those groups are helping to make Kansas a better place to live and visit. For more information, contact the KDOT Area Office closest to you. **-K.S.**



*Get ready for lots of fun at the Employees' Council co-rec*

**Summer Softball Tournament**

**Don't miss out! Deadline to sign up is 5 p.m. Thursday, May 24.**

**WHEN:** Saturday, June 2.

**WHERE:** Shawnee County North ball diamonds, 300 N.E. 43rd Street, Topeka.

**WHO CAN PLAY:** KDOT friends and family members are welcome, but 1/2 the team must be KDOT employees. It is a co-ed (1/2 the team must be women), one-day tourney, following city league rules.

**ENTRY FEE:** Only \$50 per team!!

**WEATHER:** Will be rescheduled if rained out.

**TYPE OF TOURNEY:** All teams are guaranteed three games, a sportsmanship trophy is awarded.

**HOW TO SIGN UP:** Get roster from Employees' council representative, or by calling Peggy Hansen-Nagy at 296-3285.

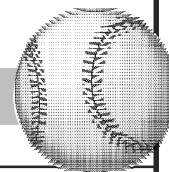
**DEADLINE:** Rosters must be turned in to Peggy by **5 p.m. on Thursday, May 24.**

*Employees from across the state are encouraged to participate!!*

**Ballplayers, family, and friends as well as all KDOT employees are invited to attend the picnic from 11 a.m. to 1 p.m. at the new shelter house located northeast of the Shawnee North Community Center building. Bring lawn chairs if you want, and BE PREPARED FOR A VERY WARM KANSAS**

**DAY!!**

KDOT is not responsible for any accidents in conjunction with this event.



# New friends and friendly wisdom

By Ron Kaufman

If you read this section in last month's *Translines*, you know that I bullishly passed up the chance to "make new friends" with the traditional calf fries at the District Six Construction and Materials meeting in Garden City. It turns out lamb fries are the traditional offering at the District Three Construction and Maintenance meeting held annually at Norton. I am proud to report that I am no longer the sheepish hypocrite I was last month. I downed not one, but three lamb fries at the evening dinner in Norton. These new friends taste like chicken (don't ask what part of the chicken) and should not be studied closely while eating them. I remain in awe of those KDOT diners who downed not one, but three plates of lamb fries. Apparently, it's very hard to turn away good friends.

The meeting in Norton also brings you this month's public involvement article. There were many fine presentations at the meeting, which runs for one and a half days. Carla Mumma gave the final presentation on the last day and it was a fitting finale. Carla is the District Three Administrative Officer. One of her many responsibilities is to review performance reviews. Carla reviews lots of reviews. Those who attended the meeting included many supervisors, so she reviewed excerpts from some of the reviews she has reviewed. She didn't identify any names or work units, so all persons remained anonymous.

One particular review caught my attention and is the focus of this month's column. It is something that all of us can learn from and I thank Carla for sharing it. This is what was written: "*Your concern for the way we do things and the process involved shows that you have a willingness to understand the process of completing tasks and policies set by KDOT. It also shows your concern for all the crew. Communicating your concerns brings about discussion so we can resolve problems.*" This statement hammers home a concept that is well known to those in public service: the process of developing policies or making decisions is just as important (if not more so) than the results of the process. Let's

take a few moments to find out what we can learn from this employee/supervisor interaction.

Let's begin with the first phrase "*Your concern for the way we do things and the process involved shows that you have a willingness to understand the process of completing tasks and policies set by KDOT.*" This statement is important for two reasons. First, it acknowledges that people have concerns about KDOT's practices and processes. Second, it recognizes that by expressing their concerns, people are showing a willingness to understand how KDOT works. This is an important concept. In other words, when someone expresses

concern about the way we do things, it is also a "teachable moment."

It is an opportunity for communication and an opening to greater understanding between both parties. Expressions of concern should

not be viewed as meddling complaints but as opportunities for dialogue!

"*It also shows your concern for all the crew*" reminds us that those who express concern sometimes do so because they are worried about others. This should not be taken lightly. It is not a sign of childishness, but a sign of maturity and personal struggle that deserves respect.

