

Translines



**Work
Zone
Safety**

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*By Secretary
Deb Miller*

Transportation world gearing up for climate change discussion

It's a discussion I'm hearing more and more frequently among my colleagues – the contribution of transportation to climate change and what that is likely to mean for transportation policy.

Whatever your personal thoughts are about whether climate change is really occurring, the scientific community through the National Academy of Sciences has concluded that it is, indeed, real. And at this point, it's not just a question of how to prevent it, but also how to adjust to it. Because even if we begin taking aggressive action now, climate change has already begun.

While I don't think the discussion has permeated transportation departments, my fellow state transportation CEOs are asking a lot of questions and are convinced, as am I, that we need to be getting prepared.

As this country grapples with how to reduce climate-changing greenhouse gasses (GHG), transportation will be a big part of the discussion. According to the Environmental Protection Agency, transportation produces 33 percent of the nation's GHG emissions, second only to electricity generation as a GHG producer. Of that amount, 72 percent is generated by automobiles and trucks. Next year, when discussions begin in Congress on the reauthorizing of funding for surface transportation, my colleagues anticipate that a major topic in that conversation will be the lowering of

greenhouse gasses.

Last month I was a participant in the VMT & Climate Policy Workshop, which focused on the growth of vehicle miles traveled and its impact on the climate. The Washington, D.C., workshop was sponsored by the Center for Clean Air Policy (CCAP) and gave a glimpse of the sort of discussion that will be taking place over the coming months and years.

CCAP Transportation Program Director Steve Winkelman talked of vehicle efficiency, fuel GHG emissions and vehicle miles traveled as a "three-legged stool" that supports an overall transportation carbon dioxide emissions reduction strategy. He said that while demand is growing at the state, regional and local levels for more efficient, less automobile-dependent development ("smart growth"), federal transportation policy and spending send the wrong signal by rewarding driving and fuel consumption and penalizing system efficiency.

My transportation colleagues and I called for a balanced GHG policy approach – one that reduces the rate of VMT growth enough to help reduce overall greenhouse gas emissions to acceptable levels, but sustains growth in VMT at rates high enough to sustain a healthy national economy.

The transportation world is starting to get organized for the discussions we will be having in Washington, our statehouses and in our communities. AASHTO has published a document this spring titled "Primer on Transportation and Climate Change." And, AASHTO is also proposing a pooled-fund study on carbon dioxide.

I'm pleased that we are also having similar discussions in Kansas about climate change. The week after I was in Washington I attended the first meeting of the Kansas Energy & Environmental Advisory Group (KEEP) in Wichita. Gov. Sebelius established KEEP to provide recommendations to reduce greenhouse gas emissions in Kansas, as well as examine issues related to climate change while recognizing continued economic growth.

You can expect to hear much more about the role of transportation on climate change as discussions of funding take place in Washington, Topeka and other state capitals in the next year. But for now I want you to be aware that transportation policies at the federal and the state level are likely to be influenced by climate change policies. I'll keep you posted as we learn more.



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Calendar of Events

June 10 - 11 a.m., KDOT employees' Council Meeting, Third Floor, Eisenhower State Office Building.

June 13 - 9:30 a.m. - Highway Advisory Commission meeting.

June 18 - 1 p.m. Construction bid letting, Fourth Floor, West Wing, Eisenhower State Office Building.



A land boundary corner monument from 1855 was recently discovered.

Crew finds 153-year-old land monuments when surveying

By Stan Whitley

SABETHA - To the casual observer they look like rocks, but to the KDOT survey crew that found them, they are a treasured piece of American history.

A five-member survey crew, led by Party Chief Kim Huxman, were recently surveying right of way for improvements to U.S. 75 from

Sabetha to the Kansas-Nebraska state line when they came across a unique find.

“We recovered two land boundary corner monuments set by original Government Land Office (GLO) surveyors in 1855,” said Huxman. “Our crew was definitely charged by

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Crow to retire from KDOT

By Kim Stich

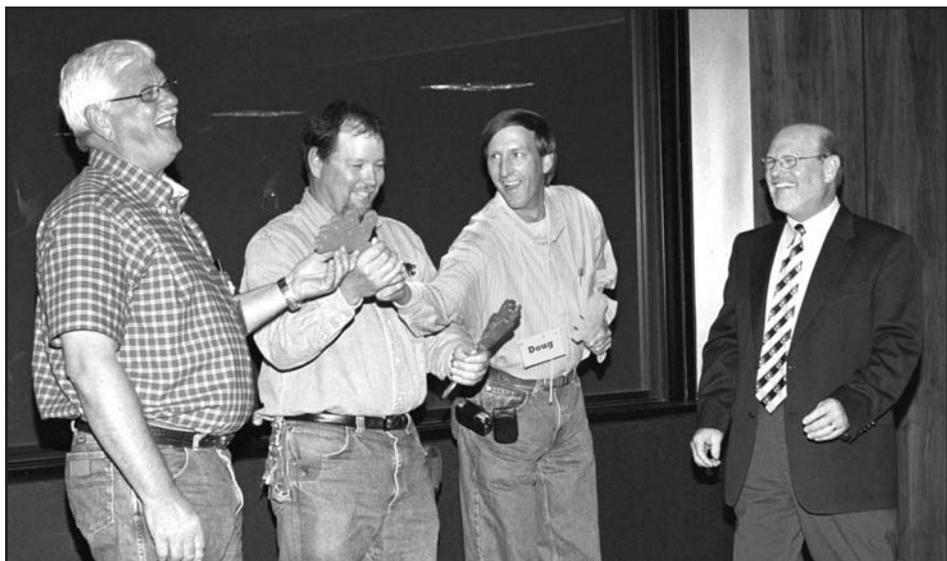
Mike Crow has come full circle at KDOT. After starting his career in the Planning and Development Division in the Urban Planning unit in Transportation Planning, he is now the Division Director. And after 35 years with the agency, he will retire in June.



Mike Crow

Crow graduated from the University of Missouri-Rolla and started at KDOT in June 1973. He participated in the Engineer-in-Training program, then spent 10 years in Planning. Most of that time was in the new multi-

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At right, Director of Planning and Development Mike Crow gives (left to right) Area Superintendent Doug Driggs, Subarea Supervisor John Moeder and District Superintendent Doug Vogel a ‘hand’ for their efforts in developing the Crew Card application. Photo by Larry Katsbulas

Crew Card significantly decreases paper trail

Ask nearly anyone who enters information into the new Crew Card application what they think of it, and the response you most likely will hear is – “It’s very user-friendly.”

