



## Maintenance redefined by crew in Garden City



Jack Immroth (far left) and Gerry Pearson (far right) use a two-by-four to level off the concrete, as Kenny Gibbons, Jesse Casanova, Tim Deaver, and Jimmy Gilbert work it with shovels and rakes.

**Maintain** v. To keep in an existing state (as of repair, efficiency, or validity): preserve from failure or decline, Merriam-Webster's Collegiate Dictionary.

To keep in good condition, Wordsmyth.

KDOT has charged its maintenance forces with keeping the state's roads and bridges in good condition and preventing failure or decline. To that end, crews patch, overlay, and seal surfaces as needed. Sometimes the need calls for more than a routine maintenance action. Such was the case recently for the District Six crew in Garden City.

The US-50 eastbound ramp off the US-

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## Agency's ITS plan receives national recognition

The Kansas Statewide Intelligent Transportation System (ITS) plan was recognized as one of the best in the nation June 5 during the ITS America awards banquet in Miami.

The honor bestowed on KDOT was for the Best ITS Awareness or Advocacy Program for the Kansas Statewide ITS plan. Seven different categories were judged by their peers and recognized for showing the greatest advancements in the way people use technology in transportation to improve the quality of life as well as save lives, time, and money.

The six other ITS winners were in the categories of

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Chris Bortz takes off from first base while Scott King waits to field a hit. These and other KDOT employees participated in the annual softball tournament June 2 in Topeka. See page 5 for more details.

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From  
Where  
I Sit

by E. Dean Carlson

## Safety equipment must be used

I read an interesting article in the June 11 issue of “New Yorker” magazine. It was about the debate over different approaches to occupant protection: passive systems such as airbags or systems such as seat belts that require occupants to actively use them. The article looked at how the two schools of thought developed and examined how the passive supporters had pretty much won the day in the early 70s and this meant most efforts had been focused on air bags and auto design changes.

The passive supporters’ thinking was two-fold. First, they believed, correctly in my view, that accidents are always going to happen because even good drivers will make mistakes. This means cars have to be designed with systems that protect people as much as possible from the consequences of those mistakes. Secondly, you can’t rely on people to do that for themselves. They thought, incorrectly as it turns out, that you could never get a majority of people to use seat belts.

The analogy that one expert uses in the article is of a


public health situation. If you have an outbreak of typhoid fever, you can either tell everybody to boil their water before using it, or you can chlorinate the water supply. Airbags would be akin to the “chlorine” solution because it’s a government-driven solution and you don’t have to do anything. If only it were that simple.

I’m not a biologist, but I’m fairly sure that chlorine will kill typhus close to 100 percent of the time. It’s just not the same thing with occupant protection. An airbag alone reduces your chance of dying in a crash by only about 13 percent. However, use it with a safety belt, and your chances of dying are reduced by almost half (47 percent). And the article points out that safety belts prevent injuries that airbags can’t prevent, especially in side collisions. You do have to help yourself sometimes.


The kicker is that the “active” system proponents are being proved right. Thanks to public education campaigns and safety belt laws safety belt usage is more than 70 percent nationwide (although Kansas lags behind at 61 percent).

What’s all this got to do with you? First, use your safety belt every time you get in a vehicle. But I also wanted to make the point that all the safety equipment in the world is useless if people don’t take advantage of it and use it properly. KDOT spends a lot of time, effort, and money to give you the equipment you need to stay safe. We do this because we value you. So please use that equipment wisely and well.

And you might keep that thought in mind in all your summer activities too - boating, camping, grilling, hiking, swimming, etc. Whatever the endeavor, there are safety rules to follow and safety equipment to use. I hope you and your family do both and have an actively safe summer.



