

KDOT Translines

Bureau of Transportation Information

September 2005

Testa receives national award from AASHTO

By Stan Whitley

Dean Testa, retired KDOT Bureau Chief of Construction and Maintenance, has been selected to receive the prestigious Thomas H. MacDonald national award presented by the American Association of State Highway and Transportation Officials (AASHTO).



Dean Testa

This is the highest annual award bestowed by AASHTO. Secretary Deb Miller recognized the accomplishment during a surprise announcement at a recent KDOT Executive Staff meeting. Testa had been making a presentation at the meeting when a slide popped up on the screen which read "Congratulations Dean Testa for being the recipient of this year's AASHTO Thomas H. MacDonald Memorial Award."

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Turning up tusks



A mammoth tusk was discovered in Wichita on August 5 during construction on US-54/US-400. The Wichita Police Department provided security to prevent unauthorized visits by souvenir seekers. For more details, see page 3.

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MEETING

KDOT employees

One killed, one injured in crash

Another member of the KDOT family has lost his life in the line of duty following the death of Richard Cunningham near Neosho Rapids on August 1.

Cunningham, 46, of Emporia died in a crash involving a KDOT dump truck and a semi trailer hauling rock on K-130 near the Lyon County town. Cunningham was an Equipment Operator Senior and had worked at KDOT for nearly 15 years.

Cunningham is survived by his wife, Mabel, two



Richard
Cunningham

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Miller's Time

*By Secretary
Deb Miller*

E-mail etiquette

According to a study done in 2002, 57 million American workers had Internet access at that time. Of those, 98 percent had e-mail accounts.

What I'm wondering is, how did all of those people get my e-mail address?

OK, I'm exaggerating. But there are days when it seems as if that's not much of an exaggeration. E-mail, in a relatively short amount of time, has become almost mandatory in the workplace. At the time of the 2002 study by the Pew Internet and American Life Project, industry watchers estimated that somewhere between seven billion and 31 billion e-mails were sent every day. And, they expected the numbers to triple in three years. That brings us to the present and what sometimes seems like an overwhelming chore just to keep up with the day's haul of e-mail.

Despite the feeling that the process of opening and responding to e-mail is a job unto itself, I realize that e-mail really is a remarkable tool. Admittedly, it would be hard to go back to the days when e-mail wasn't an essential part of the office. It has made it easier to keep current, to communicate with more people and to make ourselves more available to co-workers. It also means that more of the people we serve can easily contact us. And they do, 24-7. It's true that it has created more work for some of us, but it has been very good for the public.

On the dark side of e-mail, however, 28 percent of the respondents to the Pew study said it was a distraction from work; 23 percent said it was a new source of stress; 22 percent said it caused misunderstandings; and 16 percent said it encouraged gossip. We could all add a few more aggravations to the list. But the fact is, we will always have

e-mail in the office and from time to time it is useful to review how we use this important tool. Because of space limitations, I will offer only five of my personal guidelines to successful or efficient e-mail communication:

1. Give your message the "court of law" test. Imagine how your message would sound if it was used as testimony or evidence in a trial. Would it be embarrassing, incriminating, slanderous, revealing, etc.? It is not far-fetched to imagine that the e-mail you write today could be used in court. E-mail is permanent, retrievable and admissible in many jurisdictions. E-mails were part of the record in proceedings involving Enron, Arthur Anderson, Merrill Lynch, and Martha Stewart. They were even a part of the Iran-Contra scandal.

2. Be very cautious when using the "reply to all" function. I think most of us have heard horror stories of messages intended for a few going to many by inadvertently hitting the wrong reply. Also, be carefully consider messages you send to large groups – especially if you send the message when you are angry.

3. Common punctuation and capitalization rules apply to e-mail messages. Improper grammar, punctuation, and spelling are a poor reflection on the sender and the agency (and another source of embarrassment if your e-mail winds up in court). There is a spell check function on our system, so why not use it?

4. Know when to end the e-mail back-and-forth. If someone says "thank you," no need to say "you're welcome." A protracted chain of one or two-word messages just clogs your mailbox and takes more time to open and compose another response. Also, be sure to address e-mails to those from whom you think action is needed, and "cc" those who you think need to/should know.

5. Know when to convey your message in person or over the telephone. If your message requires a high level of confidentiality or if you aren't sure of the emotional tone of the e-mail you just received, pick up the telephone or go see the other party in person. Don't hide behind an e-mail. If you wouldn't say it in person, don't say it in an e-mail.

There are many Web sites that address e-mail etiquette and the lists of dos and don'ts are long. It is useful to review them. In addition, you can view KDOT's e-mail policy in the Standard Operating Manual at http://kdotweb.ksdot.org/KDOTOrg/OffMangBudg/Documents/SOM-PROD/1_9_8.htm.