Finally, the phrase "*Communicating your concerns brings about discussion so we can resolve problems*" gives the other party important feedback that says you value their concerns. It also gives assurance that the end result of this exchange will be discussion and open communication. That's good public involvement and a lesson for all of us when we work with each other and with the public. I applaud both KDOT employees involved in this exchange. I hope they learned as much from it as the rest of us!

So new friends and friendly wisdom can be found in District Three. There's one more thing I had to come to grips with in Norton, though. I can no longer think of lambs as the genderless, fuzzy, stuffed toys I played with as a child. Growing up is so hard!



## Engineering Conference - so many topics, so little time

By Marty Matthews

Think record-breaking events on the K-State campus and the first thing that likely comes to mind is a Wildcat football game. During the second week of April, however, that distinction went to the 83<sup>rd</sup> Annual Transportation Engineering Conference. It had its highest number of registrations ever - more than 700 people.

The conference brings together transportation professionals from KDOT and its partners in the private, public, and academic sectors to discuss projects, products, research, and trends. This year's conference began with overviews of state and federal transportation program issues from Secretary Carlson and Dwight Horne, Director of Program Administration for the FHWA. After that, attendees had the difficult task of choosing from a diverse array of topics spread among 24 sessions.

Project topics ranged from those on either coast (the Golden Gate Bridge retrofit in San Francisco and the Central Artery/Tunnel Project in Boston) to those closer to home (the Topeka Boulevard single point intersection and the collision damage and repair of the 18<sup>th</sup> Street viaduct in Kansas City) and from the familiar (concrete culvert rails) to the exotic (the NASCAR track in Kansas City).

Those wanting a traffic engineering topic could sample the tried and true (stop-controlled rural intersections), the coming-of-

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*The 2001 Engineering Conference in Manhattan gave people the opportunity to hear about numerous transportation topics. In between sessions, people had a chance to chat as shown in these photographs.*

## Attenuators

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The driver, highway workers, and other motorists on the roadway can be in danger if a vehicle crashes into a dump truck. Using attenuators increases safety for everyone in and around a work zone. "These attenuators are not only for the protection of our employees, but they are for the protection of the traveling public," Bell said. "We're out to keep everyone safe."

Attenuators attach to the back of dump trucks with a collapsible steel support frame that extends about 13 feet behind the truck with a mechanical cushion on the end. When impacted, the frame collapses and the aluminum cartridges crush to absorb the energy of impact. This allows a controlled stop and prevents the vehicle from hitting the dump truck.

Each attenuator costs \$12,600. Depending on the severity of the crash, most of the attenuators can be fixed by replacing the shear pins and cartridges that absorb the impact.

Bell said there's one attenuator in each Subarea office right now and he would eventually like to have four per Sub-

***'We want motorists to slow down and be aware of what's going on around them in work zones. If they see an arrow board, they need to know it's there for a reason.'***

**Jim Bell**

area. At first, the crews were not receptive of the devices because they were difficult to install and took a lot of time. "Now that they've seen them at work, our crews are really glad to have the attenuators," Bell said.

Attenuators are proving to be life-saving devices in work zones, but they do not replace safe driving and being alert at all times. "We want motorists to slow down and be aware of what's going on around them in work zones," Bell said. "If they see an arrow board, they need to know it's there for a reason." **K.S.**

Welcome  
new KDOT  
employees!

**Headquarters**

**Neal Jefferson**, Information Resource Specialist II, Computer Services

**Elizabeth Gordon**, Office Assistant III, Materials and Research

**Paula Hubbs**, Office Specialist, Traffic Safety

**Andrew Marske**, Engineering Associate I, Planning

**Jeffrey Peter**, Accountant III, Fiscal Services

**Jessica Salay**, Office Assistant II, Computer Services

**Julie West**, Engineering Associate I, Design

**District Two**

**William Harris**, Engineering Technician Associate, Marion

**District Three**

**Curtis Headley**, Engineering Technician Associate, Oakley

**District Five**

**Brian Fry**, Engineering Technician Associate, Great Bend

**James Johnson**, Mechanic's Helper, Pratt

**Shelly Talcott**, Engineering Technician Associate, Hutchinson

**District Six**

**Shan Pifer**, Engineering Technician Associate, Liberal  
*The Bureau of Personnel Services supplies information for new employees to Translines.*



*John Catron, Driver Facilitator, demonstrates some of the equipment available on the APTS trailer.*

## Innovative ITS technologies displayed at conference

Transportation professionals from Kansas, Missouri, Nebraska, and Iowa learned how advance technologies and communications can make our transportation system safer and more efficient at the ITS Heartland 2<sup>nd</sup> Annual Meeting and Technology Showcase in Topeka March 27-29.