This makes all of the people who have worked on Crew Card for the past three years very happy, especially Director of Planning and Development Mike Crow.

“They do a ton of paperwork in the Subareas, Areas and Districts,” Crow said. “It’s a dream come true.”

The Crew Card application enables Maintenance Supervisors to collect information daily from a single entry point, therefore reducing duplication of data entry. It captures information on

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On the...

COVER

Equipment Operators Richard Stripling and Roy Morgan repair potholes in a work zone on the I-435 ramp to I-35 in Lenexa. See related story on page 5. Photo by Sonya Scheuneman

New electronic project plans process has many benefits

A new process is now in place that allows design consultants, cities and counties to both submit their project plans to the Bureau of Local Projects as well as have all changes made to them electronically, saving time and paper.

Members of the Bureau of Local Projects/E-Plans Development team were recognized as an Example of Excellence for the first quarter of 2008. Secretary Deb Miller attended the event in Topeka on May 1.

In spring 2007, several Bureau of Local Projects employees started working to improve the process of receiving and reviewing project plans. All plans

‘Now with E-Plans, the electronic plans will reside on a central server at KDOT, and the checking process now can run simultaneously, saving a tremendous amount of time and paper management inefficiencies.’

Dan Scherschligt

were sent in the mail, which took time. Once the plans were received, one at a time, the staff in Local Projects and other bureaus reviewed the plans, taking even more time.

“Now with E-Plans, the electronic plans will reside on a central server at KDOT, and the checking process now can run simultaneously, saving a tremendous amount of time and paper



Secretary Deb Miller, first row center, and Director of Engineering and Design Dan Scherschligt, first row left, are pictured with members of the Bureau of Local Projects/E-Plans Development team. Photo by Kurt Weaverling

management inefficiencies,” said Dan Scherschligt, Director of Engineering and Design.

After conducting several pilot projects with designers on active projects during the past year, the working test was completed and Local Projects was able to start receiving project plans electronically in March.

The total elimination of paper sets will not be seen immediately, Scherschligt said. As this new E-Plan process is being implemented, paper sets still might be requested in addition to the electronic PDF sets. This will occur less frequently as familiarity with the new review process expands.

More details about the E-Plans process are available on the KDOT Internet, just click on the quick link at the top of the page for Local Projects.

Members of the Bureau of Local Projects/E-Plans Development team include: Robert Aldrine, Charles Burger, Brian Engelke, Ed Lewis, Tod Salfrank, Ken Silver and Judy Tyner.

Do you know of a KDOT group, team, unit, or office that has gone above the call of duty? Then nominate them for the Example of Excellence award.

KDOT **Employee** **Recognition** **PROGRAM**

All KDOT employees are encouraged to suggest ideas and can now fill out Form DOT 1204. Once it is filled out, the nomination is then sent to the selected Division Director, Bureau Chief, District Engineer, Area Engineer, or Subarea Supervisor who can then sign the form and submit the nomination to Transportation Information.

Hard copies of the form are still available by calling Transportation Information at 785-296-3585 and require the signature of one of the supervisors listed above.

The award is given quarterly with nominations for the second quarter due to the Bureau of Transportation Information by June 30. **-K.S.**

Changes to be implemented in work zones

By Steve Swartz

There will be some policy and procedure changes in KDOT work zones this construction season, which is now well under way on Kansas highways.

The changes are the recommendations of the KDOT Work Zone Committee. Formation of the committee followed the death of Engineering Technician Ty Korte last fall in a Douglas County work zone. Following the deaths of Korte and contract employee Roland Griffith, Secretary Deb Miller and Deputy Secretary Jerry Younger concluded that the agency needed to look for ways to provide road workers more protection from work zone crashes. Younger appointed a committee of KDOT staff and members of the Kansas Highway Patrol to work together to identify changes to KDOT's work zone approaches.

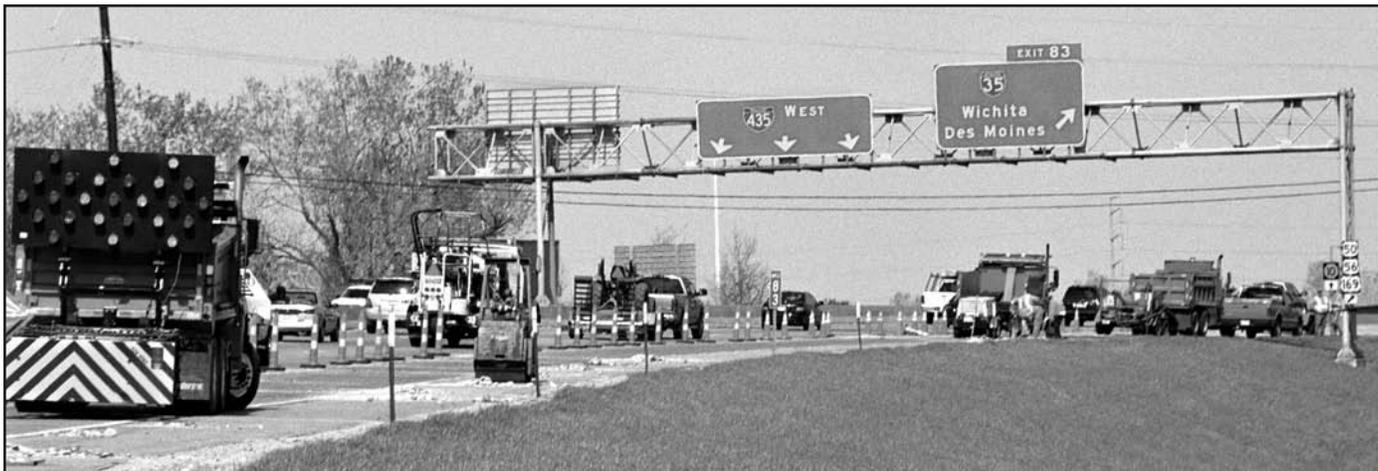
Under the direction of District Two Engineer Randy West, the committee developed recommendations for implementation immediately and over the next five years. The recommendations include changes in personal protective equipment, traffic control devices, and specifications and

policy. The committee also recommended increased fines for work zone violations, but legislation that would have done so failed to pass during this year's legislative session.

Some of the changes that will take place this construction season include the addition of yellow green vests in the work zone (studies show that contrasting orange and yellow green vests in the same work zone are the easiest for drivers to see), the use of larger cones, tighter spacing of cones and a pilot car maximum speed of 40 mph.