A mammoth discovery is made on Wichita construction project

By Tom Hein and Marsha King

When an Equipment Operator for Sherwood Construction Company scraped the bucket of his backhoe across the top of a mammoth tusk, he could tell it was something different from the usual subgrade found in the area. His "feel" for the job allowed archeologists to remove the seven-foot tusk from soil 17 feet below the old US-54 roadbed in east Wichita where a new piece of the Kellogg Freeway is almost ready for concrete.

KDOT Archeologist Marsha King played an important role in the careful scraping and packaging necessary to transport the artifact to a lab. Working with King was Kansas Historical Society Archeologist Randy Thies; from Wichita State University, anthropology associate professor Dr. David Hughes; and Ingrid Mendoza.

Before the archeologists could remove the tusk, they first made a trip to a local hardware store for a couple of common household products. To prevent the tusk from breaking unpredictably when it was moved, they used a layer of plastic wrap then a thick coating of expandable foam to provide a protective shell.

The tusk, which was broken at the tip end, most likely belonged to an adult Columbian mammoth, King said. At birth, an infant mammoth was about three feet tall and weighed about 200



KDOT archeologist Marsha King (right) watches as Kansas State Historical Archeologist Randy Thies (left) and Wichita State University Associate Professor Dr. David Hughes pull dirt away from the mammoth tusk uncovered in Wichita on August 5 during construction on US-54/US-400.

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Federal, state officials discuss Kansas aviation



Dr. Joel Dickmann, Regional Flight Surgeon for the FFA, discusses aerospace medicine during an aviation briefing in Topeka on August 9.

Aviation was the focal point of discussion during a briefing between the Kansas congressional delegation, Federal Aviation Administration, and state officials in Topeka August 9.

"The meeting provided us an excellent opportunity to discuss aviation issues of importance to Kansas," said George Laliberte, KDOT Acting Director of Aviation. "This was our first attempt to bring together the congressional delegation and federal and state aviation officials to a joint meeting in Kansas."

With 143 public-use airports, Kansas represents the ninth largest system of airports in the nation. Annually, the FAA spends almost \$28 million, the state of Kansas \$3 million, and local communities \$2.5 million

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KDOT pair top charts with SAFETEA-LU work

By Amy Link

They've been called rock stars of the transportation world. While comparisons to the Rolling Stones might be a little off -- key that is, perhaps nothing sums up Suellen Markley's and Dennis Slimmer's work better than the Stones' "You Can't Always Get What You Want."

But they usually find just what the congressional staffers need.

Markley and Slimmer serve as transportation advisors for Kansas' congressional delegation, a position that often requires long hours and a quick turnaround of complex information. Their efforts to meet the demands during this session prompted one congressional staffer to write, "You two are rock stars in the world of transportation, on the level of Sting and Mick Jagger."

"Our role is not always to know the information off hand, but rather to know who in KDOT can provide the technical knowledge and then present it in a manner that a person not affiliated with KDOT can understand," Slimmer, Assistant Director of Planning and Development, said.

As Congress was preparing the new federal transportation act, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Kansas congressmen were calling Markley and Slimmer at all hours of the day and sometimes the night to find out how the bill would affect Kansas.

"Whenever you give a congressional staffer your home phone number you know you're in for a long day," said Markley, Federal Program Consultant.

Fortunately, Markley's and Slimmer's hard work did not go unnoticed.

"Suellen and Dennis do a tremendous job working with the congressional delegation and staff, and Kansas fares better because of their work," said Terry Heidner, Director of Planning and Development. "They represent our agency extremely well."

Although Congress' work on the bill has finished (President Bush signed SAFETEA-LU on August 10), Markley's and Slimmer's job is just shifting gears. Their task now is to pore over the more than 1,600 page document to find out

what's in store for Kansas. They have also given many interviews to reporters who are seeking details on the bill and how it affects their communities.

Fortunately, after 15 years of experience working together and three prior bills, they have developed a good system.

"He (Slimmer) has a good memory, and I have a good filing system," Markley said.



Suellen Markley and Dennis Slimmer work together to provide Kansas' congressional delegation information as quickly as possible.

So far the pair admits their findings have been disappointing. Only five states received a smaller percentage increase than Kansas. While the average increase was about 30 percent, Kansas lagged behind with 19 percent.

Both Slimmer and Markley agree that Kansas' smaller share of federal funds is in no way because of a lack of effort from Kansas congressional delegation.

"Kansas is very fortunate to be represented very well," Markley said. "And we (KDOT) are very fortunate to have good relationships with

all our congressional staffs."

Perhaps this tradition of good working relationships is why the recent letter from Senator Pat Roberts criticizing Secretary Deb Miller's remarks about KDOT's disappointment with SAFETEA-LU received so much media attention. Miller said she was concerned that these recent articles might overshadow Markley's and Slimmer's hard work and the history of great partnerships they have established.