**KANSAS DEPARTMENT OF TRANSPORTATION**  
Office of Transportation Information  
Docking State Office Building, 754-S  
915 Harrison, Topeka, Ks 66612-1568



**Governor:** Bill Graves  
**Secretary of Transportation:** E. Dean Carlson  
**Director of Public Affairs:** Nancy Bogina  
**Chief of Transportation Information:** Marty Matthews  
**Editors:** Stan Whitley and Kim Stich

Phone/TTY: (785) 296-3585 FAX: (785) 296-0287

### Calendar of Events

**July 4** - State employees off for Independence Day observance.

**July 10** - 11 a.m., KDOT Employees’ Council Meeting, Seventh Floor Conference Room, Docking State Office Building.

**July 13** - Highway Advisory Commission meeting in Topeka.

**July 18** - 2 p.m. - Construction Bid Letting, Capitol Plaza Hotel, Topeka.

**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).**

# KDOT technology helps Kansas Speedway motorists

**By Stan Whitley**

Call it a practice lap for officials who have worked the past two years developing a traffic management plan for the new Kansas Speedway.

The track just off I-70 and I-435 in Wyandotte County opened for racing the first weekend in June with two events – the NASCAR Winston West Kansas 100 and the ARCA Re/Max Series BPU 200. A crowd of 45,000 attended the inaugural event with a full house of 75,000 paying spectators expected for Indy racing in July and for the Busch Series and Winston Cup racing September 29-30.

Just how do you handle the massive traffic generated on race day? That's a concern being addressed by a number of parties, including KDOT.

"Two years ago the KHP Troop A Operations Center in Olathe began planning how they could best handle traffic with their troopers and equipment," said Matt Volz, KDOT State Intelligent Transportation Systems Engineer. "The Unified Government of KCK and Wyandotte County then hired a consultant to do a traffic study. They provided a plan that focused on primary routes, alternate routes, and signing. We have been working with key players since the beginning in development of the overall traffic plan."

Volz said the Kansas Speedway, the Kansas City, Kan., police, Missouri State Patrol, and Bonner Springs Police Department are also part of the comprehensive planning team.

"Interstate 70 and Interstate 435 traffic will not be allowed to mix on race days, which will help alleviate potential traffic conflicts," said Volz. "Interstate 70 traffic is directed to use the 110<sup>th</sup> Street interchange and I-435 traffic will use the State Avenue interchange."



***Portable closed circuit TV trailers were dispatched to three different locations to provide traffic control assistance at the Kansas Speedway. This one was located at I-70 and K-7.***

The traffic management plan included technological features that KDOT is using to help race day motorists and evaluating for potential future use during Kansas City area roadway construction.

Twelve portable message boards - six on I-70 and six on I-435 - were utilized to inform motorists. Volz said a unique aspect was a single software package

that controlled all the message boards from the Unified Command Post established at the KDOT Area Three Office in Bonner Springs.

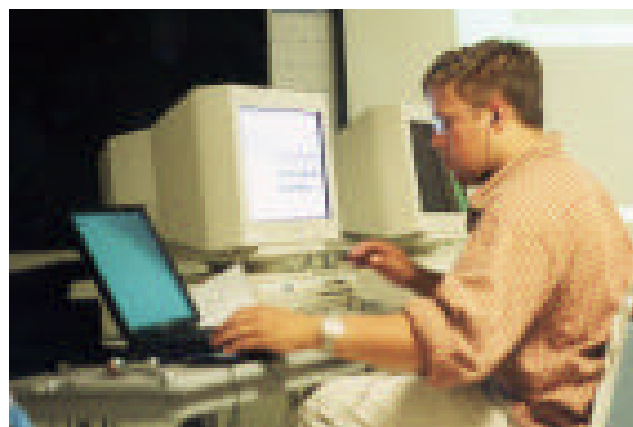
"Time is critical if a change needs to be made on a message board," said Volz. "Instead of making changes to each message board by driving out to the site, we could make the change with the software and it would go directly to each site via wireless communication."

An advanced technological feature also helped control traffic and address incident management situations. Portable closed circuit TV trailers called "Smart Zones" were dispatched to three different locations – the I-70 and 110<sup>th</sup> Street interchange, I-70 and K-7, and US-24 and K-7. The Smart Zones each had a camera mount that extended 38-feet in the air and the cameras had the capability to pan, tilt, and zoom. The images were transmitted directly to the command post using a 2.4 GHz wireless transmission.