The committee also oversaw an expansion of the current Work Zone Enforcement Program, which will provide overtime wages to troopers for additional enforcement in short-term construction and maintenance work zones. In addition, a new policy and an electronic system for requesting special enforcement were established.

Committee recommendations that will be considered for implementation in the next five years include the purchase of auto flaggers for each subarea, the addition of temporary rumble strips to work zone standards and establishment of a permanent work zone committee.



Several changes in policies and procedures in KDOT work zones were recommended by the KDOT Work Zone Committee to help improve safety in work zones such as this one on the I-435 ramp to I-35 in Lenexa. Photo by Sonya Scheuneman

Retirees

The following employees will officially retire from KDOT in July.

Headquarters

Mike Crow, Director of Planning and Development, Topeka

District One

Mitchell Holz, Public Service Administrator I, Topeka

District Two

Steve Schlagel, Area Engineer, Ellsworth
Doug Thompson, Engineering Technician Senior, Salina

District Four

Steve Walburn, Engineering Technician Senior, Colony

District Six

James A. Fischer, Equipment Operator Senior, Scott City
Faye Gebhart, Administrative Specialist, Dodge City
Kenny Green, Public Service Administrator I, Bucklin

Employees who choose to have retirement reception information shared on KDOT's Internet can be found at www.ksdot.org, under News and Announcements.

Teamwork gets Myers through life-threatening emergency

By Priscilla Petersen

District Four Public Affairs Manager

CHANUTE - For Alice Myers, receptionist at the District Four Office, it is truly difficult to put into words the gratitude she feels toward her co-workers for their swift and sensitive response to her recent life-threatening emergency.

On April 11, Myers experienced a severe reaction (anaphylactic shock) to a new type of diphtheria-tetanus-pertussis vaccination that she had received in her left arm a week before. Although her arm had been hurting more each day since the vaccination, her doctor thought it was only an infection and prescribed antibiotics. The night of April 10 she had slept poorly, her arm still tender. The next morning the reaction attacked her heart muscle, giving her heart attack symptoms. Myers collapsed at the front desk, sinking to the floor in a seated position with the assistance of first-responder Kristy Kelley, District Community Affairs Manager.

"If it had not been for everyone helping me, the outcome could have been so much worse," Myers remembered. Kelley yelled for help and called 911, remaining on the phone to provide location and other details until the Emergency Medical Technicians (EMT's) arrived. Human Resource Professional Sheila Brown, Accountant Cindy Tichenor and Administrative Officer Deb Bailey were next on the scene.

Bailey telephoned Myers's husband, Bob, and sister, Judy Dillow (who works next door at the KHP office), while Brown and Tichenor fanned Myers, gave her comfort and helped her answer questions from the ambulance crew. As Myers' breathing became more and more labored and she appeared likely to pass out, Materials Specialist Doug Severt sat eye-to-eye with her on the floor, coaching her along to keep her focused and breathing.



Alice Myers (sitting) is grateful for her coworkers' quick actions after she had a severe reaction to a vaccination. Those who assisted were (from left to right) Sheila Brown, Kristy Kelley, Cindy Tichenor and Deb Bailey (Doug Severt is not pictured). Photo by Priscilla Petersen

"I could not see everyone, but I know the rest of you were standing waiting and helping to get the doors open and guide the EMT's to the right place, ready to assist with anything needed," Myers recalled about other staff members. "The fast action to get me help and knowing what to do until the ambulance arrived saved my life. Because of all of you, I am able to put the next foot forward, get my strength back and live life to the fullest."

'The fast action to get me help and knowing what to do until the ambulance arrived saved my life. Because of all of you, I am able to put the next foot forward, get my strength back and live life to the fullest.'

Alice Myers

Once the EMT's arrived and took over, Myers was taken to the Chanute hospital and then on to the Heart Hospital in Wichita. There she underwent several tests and procedures for her symptoms. "I was very blessed to find out that my heart is healthy and every test came back good," she reported.

Myers was back at work the next Tuesday. "God was with me the whole time," she said, "but he

worked through every one of you that helped me."

Note: *The vaccination is known as a DTaP. Medical personnel gave Myers a steroid shot in the Chanute Emergency Room before sending her by ambulance to Wichita. She was told the steroid shot would take four or more hours to be effective if she was experiencing a reaction to the vaccine. Myers hopes this information will prove helpful to others in case they experience a similar reaction.*

Showcase provides students a look at careers

More than 25 KDOT volunteers provided students a close-up look at the equipment they use and answered questions about their careers at the iBuild Showcase on May 2 in Kansas City, Mo.

The iBuild Showcase, of which KDOT was a sponsor, is the premier regional construction industry career day for middle and high school students from both Kansas and Missouri schools. More than 1,800 students attended the annual event and viewed exhibits by professionals in the design, construction, development and project management facets of the industry.

The students learned about educational opportunities, including apprenticeship training programs, degree programs and scholarships. They also participated in or observed a nail-driving contest, bricklaying, computer-aided drafting, heavy equipment operation, painting and much more.

KDOT volunteers guided students through interactive, hands-on activities and talked with them at booths. District One volunteers provided a hands-on explanation of the inside of a dump truck, demonstrated the truck's snow/ice computer system, explained how an attenuator works, and answered questions. District One staff also gave students the experience



Alvin Loveall (right), Equipment Operator Specialist, and Donald Nunn (left), Equipment Operator, from the Overland Park Subarea Office, first demonstrate and then let students set-up and take down portable work signs at the iBuild Showcase. Photo by Kim Qualls

of setting up and taking down portable work zone signs.

Students asked questions about internships and career opportunities at KDOT. And, KDOT staff delivered important safety messages through discussions, program advertising and promotional giveaways for “Click it or Ticket.,” and “Drunk Driving. Over the Limit. Under Arrest.” - **By Kim Qualls, District One Public Affairs Manager**

Crew Card

Continued from page 3

labor, equipment usage, material usage and receipts and work accomplishments as well as eliminates having to manually compile these reports.

This system also alerts Supervisors when preventative maintenance is due and captures when service has been performed, sharing of equipment, employees and materials between crews, tracking accident and loss information, on-line reviews/reports, and interfacing with the workflow system to move towards a paperless environment.

“Crew Card does most of the paperwork for the Supervisors so they can be out on the roads instead of in the office,” Crow said.

Testing for Crew Card took place earlier this year. Now, one to two Areas are being added to the system each

pay period with the system to be fully implemented this fall.