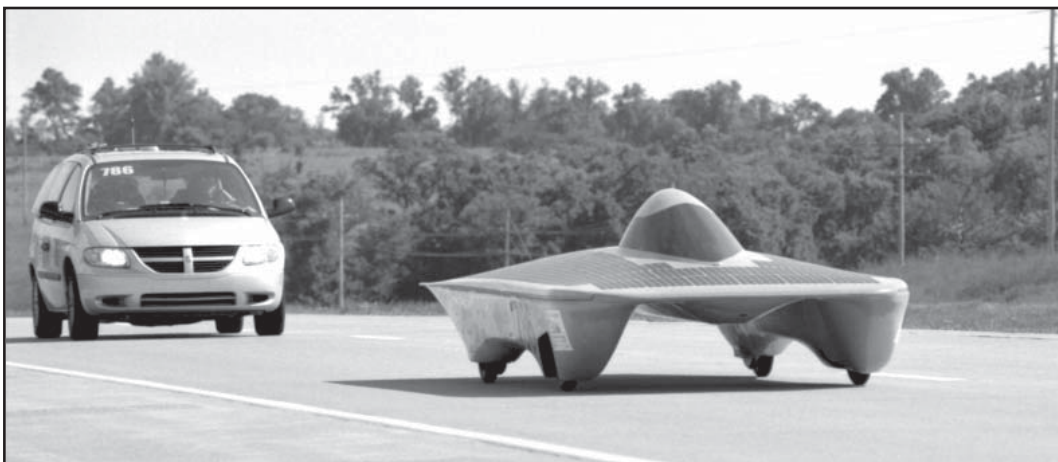
However, this history of teamwork might help weather the storm.

"The strong working relationships Dennis and Suellen have fostered with our congressional delegation and their staffs gives me greater confidence that we can mend the recent strain we've had with Senator Roberts," Miller said. "After all, KDOT and our delegation all

have the same goal -- to do what's best for Kansas. And it's only by working together that we can achieve that."

For now, Markley's and Slimmer's focus will not be on the federal funding they wanted, but rather on making sense of the monstrous bill.





Solar Power

A solar car travels on US-75 near Topeka during the 2005 North American Solar Challenge held July 17-27. A car from the University of Michigan won the race which began in Austin, Texas and ended in Calgary, Alberta.

Fair booth offers safety, agency information

456 in 2004 – this short phrase has a big message that KDOT hopes to spread to people at this year's KDOT booth at the Kansas State Fair in Hutchinson.

456 is the number of people killed on Kansas roadways last year. The phrase "456 in 2004" is the message on the agency's new promo items – bright orange wristbands.

"We want the wristbands to be a reminder for people every time they get in a vehicle to buckle up, pay attention, and drive safely," said Public Information Officer Steve Swartz. "It's important to do everything possible to reduce injuries and deaths caused by traffic crashes."

Other items and safety information on work zones, seat belts, drunk driving prevention, child passenger safety, roundabouts, Adopt-A-Highway, will be available at the booth. The Kansas Safety Belt Education Office and the Kansas Drunk Driving Prevention Office booth will be next to the KDOT booth and distribute similar information.

Another new item this year is a magnet reminding people to call 511 anywhere in Kansas, or 1-866-511-KDOT (5368) anywhere in the U.S., for Kansas road conditions, weather, and construc

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Employees

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brothers and two sisters.

A second KDOT employee, Gary Burroughs, 56, of Emporia, was injured and taken by air ambulance to Stormont-Vail Regional Health Center in Topeka. He also is an Equipment Operator Senior and has worked at KDOT for nearly six years.

"KDOT is deeply saddened by this tragic accident," said Secretary Deb Miller. "Our deepest sympathy goes out to his family, friends and his coworkers. Our thoughts are also with Gary Burroughs, his family, and the driver of the other truck. We wish them a full recovery."

At *Translines* press time on August 15, Burroughs had improved following



Gary Burroughs

the August 1 crash. The news has been positive, although it will be sometime before all of the questions about his long-term recovery can be answered.

He has opened his eyes and they are responsive, following his family's movement around his room. He is breathing on his own and he is off all medicine except that being given for pain and infection.

Cunningham is the second KDOT employee to die while on the job in two months. Marvin "Scott" McDonald III, 24, was killed June 1 at a work site on US-75 near N.W. 35th Street in Topeka.