"The cameras allowed us to have an excellent view of backups, congestion, and incidents," said Volz. "We could also verify reports to the command post and provide corrective action to address problems."

The advanced technology was complemented by highway advisory radio,

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***A Unified Command Post was established at the KDOT Area Three Office in Bonner Springs to monitor traffic.***

# Chemicals, containers used to produce meth can be dangerous

By Suzette Shields and Kim Stich

It is no secret methamphetamine labs are a growing problem in Kansas. Clay County is one example. In the past year, Clay County law enforcement busted four methamphetamine labs in the county. They reported 30 more incidents where meth lab materials were discovered.

"I knew a person who years ago was blinded while using anhydrous ammonia in his farming operation. Ammonia is one of the possible ingredients in the making of meth," said Area Engineer Dale Hershberger. KDOT and the Clay County Sheriff's department teamed up to make sure this doesn't happen to KDOT crews or volunteers.

On April 20, Clay County Sheriff Deputy Kelly Kemp taught KDOT supervisors, construction crews, and maintenance equipment operators how to spot hazardous materials used to make meth. "Since we work out in the country, we essentially are providing the eyes and ears to help find some of these products, which could then help solve a case," Hershberger said.

Hershberger and Deputy Kemp hope the meth identification training not only helps KDOT employees prevent serious accidents from occurring, but also helps law enforcement find and arrest those responsible for making meth. "The more people that I can put out on the street who know how to identify discarded meth-related items, the more people we can put behind bars," said Kemp.

Anhydrous ammonia, acid, sewer cleaner, lye, antifreeze, and ethanol are some of the main ingredients used to make meth. People making meth often use plastic bottles and other disposable materials to store these dangerous chemicals. If a KDOT employee picked up a bottle unaware of its contents, unscrewed it, shook it out, and the chemical splashed on their skin or in their eyes, the consequence could be life threatening. Meth makers also leave behind coffee liners, camping fuel cans, ketchup bottles, and, after they've used the lithium from them, battery casings.

"It doesn't take a brain surgeon to put the stuff together," said

Hershberger. "Drug production used to take days and was often made by scientists. They often relied on glass beakers, chemicals, and lab equipment, and now you can buy all the material from the local discount store."

In fact, the whole process takes about half an hour and can be done in a car parked on the side of the road. Many of the disposed materials are found underneath bridges and on roadsides. "More and more of this is happening in rural areas," said Hershberger. "People who make the meth dispose of their materials where it is convenient so they don't get caught."

Col. Don Brownlee, Superintendent of the Kansas Highway Patrol, said the patrol's focus is on the transportation of meth and mobile

labs since the drug can be produced in vehicles. "Troopers commonly find large quantities of meth and the materials to make the illegal drug in cars traveling down our highways," Brownlee said. "It's important that we immediately remove these vehicles from the road because of the volatility of some of these chemicals."

Meth can be produced along the roadside, and unfortunately in neighborhoods as well. According to the Koch Crime Institute, look for residences with windows blacked out; renters who pay their landlords in cash; lots of people coming and going, especially at night; excessive trash including large amounts of antifreeze containers, red chemically stained coffee filters, and duct tape; and unusual amounts of clear glass containers being brought into the home.

Odors similar to ammonia, fingernail polish remover, or cat urine could be a sign of recent meth production. Do not touch

any materials or containers found with these odors or any other items that look suspicious. Contact the local law enforcement department immediately or the Kansas Bureau of Investigation at 1-800-KS CRIME.

## Suspicious litter should be left alone

KDOT volunteers, such as people participating in the Adopt-A-Highway program, need to be extra careful as well when picking up litter. Litter is unsightly along the roadways, but it can also be hazardous. Some containers that look like average trash could have been used in the production of meth.

"We need to make everyone aware of this new potential hazard," said Dale Hershberger, Area Engineer in Clay Center.

Anhydrous ammonia is a dangerous chemical that should not be touched when picking up litter. There are others such as ethanol, cleaning fluids, sewer cleaners, and acid that can be harmful to people if touched. Because of the increase in meth labs in rural areas, trash along the countryside from the labs has also increased. Some items to especially watch out for include red chemically stained coffee filters, camping fuel cans, ketchup bottles, battery casings, and antifreeze or clear glass containers that have an odor similar to ammonia, fingernail polish remover, or cat urine.