Phillipsburg Area Superintendent Doug Driggs, LaCrosse Subarea Supervisor John Moeder and Chanute District Superintendent Doug Vogel were on the original team that began gathering business requirements for the system. Topeka Area Superintendent Gary Moulin, Topeka Area Supervisor Leo Perry and Topeka Subarea Supervisor Larry Rohr joined the team to provide input on metro areas. Applications Developer Supervisor Ellen Laird, Staff Assistant to the Director of Operations Carla Mumma, and numerous other employees have also been working on the system since 2004 with the consultant company Quilogy.

“One of the best things Crew Card has done for this agency is that it has helped us change the way we do business,” Moeder said. “We’re capturing

information more effectively, we’re recording it, we’re much more accurate and we’re much more time efficient in doing all that.”

“We were able to correct a lot of our stock issues,” Vogel said. “At one time, we couldn’t put aggregate for ice control (AIC) or salt actually into the stock until you paid for it. Now we know exactly what we have on the strips – it has made a big difference to us.”

“It’s cut down drastically on paperwork,” Driggs said. “In the past, you had eight to 10 people, so you did those time sheets, several other accomplishment sheets and a total number of 15-20 sheets a day. Now we’re down to four to five screens a day. It’s been received very well through our area. I don’t think anyone would go back.” - **K.S.**

Images added to road condition Web site

Kansas travelers have a new way to see where they're going thanks to an enhancement of KDOT's road condition Web site.

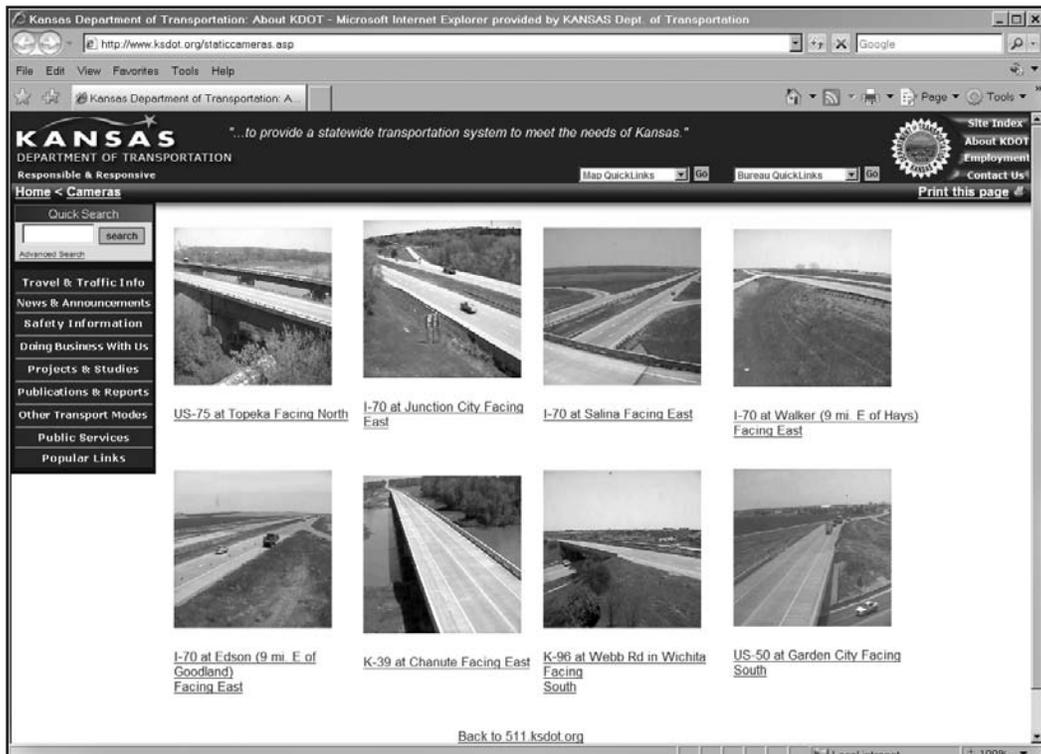
Camera views of current conditions at eight locations on Kansas highways can now be viewed on the Road Conditions page at 511.ksdot.org. The Road Conditions page also can be accessed through the Travel and Traffic Info link on KDOT's home page – www.ksdot.org. The still images are refreshed every 15 minutes.

"The road views will give motorists an important piece of information for their travel plans before they get in their car or truck," said Secretary Deb Miller.

"And the more information travelers have, especially in inclement weather, the better decisions they can make about when to leave and the route they choose."

The cameras are located at eight of KDOT's 42 road weather information sites. These particular sites were selected because they are located widely enough to show conditions across the state. Camera locations are:

- ◆ U.S. 75 at Topeka
- ◆ I-70 at Junction City



Images from eight locations across the state will help motorists have a better idea of the current weather and traffic conditions.

- ◆ I-70 at Salina
- ◆ I-70 at Walker, nine miles east of Hays
- ◆ I-70 at Edson, nine miles east of Goodland
- ◆ K-39 at Chanute
- ◆ K-96 at Webb Road in Wichita
- ◆ U.S. 50 at Garden City

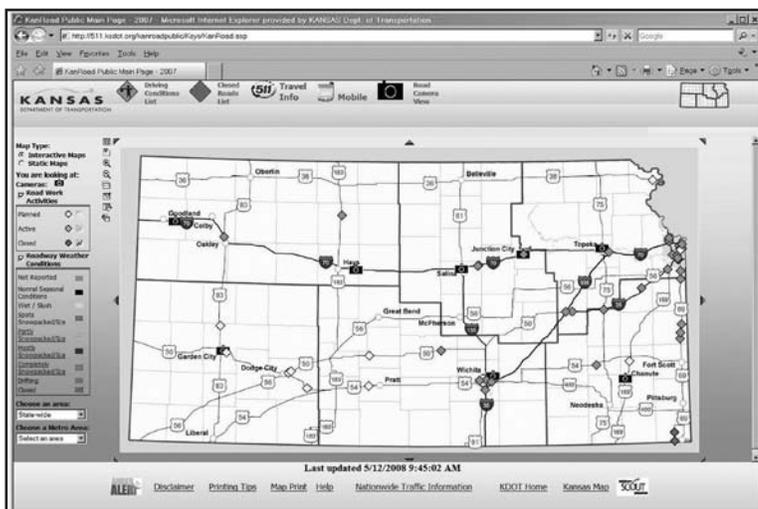
To view the images, click on the camera link at the top of the "Road Conditions" Web page. Those using Internet Explorer as their browser can also access the images by clicking on the camera icons on the road condition map.

KDOT is planning enhancements to the system to make more functions available to a broader group of Internet users.