M I L E S T O N E S

KDOT salutes its employees celebrating anniversaries in August

10 YEARS

Shawn Denny Garnett
Edward Herl Great Bend
David Johnson Council Grove
Wayne Johnston Garden City
Jeff Stewart Norton
Shane Stubbs Wichita
Beverly Wagner Iola
Ronald Zwickle Norton

20 YEARS

Ted Coleman Wichita
Ronnie Driskill Chanute
John Flanagan Oakley
Randal Knoll Norton
Bruce Smith Winfield
Cynthia Tichenor Chanute
Phillip Yost Scott City

30 YEARS

John Gallagher III Wichita
Dennis Kuykendall Iola

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

Retirees

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

Headquarters

William S. Gilliland, Assistant Bureau Chief in Local Projects - 34 years of state service

Gerald D. Priem, Professional Civil Engineer in Local Projects - 39 years of state service

Richard Riley, Professional Civil Engineer in Materials and Research - 38 years of state service

Harold P. Sauvage, Network Service Technician at Topeka - 16 years of state service

District Two

Ronald S. Anderson, Network Service Technician at Salina - 28 years of state service

Bruce L. Stowe, Engineering Technician Senior at Kansas City - 41 years of state service

Sam K. Wiruth, Engineering Technician Specialist at Belleville - 30 years of state service

District Three

LeRoy J. Eberle, Highway Maintenance Supervisor at WaKeeney, 37 1/2 years

Patrick L. Inman, Engineering Technician at Norton - 33 years of state service

District Four

Larry D. Carlson, Engineering Technician at Pittsburg - 25 years of state service

Dale D. Wheeler, Equipment Operator Senior at Fort Scott - 19 years of state service

District Five

Terry E. West, Equipment Operator at El Dorado - 14 years of state service

District Six

Jerry E. Minor, Equipment Mechanic Specialist at Garden City - 38 1/2 years of state service

United Way donations help people in the community

By Kim Stich

More than 88 percent of donations to the United Way of Greater Topeka fund programs and community activities - this then directly helps the recipients.

Dennis Keegan, Right of Way Acquisition Agent and Chairman of KDOT's campaign believes this is an important reason to support the United Way. "The money that you're giving is actually getting to the person that needs it, and the money stays here in our local community," he said.

Susan Maxon, CPMS Administrator in Program and Project Management, said a number of KDOT employees have needed services provided by United Way at one time or another. "Contributing to the United Way is just another way we can help our own KDOT family as well as our community," she said.

Thirty-six local agencies receive support from the United Way to help people of all ages. "With a single contribution, you can help the kids and the seniors," Maxon said. The goals are to:

- ◆ Help children and youth succeed
- ◆ Strengthen and support families
- ◆ Promote self-sufficiency
- ◆ Build vital and safe neighborhoods
- ◆ Support vulnerable and aging populations

KDOT's goal for this year's United

Way drive is \$30,000. Filling out pledge sheets is an easy way to participate.

"Just \$2 a paycheck adds up to a \$52 donation for a year," Keegan said.

Employees can also participate in the activities listed below:

◆ KDOT

Cookbook

- Recipes for snacks, side dishes, main courses, or desserts can be submitted to

Keegan by e-mail, fax

(296-0009), or mail for a new cookbook with employees' recipes. The deadline for recipes is September 20.

◆ United Way Flint Hills/

Kaw Valley Charity Ride - (1

p.m. on September 11, parking lot south of ESOB)- A new twist to this third annual event is it will be open to classic collectible and custom automobiles as well as motorcycles. Participants will enjoy an 89-mile ride with five unique checkpoints. Prizes will be given away and Maxon said they expect more than 100 bike riders as well as lots of other vehicles. People are encouraged to come to the beginning of the ride at ESOB or the last checkpoint (Mac's Bar in Silver Lake) to see all the entries. Maxon

is in charge of this event.

◆ Golf tournament -

(September 26 at Western Hills) KDOT



CHECK IT OUT

Details on these and other United Way events can be found on KDOT's Intranet. E-mails on events will be limited. Employees are encouraged to visit the Intranet under Community Service Opportunities for more information.

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Things NOT to do at a public meeting

By Tom Hein

Wichita Public Affairs Manager

Not too long ago I attended a terrible transportation public meeting. I was there to see how another government agency handles their public meetings and just how many citizens would attend.

Public meetings have become a standard feature for departments of transportation across the country. The concept of public involvement was suggested by the Feds with the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and has been strongly encouraged in more recent legislation.

At KDOT a few years back, a public meeting follow-up telephone survey of residents in southeast Kansas found that 70 percent of those surveyed felt they were "somewhat well informed" about an upcoming project and 87 percent were "aware of the agency's most recent recommendation about the improvements." So, we have found ways to get our message across using this format.

But this particular public meeting was another story. It was announced in the local papers and with door-to-door fliers to the affected residents. I arrived about ten minutes before the meeting and saw very few cars in the parking lot. This did not surprise me too much since the project area directly impacted a relatively small number of people.

One factor that may have reduced attendance was that the meeting was held at the contractor's office, a large office complex/construction yard. Another may have been the lack of signs directing first-time visitors on where to go. A third may

have been the fact that the front doors were locked!

I went back to my car to check the newspaper article I had printed out. Right date, right time, right location. Hmmm.

Eventually, I wandered around the north side of the fortress and found a propped open door in a nook of the building.

Entering the conference/training room (with a wall that was lined with paving awards), a number of official looking dudes were talking at the front of the room. Eight members of the public were there as well as the four "officials."