“The conference provides the participants with an excellent opportunity to hear about the different ITS projects taking place in our region as well as an opportunity to see the technology up close in the exhibition hall,” said Matt Volz, ITS Coordinator. This year’s conference attracted more than 240 participants and 34 exhibitors.

Traffic congestion, being stranded and overall roadway safety are major concerns for all motorists. Innovative technology being created today will allow transit agencies to better address these concerns, operate more efficiently, and provide improved service for transit users. To illustrate these technologies, the Advanced Public Transportation Systems (APTS) Mobile Showcase came to Topeka in conjunction with the conference.

The 48-foot APTS trailer featured five areas:

- ◆ At the Bus Stop – Electronic transit arrival displays and destination signs.

- ◆ The Intelligent Bus – On-board vehicle systems including automatic vehicle location, automated passenger counters, electronic fare collection, and passenger information systems.

- ◆ Control Center – Computer-aided dispatch, vehicle tracking, geographical information system, and incident reporting software packages on a dual-monitor workstation.

- ◆ Service Support Center – Planning and scheduling software packages on a computer workstation.

- ◆ Bus Technologies – Smart card reader, traffic signal priority system, mobile terminal displays, collision avoidance systems, in-vehicle navigation system, and electronic bus destination signs.

John Catron, Driver Facilitator for the APTS trailer, said these new technologies can be a great help to motorists. One example is using the infrared system in a dense fog. “The driver could see the warmth of the tires on the road in front of them,” Catron said. “This gives the driver time to recognize that hazard and react to it before it becomes an emergency. You cannot use it to drive by, but you can use it like you would use a set of mirrors to check it to look for hazards.” - **K.S.**



## Asphalt aging methods continually improved

When the Strategic Highway Research Program (SHRP) was nearing its final stages in the early 90s, SHRP came up with an aging technique for asphalt. Accelerating the aging process of asphalt in the lab helps predict what is likely to happen both short-term at the asphalt plant and long-term on the roadway. Through studies at KDOT's Material and Research Center, this process has been greatly improved.

There was industry concern with the SHRP aging technique because of the time it required - the test originally took six days to complete. Although it was later reduced to 20 hours, this was still not ideal, as 2/3 of the testing has to be done after the asphalt is aged. This means that the refineries have to store the large amounts of binder in storage tanks until aging tests were complete or predict that the delivered product would meet specifications in advance.

The SHRP technique uses two successive tests that take about 24 hours. The first simulates short-term aging using a Rolling Thin Film Oven (RTFO) and takes 1.5 hours. The material must then be transferred to a Pressure Aging Vessel (PAV) for simulating long-term aging. The long-term aging takes 20 hours.

Safwat Bishara, Research Chemist at the Materials and Research Center, came up with the idea to use microwave energy to age asphalt more efficiently. "Since then we have been developing techniques to simulate the SHRP technique with a faster method using microwave aging," Bishara said.

To compare the two procedures, asphalt was aged by both the SHRP procedure and by using the household microwave unit. The results were comparable.

Another advantage of using the microwave test method is that the SHRP specification uses two pieces of equipment; the microwave method uses only the microwave. In addition, the microwave method does



*Safwat Bishara, Research Chemist, is shown programming the scientific microwave unit.*

not require any transfer of the material, whereas the SHRP method does, which includes cleaning, the use of solvents, and other environmental hazards.

However, one problem was that the household microwave unit could not measure the temperature or pressure of the sample as it was being treated; both variables are critical to the aging process.

The Western Research Institute of Laramie, Wy., bought a scientific microwave unit for KDOT in 1996 to allow for a continuation of this research work. The unit cost about \$14,000 and includes a turntable and a fiber optic probe to measure the temperature of the samples. The pressure is controlled by a pressure gauge and a system of tubings joined by connectors made of material that does not absorb microwave radiation.