The eight camera views compose just the first phase of a program to post road images on the KDOT Web site. Twenty-five additional cameras will be installed along the I-70 corridor from the Missouri to Colorado borders. They are expected to be operational before the end of the year.

"We know travelers like to see road views on the Internet, and I'm pleased that we now have an additional tool with which to share information with the public," said Secretary Miller.

Camera images of the major roads in the Kansas City metro area can be viewed on the Kansas City Scout Web site, www.kcscout.net. -S.S.



Go to KDOT's main road condition Web page as shown above, then click the camera link to view the images.



By

**Clay
Adams**
**TRANSPORTATION
TALK**

Give a hand to Maintenance

KDOT is made up of groups that work together to make our Department operate efficiently and effectively. Although none of these teams can operate by themselves, I would like to take this opportunity to shine the spotlight on Maintenance.

Nearly half of KDOT's 3,000-plus employees are part of the Maintenance team so it is easy to see the vital role they play in our organization. The 16 years I spent in the Maintenance area gave me a great appreciation for what they do, not just for KDOT, but for the citizens of Kansas. The operators are a special group of employees who take the condition of the highways personally. They strive to keep the roads in the best condition possible not just in the winter but year round.

Over the last year, you heard and read the praises of maintenance crews for their response to the various weather events across the state. The blizzards, ice, tornados and floods all were opportunities for the Equipment Operators to shine. The day-to-day actions of these employees are just as important and may not get the recognition they deserve.

Every day this team is working to keep the highways smooth for the traveling public. Sealing cracks with a hot, black, rubbery, asphalt liquid that is not the easiest stuff to work with; patching potholes in the road surface and bridge decks with asphalt or concrete. Each year you hear the news about all of the automobile deer hits. Do you ever think about what happens to those deer? You guessed it: Maintenance is responsible for keeping our highways clear of debris. This includes everything from road kill to sofas. (One Subarea shop has a recipe on the bulletin board for "Road Kill Raccoon," but I doubt if they ever tried it.)

The signs that guide the motoring public are all the responsibility of Maintenance. When notified of a stop sign that has been damaged, crews respond at all hours of the night to repair the sign to help maintain the safety of our roads. The same goes for responding to requests from the Kansas Highway Patrol for traffic control assistance at an accident scene. It is not an 8-5 job. Cleaning ditches and drainage structures is another job that is one of those messy, "somebody's got to do it" type jobs.

Pavement markings get a lot of attention, and we have six specialized crews that spend every warm, dry day painting those lines on the road to make sure we know where we are supposed to be. How about the state vehicle you drive? That's the KDOT mechanic working to make sure it will be there when you need it. Is your building too hot or too cold? Buildings are another responsibility of the Maintenance team.

Not only are these tasks sometimes dirty, wet and greasy, most of them have to be performed near vehicles whizzing by at 60 or 70 miles an hour. It is like the image on the poster for the Work Zone Awareness Week a couple of years ago. Just imagine your desk on the shoulder or the road. It is really hard to concentrate on what you are doing when you have this kind of distraction, but the crews get it done.

Practically everything that KDOT does, Maintenance has a hand in it. So let's all think of the KDOT Maintenance crews when we are on the highway and give them a hand for the great job they do every day.

Clay Adams is the District One Engineer.

Crow

Continued from page 3

modal unit where they created the first Multi-Modal and Rail plans after the agency changed from a highway commission to a state DOT.

In 1983, he headed to Oakley as the Area Engineer where the first few months were interesting.

“The first week I was there, we had one of the worst blizzards ever. I got indoctrinated quickly,” Crow said. “It was a white-out. Roads were closed everywhere. But the maintenance guys were wonderful. As usual, they just bucked up and did their job.”

Then there were a couple weeks in January when, “it got so cold, I remember laying my credit card on the counter to get gas, and it just busted.”

That spring, the office had to close roads due to dust. “It was blowing so much dust and dirt around, you couldn’t see 10 feet ahead of you,” he said.

It settled down by the weekend and while driving between WaKeeney and Hays, “it started raining – and it was raining mud because all that fine dust was still in the air. It would black out my windshield,” he said.

After four years in Oakley, then two years in Garden City as the Construc-

tion/Maintenance Engineer for the north half of District Six, and two years as the Construction/Material Engineer for District Six, Crow left KDOT to work for a consultant. Just two months later, he was back with KDOT as the Metro Engineer in Topeka.

“You think the grass is greener on

goals was to increase partnering.

“Partnering went to another level,” he said. “Partnering was good, but not everyone bought into it at first. Now it’s to the point everyone knows what partnering is and how to do it, and people are choosing to do it.”

His final move at KDOT was last summer when he was named Director of Planning and Development. In all his positions, one thing stands out.

“They always say that the people are the best part, and that’s absolutely right,” Crow said. “KDOT is a family. We fuss among ourselves, but we take care of each other. If there is a disaster in somebody’s life, KDOT people will jump in immediately and help.”

Following retirement, Crow and his wife, Martha, will attend a college reunion in Rolla. Then they will take a trip to visit their daughter, Christy Stiger, in Colorado while Mike will take a week to ride his motorcycle through Colorado, Wyoming and Montana. They also have a son, David, who lives in Topeka.

Crow then will start a new chapter in his life as the Assistant Director of the Kansas Asphalt Pavers Association.

Crow said he has truly enjoyed his 35 years at KDOT, but “life doesn’t get any longer so you ought to try something different and keep it fresh,” he said.

Retirement Reception
for
Mike Crow
June 16
1:30 – 3:30 p.m.
Fourth Floor Auditorium
Eisenhower State Office Building

the other side and then you find out it’s not,” Crow said. “It paid more, but the work wasn’t as satisfying. The positive end of it was that I never wanted to leave KDOT again.”

Crow became the Chief of Traffic Engineering in 1992, then the Director of Operations in 2004 where one of his

Step Back in Time



A U.S. 69 bridge in Johnson County is under construction in this photo taken on Aug. 19, 1955.



Dear Bret Mathias (Media Production Technician in Support Services):

I wish to extend my sincerest thank you for the work you did on the Department of Administration New Employee Orientation video. It is an outstanding product. The first showing was on April 22 at our New Employee Orientation and was received with great enthusiasm and appreciation both by the employees and the Division Directors.

The great amount of time, thought and effort you put into this project is evident by the organization, creativity and detail demonstrated in this video. This video has and will continue to enhance the Department's New Employee Orientation program and give our employees a wonderful overview and understanding of the Department of Administration.

Again, thank you for your generosity of time and talent.