At a few minutes past the appointed time, the contractor's spokesman started the meeting with the panache of a 15-year-old caressing a standard transmission.

Introductions of the knowledge holders were made at lightening speed and it was difficult to really know which one was who and what their role in all this might eventually be. Basic project info was presented and the whole thing was over in 15 minutes.

Communication: A Key to Success



Kansas Department
of Transportation

Attending that meeting made me appreciate the strides KDOT has made at communicating with the public. A new "corporate culture" has emerged that emphasizes early and constant communication with all of our stakeholders. Plus, we are trying to operate with a values-driven approach to doing the right

thing – keeping in mind that there is always more than one story and more than one way of doing things.

As we have become more experienced at conducting these meetings, we have gotten better at presenting the reasons for our decisions, explaining how and when we plan to initiate our projects, and most importantly, we've learned how to take public comments, give them a fair evaluation and then incorporate them into our process, if appropriate.

That is not to say that we are now experts at conducting public meetings, but they have become a mainstay in our public involvement program. We are always looking to improve this process but I really doubt that we'll consider using the "locked door" approach. Those days, thank goodness, are gone.

Mammoth

Continued from page 3

pounds. Once full grown, the adult mammoth stood 13 feet at the shoulder and weighed about ten tons. A Columbian mammoth had a life span of approximately 60 years.

The largest Columbian mammoth tusk ever recovered was 16 feet long, but more typically a complete tusk is 11 to 13 feet in length. Tusks are composed of ivory, or

dentine, the solid material at the core of incisor teeth.

The tusk was taken to the Archeology Laboratory at Wichita State University where it will be stabilized and restored.

Everything went as planned in removing the tusk and only a few bone fragments were found in the area. The ancient find caused only a slight delay in building the one-mile section of the Kellogg Freeway scheduled to open this fall.

Fair booth

Continued from page 5

tion/detour information on the State Highway System and Kansas Turnpike. It also lists the web site, <http://511.ksdot.org>, as an alternate source.

District Five plays a big role in the booth's success. "Transportation Information partners with the district to run the booth, and the district employees always go above and beyond to make this such a successful team effort," Swartz said.

The state fair is from September 9 to 18. **-K.S.**

National recognition sought for Kansas Scenic Byways

By Stan Whitley

There's a blank spot in the center of the national scenic byway map of the U.S., but Kansas officials are hoping that will soon change.

Governor Kathleen Sebelius and Secretary Deb Miller have forwarded three nominations of Kansas Scenic Byways to the National Scenic Byways Program for designation. If they are selected, the byways would be the first in Kansas to receive the national scenic byway designation. New national designations will be announced in Washington in September.

The three nominated byways are: Flint Hills Scenic Byway on K-177 in Butler, Chase and Morris counties; Post Rock Scenic Byway on K-232 in Ellsworth, Lincoln and Russell counties; and Wetlands and Wildlife Scenic Byway on K-4, K-156 and several county roads in Barton, Reno and Stafford counties.

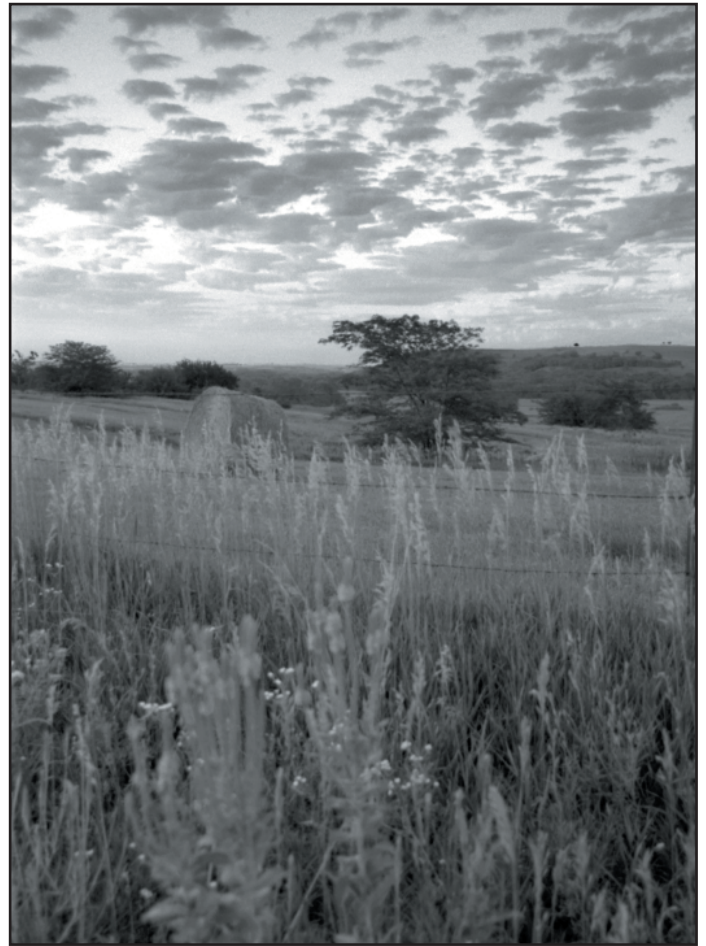
"National scenic byway status represents prestige, pride and the opportunity to showcase byway communities," said Scott Shields, Kansas Scenic Byways Coordinator. "It provides a way to tell the story of our state and its scenic, cultural, historic and natural riches."