Volunteers are strongly encouraged to always wear gloves when picking up any litter along the roadway. Also, Hershberger said to not shake out bottles because it's potentially not water in them. If an item looks suspicious, leave it and contact the local law enforcement immediately. **-K.S.**



# 2001 tourney - a day of fun for KDOT employees



*From the softball games to the kids' activities to the picnic, employees, family, and friends had a good time at the annual Employees' Council event.*



# Hanson spends entire KDOT career on the road

By Kim Stich

Most people who retire from a job take the opportunity to travel. When Andy Hanson retired from KDOT after 36 ½ years of service on June 11, he was glad to have the chance to finally stay home.

Hanson has been a member of the Bureau of Design's survey crew during his entire career at the Department. "It's easy to say I've been pretty much all over the state," Hanson said. "There's not too many roads I haven't been on."

After graduating from Fort Hays State University, Hanson worked for KDOT for four months as an Engineering Aide before being drafted into the Army where he was stationed

in Germany as an aviation mechanic. He came back to KDOT in December 1967, "and this is where I've been ever since." He moved up the ranks and became a Party Chief stationed out of Herndon in 1980.

Hanson is one of only five KDOT employees in the Design Surveys in the last 25 years to spend their entire KDOT career on the road. Many coworkers spend a few years on the road doing surveys and most eventually decide to settle down and transfer to Headquarters in Topeka. One in particular who worked for Hanson, Bill Haverkamp,



*Andy Hanson spent the last 36 years surveying across Kansas for KDOT.*

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## Step Back in Time



*Concrete was laid for new Interstate 70 in northeast Kansas during construction activity in June of 1962.*

# Customer service: Not just for retailers

By Ron Kaufman

The Spring 2001 *AASHTO Quarterly* just crossed my desk. The American Association of State Highway Transportation Officials (AASHTO) publishes the magazine and Secretary of Transportation E. Dean Carlson is serving as the organization's president this year.

The cover features Secretary Carlson flanked by Ben Nelson, Bureau Chief of Computer Services, and Connie Nordstrom, Administrative Assistant to the Secretary. With apologies to those three charismatic individuals, the accompanying headline is what really caught my attention. It reads: "Advocating Customer Service: AASHTO President Dean Carlson." The cover story began with the following excerpt from a quote by Secretary Carlson: "In the past, the attitude of many departments was, 'We're doing you a service and you should appreciate it.' Bluntly put, that doesn't cut it anymore." Truer words were never spoken and I am proud to work for an organization that supports a strong customer service ethic.

I thought I would use this opportunity to dust off something I came across long before I came to work for KDOT. It comes from an article entitled "Strict Rules of Customer Service" by Jeffrey P. Davidson that appeared in the June 1990 edition of *The Rangefinder*, a trade magazine for professional photographers. In his article, Mr. Davidson quotes extensively from the book *Integrated Business Leadership Through Cross Marketing* (Warren H. Green, Inc., St. Louis, 1986) by business consultant Michael Baber. Baber lists the following 25 customer service



mistakes. Have you ever been on the receiving end of some of them?

1. Not appreciating customers.
2. Not being interested.
3. Not listening.
4. Unfriendliness.
5. Lack of empathy.
6. Ignoring customer input.
7. Not asking questions.
8. Forgetting customer benefits.
9. Jumping the gun.
10. Lack of sympathy.
11. Keeping customers waiting.
12. Being pushy.
13. Being discourteous.
14. Arguing with customers.
15. Not admitting fault.
16. Allowing distractions.
17. Rushing the customers.
18. Being insensitive to behavioral styles.
19. Being undependable.
20. Being inconsistent.
21. Allowing customers to be embarrassed.
22. Criticizing customers.
23. Becoming angry.
24. Expecting customers to be fair.
25. Wasting customers' time.