Sincerely,
Carol Foreman
Deputy Secretary of Administration

To Allen Grunder (Area Engineer in Winfield):

We as transportation professionals should always look for ways to make our streets and highways safer for the traveling public. Over the years, we have made significant improvements weighing the cost of the improvement with the benefits derived. Sound engineering principles are important tools in deciding the merits of a particular improvement.

No cost benefit analysis is necessary if you are personally affected by a particular improvement. Last Friday afternoon, I was traveling southbound on U.S. 77, just north of Winfield. I noticed the pavement had a centerline rumble strip but didn't give it a second thought. Moments later, I dozed off and crossed the centerline. When the centerline rumble strip woke me, I was headed for a car in the oncoming lane.

The noise from the rumble strip woke me in time to return to my lane without incident. I can't say what might have happened without the centerline rumble strip, but I feel it would have been bad for more than one Kansas family.

We have come a long way in safety in the past, and we must continue to look for ways to improve our roads in the future. The centerline rumble strip is an important safety feature that should be considered on all Kansas two-lane roadways.

Sincerely,
John E. Cillessen, PE - Cillessen & Sons, Inc., Wichita



LETTERS TO THE EDITOR

El Dorado Area Superintendent Alan Mantooth helps direct a truck towing a damaged aircraft over a Butler County bridge. The aircraft was damaged during a forced landing on a county road April 10 and was being towed to the El Dorado airport. The route to the airport also took the plane over U.S. 77.

The following letter was sent to El Dorado Area Superintendent Alan Mantooth, who responded to Hawker Beechcraft's request for assistance getting an airplane back to the El Dorado airport by road after it was damaged during a forced landing on a county road.

Dear Alan:

We want to thank you for your responsiveness and eagerness to support our recent event in El Dorado with Kansas Department of Transportation (KDOT) resources and equipment. You and your team understood the urgency, and sensitivity, of quickly getting the aircraft moved to a secure location, and we appreciate all of the assistance you provided. By helping with a towing route, providing traffic control, removing road obstructions and working through normal lunch breaks, your assistance was invaluable.

Due to your prompt and thorough reactions, we were able to quickly determine the cause of the problem and work with the National Transportation Safety Board (NTSB), Federal Aviation Administration (FAA) and the engine manufacturer to make sure that the issue does not affect any other aircraft in operation.

Thank you again for your timely support during a very trying time. We are proud to have a team of such courteous and helpful representatives at the KDOT.

Best regards,
William E. Brown, President
Global Customer Service Support, Hawker Beechcraft
and Randy Nelson, Senior Vice President
Product Development and Engineering

Survey

Continued from page 3

finding these very old monuments.”

The date of the stones’ placement is six years older than Kansas, which became a state in 1861.

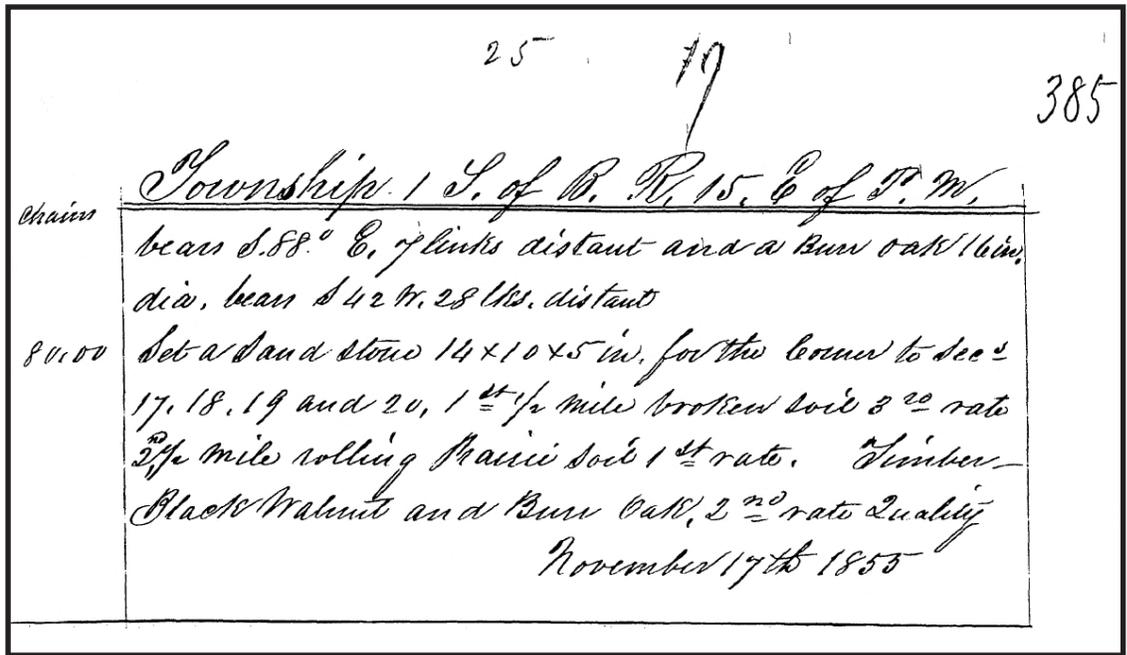
The stones contained notches representing a reference to where the corner is located within a township. They were used by the GLO, which was responsible for the disposal of public lands throughout the nineteenth century.

The U.S. Government required that public lands be surveyed prior to settlement. The GLO used standardized symbols to represent geographic features. In addition, the surveyors were required to indicate cultural features such as roads and Indian trails.

“This was a very rare occurrence,” said Bill Haverkamp, KDOT Survey Coordinator. “You’re fortunate if you recover original government cornerstones 5 percent of the time. As land becomes developed over time, fewer of them remain in position.”

The cornerstones were found about ½ mile apart – one at grade and the other one foot in the ground. When they were originally placed 153 years ago, two-thirds of each stone was in the ground and one-third above ground for visibility.

The survey crew of Huxman, Assistant Party Chief Brandon Espinosa, and Engineering Technicians Don Benyshek,



Above is an excerpt from the original field survey notes confirming the placement of the cornerstones on Nov. 17, 1855.

Jon Baker and Bryan Shaw knew the monuments were in the area before they began their survey. As a common practice, a check was made with the Kansas State Historical Society to see if any survey documentation was available.

Twenty-three pages of original detailed field survey notes where obtained and it was documented the cornerstones were placed on Nov. 17, 1855.

“We know they were placed in 1855 and the last public records show them being used by county surveyors in the late 1870s,” said Huxman.

So what do you do after making such a discovery?