National byway status provides higher priority eligibility for federal scenic byway grant funds and more visitors to local communities translate to greater economic viability. The National Scenic Byway criteria require that the nominated route be of regional or national significance in terms of one of six possible intrinsic qualities: scenic, historic, cultural, natural, archeological or recreational.



The Flint Hills Scenic Byway has been nominated for its impressive scenic qualities. The byway is the pathway through the Tallgrass Prairie, the last large remnant of untouched prairie in North America. The byway extends from historic Council Grove, stepping off point for the Santa Fe Trail, to Cassoday, the Prairie Chicken Capitol of Kansas. The Flint Hills Scenic Byway runs through the Tallgrass Prairie National Preserve, Strong City and Cottonwood Falls.

The Post Rock Scenic Byway is not only scenic, it is also uniquely cultural, which is the intrinsic quality that is the focus



Lots of pretty scenery and animals can be seen along the Flint Hills Scenic Byway (above) and the Wetlands and Wildlife Scenic Byway (left).

of its nomination. Set in the Post Rock country around Wilson Lake, it showcases the limestone legacy of post rock fences and the architecture in Wilson and Lucas. Most significantly, the Post Rock Scenic Byway is the setting for Grassroots Art at its finest.

Civil War veteran Samuel P. Dinsmoor started it when he created his "Garden of Eden" from post rock logs (some 22 feet long) and concrete sculpture. The Grassroots Art Center in Lucas houses a collection of art by self-taught "primitive" artists who use pop can tabs, concrete and colored glass, chewing gum, and objects found in a city lake to make whimsical creations.

The Wetlands and Wildlife Scenic Byway has been nominated based on its natural qualities. The byway focuses on the Cheyenne Bottoms and Quivira National Wildlife Refuge wetlands, both being designated as Wetlands of International Importance. Cheyenne Bottoms is the most important migration point for shorebirds in North America, attracting anywhere from 45 to 90 percent of North America's shorebirds each year. Unlike freshwater Cheyenne Bottoms, Quivira National Wildlife Refuge is a saltwater marsh. During spring migration, Quivira is a staging area for over 500,000 birds.

There are currently 99 National Scenic Byways and All-American Roads in the U.S.

Aviation

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on airport improvements. Airports in Kansas are an important component of the state transportation system.

Congressman Jim Ryun and representatives for Congressmen Jerry Moran, Dennis Moore, and Todd Tiahrt, and Senators Pat Roberts and Sam Brownback attended the briefing.

Laliberte provided a briefing of the Kansas Airport Improvement Program during the meeting. Recognizing the importance of air service to the Kansas

economy and emergency health care services, KDOT established the program in 1999 with funding authorized as part of the Comprehensive Transportation Program (CTP). The program addresses maintenance, geometric improvement, and facility and equipment needs at non-primary public-use airports.

Prior to passage of the CTP, Kansas was the only state in the country that did not provide state funding for airport improvements. Commerce, air ambulance service, agriculture, and law enforcement have been key benefactors of the airport improvement program. — *S.W.*

Deaths

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

W. Russell Downs, 96, died

July 11. He was employed as a Civil Engineer for the Kansas Highway Commission for 39 years before retiring in 1972. He is survived by one son, one daughter, one brother, and three grandsons.

Welcome new KDOT employees!

Headquarters

Alice Burney, Human Resources Professional III, Personnel Services
Annie Moulin, Staff Development Specialist I, Personnel Services
Patrice Siefers, Metro Planning Liaison, Kansas City
Debbie Tanking, Engineering Associate III, Design

District Four

Harlan Kelly, Installation Service Technician II, Chanute

Testa

Continued from page 1

"I feel extremely honored to be given this award from members of the AASHTO community," said Testa. "This award is typically bestowed on a Chief Executive Officer so it came as a real surprise. This would not have been possible without the support I've received over the years from my colleagues at KDOT."

Testa had a distinguished 40-year career with KDOT, serving as an AASHTO member and the Bureau Chief of Construction and Maintenance for 22 years. The award will be presented during the awards ceremony at the 2005 AASHTO annual meeting in September at Nashville.

Three accomplishments by Testa were given careful consideration during the selection process. They included:

◆ Responsibility for overseeing a multi-year project to develop an 800 MHz statewide radio network that will dramatically improve communications among the state's public safety agencies and enhance homeland security in the state of Kansas.

◆ Providing expertise to AASHTO committees for 22 years, helping develop policy and guidelines we use today. Highlighting his service was five years as national chairman of the AASHTO Task Force on Metrification.