Davidson closes his article by listing Baber's rules of good customer service:

1. Make the customers feel heard.
2. Make the customers feel understood.
3. Make the customers feel liked.
4. Make the customers feel respected.
5. Make the customers feel appreciated and remembered.
6. Make the customers feel helped.

These six tenets of customer service remind me of public involvement. Public involvement is a two-way street that incorporates many elements of good customer service. Referring to Baber's rules, you'll notice that it is not enough to listen to customers; they must feel heard. It is not enough to understand customers; they must feel understood. We must not only help customers; they must feel helped, and so on.

When I first joined KDOT, I was impressed with the efforts many people were making to provide good customer service. Outstanding customer service is a way of doing business that all of us can help nurture. Avoid the mistakes and strive to obey the rules that are listed above. Good customer service makes sense, it's good business, and it's good public involvement!

## Local units of government vie for Transportation Enhancement funds

Twenty projects were recently selected to receive Federal Fiscal Year 2003 funding through KDOT's Transportation Enhancement Program.

"We were able to fund nine projects in the pedestrian/bicycle category, seven projects in the historical category, and four projects in the scenic/environmental category at a total cost of \$11.2 million," said Program Coordinator Kaye Jordan-Cain. "Interest in the program was high with 86 applications received from local units of government for \$41 million in funding consideration."

A minimum of 20 percent of the total project cost will come from the applicant. The applications for Federal Fiscal Year 2003 projects were accepted during an application period of August 2000 through December 2000.

Transportation Enhancement projects under this federal program include facilities for pedestrians and bicycles; pedestrian and bicycle safety and education activities; acquisition of scenic or historic easements and sites; scenic or historical highway programs; landscaping and scenic beautification; historic preservation; rehabilitation and operation of historic transportation buildings, structures or facilities; conversion of abandoned railway corridors to trails; control or removal of outdoor advertising; archaeological planning and research; and establishment of transportation museums.

The following is a list of the projects selected for funding.

### Historical Projects

**Osage City** - Rehabilitation of Santa Fe Railroad Depot; **Fairway** - Rehabilitation of the Shawnee Methodist Mission;

**Unified Government of Wyandotte County/Kansas City** - Rehabilitation of the Shawnee Road bridge; **Baldwin City** - Restoration of Baldwin City Depot; **Harper** - Preservation of the Historic Red Barn; **Hutchinson** - Restoration of historic railway engine and caboose; **Abilene** - Restoration of historic steam locomotive.

### Scenic/Environmental Projects

**Topeka** - Landscaping and exterior development of the Great Overland Station; **Manhattan** - Drainage improvements and landscaping on Tuttle Creek Boulevard from Leavenworth Street to Poyntz Avenue; **Cimarron** - Main Street (K-23) beautification from the ATSF Railroad to Canal Street; **Lyons** - Streetscape and landscape improvements in the downtown area.

### Pedestrian/Bicycle

**Wichita** - Multiuse path along Little Arkansas River from 13<sup>th</sup> Street North and Ferrell to 21<sup>st</sup> Street North and Amidon; **Great Bend** - Multiuse path along the Arkansas River on the city levee system; **Derby** - Multiuse path from 71<sup>st</sup> Street and Rock Road west to Buckner Street then north to 63<sup>rd</sup>; **Olathe** - Multiuse path along Rolling Ridge Trail from Dennis Avenue and Ferrel Street to Hedge Lane and 131<sup>st</sup> Street; **Topeka** - Extension of Shunga Trail from the Landon Trail intersection to 10<sup>th</sup> Street; **Argonia** - Multiuse path to connect River Walk with Salter City Park; **Leavenworth** - Multiuse path linking Landing Park with Haymarket Square; **Buhler** - Multiuse path connecting Main Street with Wheatland Park; **Lyndon** - Multiuse path on east Sixth Street from U.S. 75 to Jones Park.

## Bradley named chairperson

Ruby Bradley, Applications/Program Analyst IV in the Bureau of Computer Services, has been chosen as chairperson for the inaugural year of the Exor North American User Group. Exor Corporation is the supplier of the world's leading integrated highways management system. It created the user group at this year's user conference in Louisville, Ky., in mid-May and appointed Bradley to the chairperson position.