The process has been refined several times and asphalt can now be aged in 4.5 hours. The use of this new microwave procedure will be especially useful for asphalt refineries, as microwave aging provides the ability to age and test asphalt during an eight-hour shift and before it leaves the plant.

For more information on this process, contact Bishara at (785) 291-3851. *-By Amy Kralicek, Materials and Research Center*



### Step Back in Time



*Resident Engineers gather to discuss construction work in District Five during a meeting at Hutchinson in 1953.*

## Safe. Not Sorry

Continued from page 1

KDOT District Engineers Roy Rissky, Don Drickey, Chriss McDiffett, Roger Alexander, and Larry Thompson and Wichita Metro Engineer Benny Tarverdi held news conferences in their respective districts to unveil the program. KHP staff was also present at each event to help promote the safe driving initiative.

The goal of the program is a simple one - reduce deaths and injuries from vehicle crashes on Kansas roadways. During the year 1999, 540 people lost their lives in crashes in Kansas, leading Carlson to describe the new campaign as "a desperately needed effort."

"We lose far too many mothers, fathers, sons, daughters, brothers, and sisters to fatal crashes," Carlson said. "A goal of zero deaths is setting the bar impossibly high. Still, we can, and must, act toward reaching it."

"Kansas Driving: Safe. Not Sorry." is intended to serve as an umbrella for all existing highway-safety communications efforts, as well as to present a comprehensive new program based on extensive research of Kansas crash data and Kansas drivers' beliefs and attitudes.

The "Kansas Driving: Safe. Not

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***'We lose far too many mothers, fathers, sons, daughters, brothers, and sisters to fatal crashes. A goal of zero deaths is setting the bar impossibly high. Still, we can, and must, act toward reaching it.'***

**Secretary Carlson**

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Sorry" campaign will employ a wide variety of media, including television, radio, newspapers and billboards. A special folder that can hold the official state highway map and provides pockets for insurance and registration documents has been printed with highlights of the "Safe. Not Sorry" message and key emergency contact information. It will be distributed widely by KDOT personnel, including distribution at the State Fair.

A key element of the campaign will be information kits distributed to KDOT field offices. There are eight different information packages, called "modules," each dealing with a different driving situation. These modules will contain a variety of communications tools for getting this safe driving message out to Kansas communities.

Module contents range from pamphlets and posters to videotapes and PowerPoint computer presentations.

To ensure maximum impact, this campaign has been based on solid scientific research including an extensive statewide telephone survey and interviews with focus groups of both urban and rural residents. The research revealed that Kansas drivers generally know how to drive safely. They also take pride in both their courtesy and their common sense behind the wheel, and believe this sets them apart from other American drivers.

The surveys, and analysis of crash data, however, indicated that Kansas drivers don't always do the things they already know they should be doing. So the main thrust of the "Safe. Not Sorry." campaign will be to remind Kansas drivers to follow the rules of the road, and to remember the value of using courtesy and common sense behind the wheel.

"Kansas Driving: Safe. Not Sorry." is funded with federal dollars. The Kansas Legislature's decision in 1993 to approve a drunk-driving standard of .08 blood-alcohol content brought additional federal transportation funds to Kansas for use in safety education efforts. - S.W.

## What they're saying about us...

### From the Iola Register, March 15

Throwing money at a problem can work pretty well when the problem is bad roads. Take Missouri and Kansas for examples.

Missouri's roads rank second worst in the nation, according to Road Information Program, a Washington-based transportation research organization. Kansas ranks seventh best.

The reason for the disparity is easy to find. Kansas spent \$29,227 per lane mile in 1999 - a typical year - while Missouri spent \$12,399.

Kansas was well above average and will stay ahead of the game for at least another eight years because a new 10-year construction program was adopted in 1999.

Highway programs don't come for free. The Kansas highway fuels tax is 20 cents a gallon. Missouri charges 17 cents. But good highway bring paybacks. According to the Road Information fact-gatherers, a typical motorist in Missouri can expect to pay \$388 a year for damage done to family vehicles by bad roads. In Kansas, the cost is \$133, less than half as much.

Good roads bring other benefits that are not so easy to measure in dollars. Chief among these is a lower accident rate. Bad highways are dangerous highways.