◆ His instrumental role in administering the two largest highway programs ever undertaken in the history of Kansas. He was directly involved in the successful completion of an eight-year program which funded \$2.65 billion of improvements and he was responsible for overseeing KDOT's current 10-year, \$13.6 billion transportation program.



Dean Testa receives a hug from Marcia Chapman in Construction and Maintenance following the announcement he was the recipient of the Thomas H. MacDonald Award given by AASHTO.

The MacDonald award was established in 1957 to honor the long-time chief of the Bureau of Public Roads, and is focused on highways. The award is made to persons active or retired who have been employed by one or more AASHTO member departments for a period of at least five years, who have "rendered continuous outstanding service over an extended period of time or have made some exceptional contribution to the art and science of highway engineering."

During the past 48 years, two other KDOT employees have been MacDonald award recipients. Former State Transportation Engineer and Assistant Secretary Mike Lackey won the award in 1996 and former Secretary E. Dean Carlson took the honor in 1994 when he served as Director of the Federal Highway Administration.

Motorists encouraged to "Click it or Ticket"

With 5,165 motorists ticketed for not wearing seatbelts or failing to properly restrain a child, Kansas topped surrounding states with the number of citations given during the "Click it or Ticket" mobilization.

Kansas was followed by Iowa with 4,792 citations, Missouri turned in 4,682 and Nebraska gave out 963 citations.

This year's mobilization yielded about 1,500 more citations than last year's effort.

Pete Bodyk, Chief of the Bureau of Traffic Safety, said this was not surprising given that more Kansas law enforcement agencies took part in this year's effort, and because Kansas ranks lower in seatbelt use than the surrounding states.

"We've increased the number of law enforcement agencies participating from 30 to 85, which has made a substantial difference," Bodyk said.

The increase in agencies participating is due in part to the



incentives that were offered to law enforcement agencies who participated. This included being eligible for \$4,200, which to many agencies facing budget shortfalls is significant, Bodyk said.

In addition to seatbelt violations, another 5,674 speeding tickets and 111 DUIs were issued during the law enforcement effort conducted from May 23 through June 5. During this time, media was saturated with "Click it or Ticket" ads in both newspapers and television and 10,000 posters were distributed.

Overall, both the media attention and the number of citations were good indicators that the safety message was getting out there.

"We were pleased with these numbers, and hope it will mean an increase in our seatbelt usage rates for next year," Bodyk said. "The more people who are aware of the dangers of not wearing seatbelts the more lives we can save." -A.L.



LETTERS TO THE EDITOR

Dear KDOT:

In March of 2004 my life really changed. Doctors said it was time to start dialysis because my kidneys were shutting down.

I thought that I would lose my job and lifestyle that I was accustomed to. But a lot of people had faith in me and I had faith in myself so I didn't give up. Between the GOOD Lord and the folks from Anthony, Hutchinson, Winfield and Wellington they kept me working up to the day that I got the gift of life, my transplant.

Then on October 1, 2004, I received my transplant and it changed my life again. While in the hospital, I thought I would have a lot of time on my hands. Thanks to family and friends and everyone from KDOT you made my recuperation time fly by.

It was very comforting to

receive so many cards, visitors, prayers and calls. I want to thank all of KDOT personnel not just for these things but also for those who offered many hours of shared leave. That alone took a lot of worry and stress off of me and family. It kept a check coming.

I knew we had some very good and caring people at KDOT but I didn't realize how many. Each and every one of you make KDOT a special place to work. I am proud to say Hey I work there and I know those people.

A special thank you goes to these shops, Anthony, Hutchinson, Winfield and Wellington. I would like you all to know that you are in my thoughts and prayers each and every day.

Sincerely,
Tom Reed, E.O Specialist
in Wellington

Dear Sirs:

We were taking our daughter from Raleigh, N.C., to the Wichita Airport. We stopped at the restroom that had Stafford County across the front of the building on Hwy. 50.

She remarked about the beautiful tile in the building and the cleanliness, stating there was not even a small scrap of paper thrown any place.

On the way back to Larned from the airport, my husband and I stopped. The same was true in both restrooms.

We have traveled over most of the U.S. and stopped at many restrooms and have never seen any that compare to the one near Stafford.

Is this the only one in Kansas? Will they build more like this? Whoever is doing the maintenance on this is doing a great job; or because it is so nice the travelers are pleased and are helping to keep it clean.

We are spreading the word of what we have near Stafford on Hwy. 50.

Sincerely,
Earl and Fern McBride, Larned;
and Bonita McBride, Raleigh, N.C.

Transportation Briefs

Design tool featured

An innovative bridge design tool created by a team from KDOT and the University of Kansas was featured in the May-June 2005 issue of *TR News*, the national magazine of the Transportation Research Board.