"We are pleased that Ruby has accepted the role of Chairperson for the first year with the User Group," said Graham Stickler, Vice President, Business Development, and Exor. "Ruby has the experience, both technical and product-knowledge wise, and will bring valuable insight to the needs and support of the User Group membership."

"I think this appointment says as much about KDOT as it does about me," said Bradley. "KDOT's commitment to using technology to improve its operations puts us at the forefront of network-based asset management. Having that recognized is a great feeling."

Bradley says KDOT is using Exor software in the CANSYS database conversion project. (CANSYS is the Bridge and Roadway Geometric database that provides information for Federal reporting and Programming.) It currently is a mainframe database with limited accessibility and functionality. KDOT is replacing it with a client server application based on the Exor software, which in the near future will be web enabled.

Bradley will oversee and direct the activities of the North American Users Group in its first year as members establish a leadership structure. The purpose of the group is to support communication among Exor software clients and to recommend future product upgrades and enhancements.



**Dear KDOT (Butler County):**

On April 20, I was stranded with my two children on US-54 in a bright orange Chevy truck.

Two of KDOT's workers in Butler County by the names of Jack Stiles and Josh Chastain stopped to help me when no one else would. They used their cell phone to call their dispatcher who in return called The Auto Shop in Augusta to bring new belts for my truck to my stranded site. They then stayed with my children and I until the repairman got to the site.

As a woman with two children stranded on a highway, they made us feel very secure and comfortable. I take my hat off to Jack and Josh for their sincere generosity.

Please recognize them for their good deed in helping someone they did not even know.

My sincere thanks,  
Julie Thompson  
Haysville



## LETTERS TO THE EDITOR

**Dear Secretary Carlson:**

I want to thank the Kansas Department of Transportation for the assistance they provided during the Hoisington tornado disaster. The assistance provided to my department and the community was unprecedented. All of your employees involved are to be commended for their work and professionalism. Their presence will never be forgotten. Members of the community made many positive comments to me about KDOT.

John Clayton, Area Superintendent in Great Bend, is to be commended for coordinating this great effort. His expertise and professionalism is appreciated daily and especially during this disaster recovery operation.

Sincerely,  
Buck Causey, Sheriff  
Barton County

## Hanson

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is now the Survey Coordinator. "I was a pretty darn good teacher because my boss was my student at one time," Hanson joked.

Hanson has been involved in surveys all across the state. His mother, Anne, kept a diary until she passed away six years ago, "and she counted that I had stayed in 230 different towns. I don't mind traveling but I'm getting tired of living out of a suitcase."

He's also stayed in every town that is a county seat in Kansas, except for two, "and that's because they don't have a motel."

Hanson has walked a long ways during his years of surveying. Besides being involved in surveys across the state as well as big portions of I-135 and US-81, he estimates that he has walked the equivalent of from the Colorado/Kansas

***'It's easy to say I've been pretty much all over the state. There's not too many roads I haven't been on.'***

**Andy Hanson**

border to Salina four times.

Hanson has seen many changes in survey work. In the 1960s, most of the projects were cross country and nowadays they usually follow the present alignment. Also, it was a lot more hands-on compared to now, he said. "In the 60s, you didn't go to the field without a pencil," Hanson said. "Now most of the work is done on computers and GPS systems."

Sometimes there's not much to do to occupy the evenings, so Hanson decided to take up golf. Ed Goff, Lynn Byrnes, and other coworkers joined him throughout the years. "Once you hit one good

shot, you're hooked," he said. Just recently, his team took third out of 67 teams at the Arden Hale tournament for seniors.

Being on the road gave Hanson the opportunity to meet and work with a lot of people during the years. "I've enjoyed my years at the State," he said. "I've seen a lot of faces in my career and I've made a lot of friends during that time."

Friends sometimes play jokes and most coworkers knew Hanson hated snakes. He said one time when working east of Lawrence placing aerial targets, his coworkers found a dead snake and put it right in his path. "I cleared that track pretty fast," he said. He took off so fast his feet barely touched the ground, he said.

Hanson plans to devote his retirement years to working on his farm and having more family time with his two sisters and eight nieces and nephews.