Good roads connect smaller cities with metropolitan areas and make the development of industries in smaller cities more feasible.

In highways, states get what their citizens are willing to pay for.

# BROWN BAG LUNCH

**Topic:** Research

**Date:** Wednesday, May 2

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

**Place:** Room 481, Docking

*All KDOT employees are invited to attend.*

## Engineering Conference

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age (modern roundabouts), and the what's new (MUTCD update).

On the design front, a series of subjects offered to educate on new approaches (post-tensioned concrete haunched slab bridges), or foreign ideas (European geometric and "context-sensitive design), or proven methods (roadside safety design).

What about those planning types? They were certainly not left out, having the options of crashes (accident data), congestion (Intelligent Transportation Systems) or forecasting (Long Range Transportation Plan) to choose among.

There were also updates on KDOT initiatives and programs including the "Kansas Driving: Safe. Not Sorry" safe driving campaign, the System Enhancement program, and KDOT's Internet.

The variety of the program and the subjects both received many positive comments. Assistant Secretary/State Transportation Engineer Warren Sick summed up many people's opinions when he said, "I was very impressed. I think it was one of the best conferences we've had."

With reactions like that, organizers might be eyeing another record breaker next year!

## Deadline for KDOT employees to use annual leave

**Just a reminder to all KDOT employees that the deadline to use any overage of annual leave is Friday, June 8. If you have any questions, please contact your personnel clerk.**

# M I L E S T O N E S

KDOT salutes its employees celebrating anniversaries in April

### 10 YEARS

Russell Bruington ..... Eureka  
 Jacqueline Couch ..... Pratt  
 William Strifler ..... Salina  
 Matt Volz ..... Topeka

### 20 YEARS

Richard Krotz ..... Belleville  
 Anthony McGill ..... Hutchinson  
 Lonnie Matthews ..... Ness City  
 Sheila Selbe ..... Kansas City  
 Steve Zimmerman ..... Topeka

### 40 YEARS

George Clark ..... Topeka  
 Richard Kleinschmidt ..... Topeka

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

# Training Opportunities

- ◆ **Basic Effective Supervisory Training\***, June 19-22, Salina, and July 17-20, Topeka.
  - ◆ **So You Think You Want to be a Supervisor?**, May 2 and 31, Topeka.
  - ◆ **Leadership Basics\***, June 5-7, Topeka; July 10-12, Topeka.
  - ◆ **Turning Around Poor Performance\*\***, May 22 Hays.
  - ◆ **Humor and Emotional Intelligence\*\***, July 24, Topeka.
- \***Class meets** the three-year training requirement for supervisory continuing education credit.
- \*\***Class applies** to the three-year training requirement for supervisory continuing education credit.
- All classes, except BEST, are available to non-supervisors with supervisory permission and where space is available. A comprehensive training calendar is on the KDOT Intranet under Personnel, Training.

## Promotions/Transfers

### Headquarters

- Julie Anderson**, Accountant Specialist, Fiscal Services
- Ethelbert Opara**, Research Analyst III, Planning
- Brad Parrack**, Engineering Technician, Design
- Kelly Wiley**, Information Technology Consultant II, Computer Services

### District One

- Brad Holzhey**, Equipment Mechanic I, Horton
- Ronald Weyer**, Engineering Technician Senior, Kansas City

### District Two

- Michael Arndt**, Engineering Technician Specialist, Marion

### District Four

- Wayne Gudmonson**, Professional Civil Engineer I, Independence

### District Five

- Greg Dixon**, Equipment Operator III, Winfield
- Gary Duerson**, Equipment Operator III, Pratt
- Anthony Hirsh**, Equipment Operator III, Kinsley
- Tim Korskov**, Engineering Technician, Wichita
- Adam Swisher**, Engineering Technician, Hutchinson

### District Six

- Todd Kirschenmann**, Equipment Mechanic I, Syracuse
  - Timothy Nichols**, Engineering Technician Senior, Syracuse
- The Bureau of Personnel Services supplies information for promotions/transfers to Translines.*

KDOT  
**Office of Transportation Information**  
 915 Harrison - Room 754  
 Topeka, KS 66612-1568

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