“They took pictures and will file a report with the State Historical Society and county offices,” said Haverkamp. “But the cornerstones themselves are left undisturbed to maintain their historical significance and position.”

Deaths

Condolences to the family and friends of a KDOT employee and a retiree who recently passed away.

Stephen C. Zimmerman, 57, died April 18, in Topeka. He was employed by the KDOT for 28 years, 20 of those years as a Special Permits Administrator. He is survived by his wife, Deby, two sons and one sister.

Memorial contributions may be made to Mother Teresa of Calcutta Catholic Church and sent in care of the Brennan-Mathena Funeral

Home, 800 SW 6th Ave., Topeka, 66603.

Rollin E. Fincham, 86, died April 18 in Marysville. He began working for the State Highway Commission in 1946 and he was the resident engineer at Marysville from 1955 to 1977.

Survivors include one daughter, one son, one brother and three grandchildren. A memorial fund has been established to the American Legion Post #163. Contributions may be sent in care of Kinsley Mortuary in Marysville.

KDOT Computer Training

— from the KCTC

Increase your efficiency!

Office 2007-

Focus: PowerPoint

DID YOU KNOW?

♦ You can package a presentation for a CD, linking all pictures and media, and include everything when you use it on a different computer. 1) Click on the Office Button at the top left of the PowerPoint 2007 screen, 2) Select Publish, followed by Package for CD, 3) Name the CD in the Package for CD Dialog Box, 4) Click the options button and check Linked Files and Embedded True Type Fonts, 5) Add Additional Files to the CD Package (only if you are adding another presentation), 6) Click Copy to a CD or Copy to Folder.

♦ You can play all or just a portion of a CD track over one or many slides. You decide when the CD track starts to play and when it will end. 1) Make sure the audio CD is inserted in your CD drive, 2) Click on the Insert tab of the ribbon, 3) Click the drop down arrow under the Sound icon on the right side of the ribbon, 4) Select Play CD Audio Track...a dialog box will pop up and you can choose when to Start and Stop and other options for playing your track: 1) clip selection is which CD audio track(s) to play -- example; you may wish to start at track 3 and end at track 6, 2) select loop option if desired, 3) adjust the sound level, 4) choose to hide the icon on the slide during the slide show (always a good idea).

Check out the shared calendar: KCTC for on-going classes. Contact the KCTC at kctc@ksdot.org or call Ingrid Vandervort 785-296-8993.



KDOT would like to recognize its employees who have returned home from military service in support on the war on terror. Employees are listed by district and their branch of service.

Headquarters

Steven West, Network Service Technician III, Army

District Five

Patrick Murphy, Equipment Operator, Army

The Bureau of Personnel Services supplies military information to Translines.

Welcome new KDOT employees!

Headquarters

Wally Ballou, Applications Developer Supervisor, Computer Services

Holly Hester, Senior Administrative Assistant, Chief Counsel

Kenneth Rishel, Network Service Technician II, Construction and Maintenance

Matthew Soper, Applications Developer II, Transportation Planning

District One

Nicholas Brummel, Engineering Technician Associate, Lawrence

Tonie Reischman, Engineering Technician Associate, Lawrence

Richard Watson, Engineering Technician, Materials and Research

District Three

Donnel Bourland, Equipment Operator Trainee, Russell

James Driscoll, Equipment Operator Trainee, Russell

Bradley Leiker, Equipment Operator Trainee, Norton

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

Ryan Maaske, Equipment Operator Trainee, Atwood Subarea

Gary Meier, Equipment Operator Trainee, Hoxie

Daniel Moore, Equipment Operator Trainee, Phillipsburg

Donna Most, Administrative Assistant, Atwood

Michael Pfannenstiel, Equipment Operator Trainee, Norton

Jamie Reimer, Equipment Operator Trainee, Phillipsburg

Kyle Winston, Equipment Operator Trainee, Goodland Subarea

District Four

Kathy Carrico, Administrative Assistant, Chanute

Robert Kite, Equipment Operator Trainee, Garnett

District Five

Douglas Hill, Equipment Operator Trainee, Wichita

Leslie Hullinger, Equipment Operator Trainee, Wichita

Tina Hall, Equipment Operator Trainee, Wichita

Deanna Lewis, Equipment Operator Trainee, Wichita

Jeffrey Owens, Equipment Operator Trainee, Wichita

Robert Swick, Equipment Operator Trainee, Wichita

Kenneth Maholmes, Equipment Operator Trainee, Wichita

*Fun Facts
and Trivia*

Do you know?

◆ Passenger miles traveled on transit increased at an average annual rate of 2.3 percent between 1995 and 2004, from 38 billion miles in 1995 to 46.5 billion in 2004.

◆ There were 640 transit systems operating in urbanized areas in the United States in 2004. Of these, 600 are public agencies.

◆ Of the 8.085 billion transit trips made in the United States in 2004, 41.9 percent (3.384 billion) were made in metropolitan New York City.

◆ Transit vehicles traveled 4.4 billion miles and for 302.8 million hours in 2004. Buses operated 55.3 percent of vehicle miles, commuter rail 6.6 percent, paratransit 19.9 percent, heavy rail 14.4 percent, and light rail 1.5 percent.



Faculty sponsor Molly Baumgardner and members of the Louisburg High School Star Warriors discuss making decisions for safety at the Transportation Safety Conference. Star Warriors, a service learning organization, was formed at the school after its parking lot was identified as a high crash location. Photo by Larry Katsbulas

Five individuals honored for promoting Traffic Safety

Five individuals were recognized for going above and beyond the call of duty with People Saving People awards at the annual Traffic Safety Conference on April 30 in Topeka.

Awards were presented in the categories of Law Enforcement and Response, Community Leadership and Engineering and Education and Awareness. The category winners and their efforts to promote safety were:

Law Enforcement and Response

◆ Corporal Thad Brown, *DUI Crash Reduction, Dodge City Police Department*

Corporal Brown focuses on keeping drunk drivers off the roads in his community. In 2007, he made 103 DUI arrests, one of the highest totals in the state.

Though he has other responsibilities, Corporal Brown is always available to help with the arrest or processing of a DUI and to provide training, both in-house and to other police departments

◆ Lt. Randell Mosher, *Targeting Teens with Safety Belt Enforcement, Troop E, KHP,*

Garden City.

Following two single-vehicle roll-over crashes in his jurisdiction where the drivers were killed, Lt. Mosher began a campaign of selective enforcements directed at teen drivers in area high schools. Utilizing the change passed in 2007 by the Kansas Legislature making violation of the seat belt law by occupants aged 14-17 a primary violation, Lt. Mosher organized selective enforcements near four high schools located within a 30-mile radius of Dodge City.