**Welcome  
new KDOT  
employees!**

**Headquarters**

**Regis Campbell**, Information Technology Consultant I, Computer Services

**John Gough**, Professional Civil Engineer I, Local Projects

**Chad Kuntz**, Engineering Technician, Design

**Dustin Shepard**, Engineering Technician, Topeka

**Patricia Wright**, Office Assistant III, Computer Services

**District One**

**Steven Horton**, Engineering Technician, Lawrence

**Randy Knight**, Engineering Technician Associate, Emporia

**District Two**

**Teresa Gomez**, Office Assistant II, Marion

**District Three**

**Cameron Archer**, Equipment Mechanic I, Norton

**Christine Heit**, Office Assistant III, Hays

**District Five**

**Linda Gomez**, Office Assistant II, Wichita

**District Six**

**Michael Patton**, Safety and Health Inspector I, Garden City

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

**Retirees**

The following employees will officially retire from KDOT on July 1.

**Headquarters**

**William M. Burton Jr.**, Engineering Technician Specialist in Design - 35 years of state service.

**Andy J. Hanson**, Engineering Technician Specialist in Design - 37 years of state service.

**Edward A. Humston Jr.**, Installation Service Technician III, Topeka - 25 years of state service.

**District One**

**LeRoy Beers**, Engineering Technician, Wamego - 34 years of state

service.

**Wilford E. Howe**, Equipment Operator I, Manhattan - 44 years of state service.

**District Six**

**Jackie L. Kopfman**, Right-of-Way Agent I, Lakin - 17 years of state service.

The following employee officially retired from KDOT on April 1.

**District Four**

**Donald K. Kolb**, Engineering Technician Senior, Independence - 23 years of state service.

**ITS**

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Education and Training, Research, Deployment Shown to Save Lives, Deployment Shown to Save Time, Deployment Shown to Save Money, and Deployment Shown to Improve the Quality of Life.

“The Kansas Statewide ITS Plan is a strategic plan to deploy ITS technologies throughout the state,” said Mike Floberg, KDOT ITS Engineer. “The Plan reviews ITS deployments in rural and urban areas of Kansas and uses this foundation to determine future needs and integration requirements for ITS in Kansas.”

Floberg said the Statewide ITS Plan defines the direction KDOT will want to take, identifies ITS projects and develops a strategy for integrating and mainstreaming ITS into the KDOT structure.

“The success of the Statewide Plan depends on receiving quality input from stakeholders and the traveling public on the role ITS should play in Kansas,” said Floberg. “Ultimately, it will establish the blueprint for a successful statewide ITS

*‘The success of the Statewide Plan depends on receiving quality input from stakeholders and the traveling public on the role ITS should play in Kansas. Ultimately, it will establish the blueprint for a successful statewide ITS system.’*

**Mike Floberg**

system.”

Anticipated benefits of the plan include: improved speed and safety of goods movement for commercial vehicles; improved maintenance operations through efficient management of resources and labor, elimination of redundant processes and improved roadway safety and travel conditions; deployment of Traffic Control Centers (TCC) to help reduce the incremental costs of adding new components; and reduced emergency response time when accidents occur. - S.W.

## Deaths

Condolences to the family and friends of a former agency employee who recently passed away.

**John R. McCarty**, 84, died May 19 at a hospital in Johnson County. McCarty had worked for the State Highway Commission and was the Chief of Right-of-Way acquisition when he retired.

He is survived by one son, a grandson, and a great-grandson.

Memorial contributions may be made to the Federated Church in Mound City.

## Race track

Continued from page 3

static traffic controls such as signing, barricades and cones, standard radio communications, and 80 KHP officers covering I-70 and I-435 from 6 a.m. until well after the event ended.

“We were happy to have a smaller event first and shake the bugs out of our system,” said Volz. “We had 45,000 people and in less than one hour after the race the traffic had cleared. That’s a real tribute to advanced planning by the Kansas Highway Patrol.”

Despite general success from opening weekend, the battle is far from over.

However, Volz said officials seem confident the basic plan that has been created will enable them to handle substantially larger crowds.

Attendance at the races refers to the actual number of ticket holders entering the speedway. Elite racing events attract tens of thousands of people who never enter the gates, but contribute significantly to the traffic volume.

“We’ll have more people for the next event and in September it’s estimated a total of 120,000 people may be in attendance,” said Volz. “That’s when we’ll get our true test.”

## District Six

Continued from page 1

50/83 bypass has long been a trouble spot. Numerous problems over the years have required constant patching and repair to keep the ramp in a usable condition. Two years ago the district elected to try an Ultra-thin Whitetopping (three inches of concrete over the existing base). Unfortunately, the combination of heavy truck traffic and an apparently unstable base caused the pavement to deteriorate again.

So an upcoming project will completely rebuild the ramp - but that’s a year away and this ramp is a vital connection for Garden City motorists. How do we keep it in service for another year?

Enter the District Six crew. They set out to patch the worst spots on the ramp with six inches of concrete. The three sections they wanted to patch totaled 577 feet in length - the longest being 324 feet. Each patch would also cover the full width of a driving lane. That’s a lot of concrete, especially when you’re not equipped with everything a paving contractor would use.

Gerry Pearson, District Six Maintenance Superintendent, thought they could do a lot of it by hand. He also knew they’d need some way to screed or level off the concrete as soon as it was placed. After trying to smooth a small patch by dragging a two-by-four across the top, he decided to use two motor graders running their blades across the concrete. That worked where there was enough room to

run the graders side-by-side, but the biggest patch lay alongside a raised median. So they unbolted the blade from one motor grader and extended it out 13 feet, giving them plenty of reach.

With help from the Garden City sub-area crew, Pearson had up to a dozen people on the job at times. Over a two-week period, they dug out the deteriorated pavement and placed the concrete, while keeping traffic moving on the ramp.

The repaired ramp has been in service for several weeks. It seems that in the KDOT dictionary maintain has another definition - to extend the useful service life of something. – *Story and photo by Kirk Hutchinson, District Six Public Involvement Liaison*

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

KDOT salutes its employees celebrating anniversaries in June

### 10 YEARS

Maurice Cowan ..... Pittsburg  
Loretta Hess ..... Chanute  
Bernadette Meek ..... Kansas City

### 20 YEARS

John Crawford ..... Goodland  
David Davignon ..... Hill City  
Walter Gardenhire ..... Topeka

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

## BROWN BAG

### LUNCH

**Topic:** Local Projects

**Date:** Wednesday, July 11

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

**Place:** Room 481, Docking

*All employees are invited to attend.*

## Promotions/Transfers

### Headquarters

**James Bernica**, Engineering Technician, Materials and Research

**Steven Buckley**, Professional Civil Engineer I, Traffic Engineering

**Jeff Henry**, Engineering Technician, Traffic Engineering

**Brad King**, Engineering Technician Specialist, Design

**Scott King**, Professional Civil Engineer II, Topeka

### District One

**Richard Allen**, Engineering Technician, Seneca

**Dustin Hardin**, Engineering Technician, Emporia

**Francis Hulsing**, Engineering Technician, Seneca

**David Johnson**, Engineering Technician Senior, Merriam

### District Three

**Lydia Annon**, Human Resources Professional I, Norton

### District Four

**Elmer Hinds**, Equipment Mechanic II, Independence

**Darrin Petrowsky**, Engineering Associate III, Independence

### District Five

**Daniel Espinosa**, Equipment Operator III, Kinsley

**Leroy Lewis**, Equipment Operator III, Pratt

**Joe Wilson**, Engineering Technician Senior, Wichita

### District Six

**Kelly Housman**, Equipment Operator III, Cimarron

*The Bureau of Personnel Services supplies information to Translines.*

## Training Opportunities

◆ **Basic Effective Supervisory Training\***, July 17-20, Topeka.

◆ **Writing Workshops**, July 17 and August 8, Topeka; July 25, Hutchinson. New Employee Orientation, July 26 and August 31, 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.*

KDOT

### Office of Transportation Information

915 Harrison - Room 754

Topeka, KS 66612-1568

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