These enforcements occurred before the school day started, and resulted in 22 seat belt warnings written. During the last enforcement, conducted in the afternoon on Feb. 13, 58 citations were issued in shortly over an hour, 46 of them to unrestrained 14-17 year olds.

◆ Asst. City Attorney Mary McDonald, *Leadership in the Enhancement of Wichita Traffic Enforcement and Statewide Leadership in Traffic Prosecution, Wichita*

Continued on page 16

Transportation Briefs

Bridge honored

The Woodrow Wilson Bridge Project, located on the south edge of Washington, D.C., was awarded civil engineering's highest award April 30 as it took home the 2008 Outstanding Civil Engineering Achievement Award from the American Society of Civil Engineers (ASCE).

The ASCE award recognized Wilson Bridge Project's significant contributions to the civil engineering profession, singling out for particular praise the project's innovative and extensive environmental program and its sensitivity to travelers and local communities. The project was selected from a group of 26 projects from around the world.

ASCE annually recognizes an exemplary civil engineering project with the Outstanding Civil Engineering Achievement award. Established in 1960, the prestigious award honors the project that best represents civil engineering progress and its contribution to society as a whole. - *Road and Bridges, May 2008*

DOT launches blog

U.S. Transportation Secretary Mary E. Peters launched Fast Lane on April 29, the Department's new blog. Accessible at <http://fastlane.dot.gov>, Fast Lane will be an online community for all those interested in the nation's transportation system and its future.

Fast Lane contributors will include Secretary Peters, Deputy Secretary Thomas Barrett, Administrators from the Department's operating agencies and other senior officials. In addition, the site will welcome guest bloggers from government, industry and the transportation community. The Department will also use the blog to break news and make announcements.

Fast Lane is an open forum, and

visitors are encouraged to submit comments, contribute ideas, and bring to the Department's attention innovative and exciting transportation activities in their communities. All comments will be reviewed before inclusion and a representative sample will be posted to the site.

- *Road and Bridges, April 2008*

Fewer butts to pick up

Cigarette litter dropped 54 percents from last year, according to Keep America Beautiful. The group reports that cities participating in its Cigarette Litter Prevention Program – which aims to cut down litter through public education, increased availability of disposal

receptacles and other measures – noticed an additional 6 percent drop in 2007 than they observed the year before. - *Public Works, February 2008*

China sets record

The Sutong Bridge, located in the country's Jiangsu Province, has a 3,570-foot main span, making it the longest cable-stayed bridge in the world. The bridge, which cost \$1 billion to construct, was put in place to cut down the time necessary to cross the Yangtze River between the cities of Nantong and Suzhou. The structure was scheduled to open in May. - *Public Works, February 2008*

M I L E S T O N E S

KDOT salutes employees celebrating state anniversaries in May

10 YEARS

Brad Almond Chanute
 Doug Benear Meade
 Cindy Broxterman Topeka
 David Choitz Ellsworth
 Randy Conrad Phillipsburg
 Arterry Cooper Salina
 Kathleen Deitering Topeka
 Ruby Douglas Topeka
 Curtis Hemel Dighton
 William Johnson Salina
 Michael Jones Stockton
 John Maddox Topeka
 Derek McGrew Kansas City
 Scott Ranes Mapleton
 Robert Rickstrew Wamego
 Lisa Shelton Topeka
 Kelly Spiva Chanute
 Brent Terry Atwood

20 YEARS

Deborah Cisneros Topeka
 Robyn Daniels Independence
 Steven Delventhal Hutchinson
 Tammi Lower Topeka
 Robert Schremmer Russell
 George Stout Hollenberg
 Michael Stringer Waverly

30 YEARS

Garrett Brandt Paola
 Larry Cheek Auburn
 Robert Hoover Norton
 Gale Hunninghake Seneca
 David Lundgren Westmoreland
 Carl Mantooth El Dorado
 Joe Quigley Blaine
 Larry Thompson Garden City
 Kenneth Tinder Leavenworth

40 YEARS

Raymond Brownell Holton

State service anniversaries are compiled by Personnel Services. Employees and home towns are included in this list.

Safety

Continued from page 15

McDonald is the Chief Prosecutor and Assistant City Attorney for the City of Wichita. Beginning in 2006, McDonald took action to move the Wichita Police Department toward increasing traffic enforcement. Due to her efforts and the increased effort of the police department, 2007 saw 39 percent more DUI citations issued, 17 percent more moving violations cited, and fatal crashes reduced by 38 percent. McDonald was the driving force in convening and coordinating successful statewide conferences in traffic prosecution in 2006 and 2007.

Community Leadership and Engineering

◆ **Ronda Lusk, Walk this Way / Pedestrian Safety for Harry Street Elementary, Wichita Area Safe Kids, Wichita**

Harry Street Elementary in Wichita had a high rate of students not crossing at the crosswalk. The crosswalk was moved to a better location and re-done. A handicapped accessible crosswalk

was installed. New signage was put into place.

The new crosswalk was the center of an event to provide education for the students, school staff and parents. Volunteers walked children to school using the new crosswalk, educational materials were provided to parents and students, and school staff supported the entire event. Lusk, as Safe Kids Coordinator, worked with the City of Wichita and the Wichita School District at every stage.

Education and Awareness

◆ **Randy Wells, Kansas Operation Lifesaver, BNSF Railway, Lawrence**

Wells, Coordinator of Field Safety Support for the BNSF Railway, covers more than 40,000 square miles of land containing 26,000 miles of roadway and thousands of rail grade crossings. He is also a top trainer for Kansas Operation Lifesaver, Inc. He dedicated an estimated 2,000 hours in 2007 to reaching more than 5,000 persons – general public and safety professionals – with more than 125 Operation Lifesaver presentations and training courses.

Promotions/Transfers

Headquarters

Susan Darling, Professional Civil Engineer II, Construction and Maintenance

Martha Jones, Management Systems Analyst II, Management and Budget

Juliann Kampsen, Office Manager, Design

Scott Marquis, CADD Applications Support and Development, Design

District One

Matthew Stadler, Engineering Technician, Materials and Research

Roy Thompson, Area Shop Supervisor, Bonner Springs

District Four

Kevin Crain, Highway Maintenance Supervisor, Independence

The Bureau of Personnel Services supplies information for promotions/transfers to Translines.

Kansas Department of Transportation
Bureau of Transportation Information
Eisenhower State Office Building
700 SW Harrison, Second Floor, West
Topeka, KS 66603-3754

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