The tool is Torsional Analysis for Exterior Girders (TAEG) and it is used in evaluating and designing a contractor's false work as a system rather than individual members. This system includes all temporary and permanent supports used during bridge construction. KDOT and KU worked on the software project through K-TRAN, a cooperative research program that also includes Kansas State University. The software that was developed is available at no charge to all state DOTs and their consultants and contractors.

"The accuracy of the calculations has produced bridge decks with increased levels of riding smoothness and has increased safety for contractors and for the public," according to the article, which was written by KDOT Bridge Design engineers John P. Jones, P.E.; Eric M. Anderson P.E.; Paul Kulseth, E.I.T.; and W.M. Kim Roddis, P.E., a professor at George Washington University, Washington, D.C. Roddis was formerly on the faculty of the KU School of Engineering. Distributing this K-TRAN project was handled by KDOT Bridge Design Special Assignments section's Jim Hazelton,

Eric Anderson, and Ron Shurtz, P.E., and it is now available on the KDOT Internet site at the following URL: <http://www.ksdot.org/burDesign/bridge/accounts/>.

KDOT estimates that TAEG has saved the agency about \$570,000 over three years.

Bracelets behind bars

The orange rubber bracelets KDOT has been giving away to raise awareness of highway fatalities have proven to be popular items for Kansans – on both



sides of the law.

A prisoner who was booked into jail in Hutchinson was wearing one of the bracelets, which bears the message "456 in 2004" (456 fatalities in Kansas in the year 2004). The message is intended to be a conversation starter and it seems to be working. When a worker at the jail saw the bracelet, she knew her husband, who teaches a traffic safety class, would want his own. The next day, KDOT received a call from the teacher asking for ten of the bracelets to share with his class.

KDOT will send bracelets to any-

one who calls us at 785-296-3585. Deliveries behind bars can't be guaranteed.

Faulty thinking

A crew was filming a staged DUI arrest in July at Olathe for the "You Drink, You Drive, You Lose" campaign when a driver stopped to ask for travel directions from one of the officers who was assisting. The officer could smell alcohol and see a bottle of vodka in the car. The driver was asked to step out of the car for a breath test. Although he tested below the legal limit, he was cited for transporting an open container.

"He had driven by a police car with its lights on and two police motorcycles with their lights on . . .," the officer told the Kansas City Star. "Some of the first things that go are rationality and common sense."

Gas attack

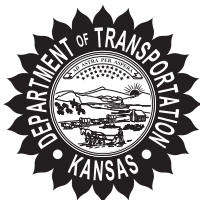
Paying \$2.30 a gallon seemed bad enough. But when Wichita drivers drove past a Dillon's gas station last month that seemed cheap. The sign above the station listed the price of unleaded gasoline as \$9.99 a gallon.

"I said, 'My Yukon (vehicle) probably had a heart attack when it saw that gas price,'" one motorist told the *Wichita Eagle*.

The station operator blamed the heart-fluttering price on a broken machine.

KANSAS DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Information
Eisenhower Building, 2nd Floor, West
700 SW Harrison, Topeka, Ks 66603-3754



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Chief of Transportation Information: Steve Swartz

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

Calendar of Events

September 5 – State employees off for Labor Day holiday.

September 9 - 11 a.m. KDOT Employees' Council Meeting, Third Floor Eisenhower State Office Building.

September 8-9 - Highway Advisory Commission District One field trip at Manhattan.

September 9-18 – KDOT booth at the Kansas State Fair in Hutchinson in the Eisenhower Building.

September 17 - KDOT golf at Rolling Meadows in Junction City. Contact Kevin Adams by September 9.

Kudos

to KDOT employees

Congratulations to **Lisa Hockenberry**, Management Systems Analyst in Management and Budget, who won the second largest jackpot ever given by KMAJ radio station in Topeka. She won \$4,727 and 107 chances in lottery tickets. To win, a person must know the amount of that day's jackpot when randomly called by the radio station's disc jockey.

United Way

Continued from page 6

and the Kansas Department of Labor are sponsoring this four-person scramble. It is open to employees, retirees, and guests for the first 32 teams to register. Cost is \$50 per team. For more details, call Bob Stacks at 296-2279.

◆ **Steak fry** (September 29 at the Materials Center Lab) – No one will leave hungry with steaks, hamburgers, and other food at this annual event. Contact Bill Parcels at 291-3846 for more details.

◆ **Breakfast sale/basket drawing/video-audio exchange** - (October 20 at ESOB) People can buy breakfast and a chance at one of the baskets put together by various bureaus/divisions. People can donate items for the new video-audio exchange and get a different item for a small fee. Mike Havenstein is in charge of the exchange.

◆ **Miller's Time Off** - \$10 donation gives employees five chances for a day off.

◆ **Chili dog feed** – (October 13 in ESOB) – for more details, contact Brad Henry at 368-7104.

◆ **United Way softball tournament** - (September 17-18) for more details, contact Rex Kraus at kraus.ksdot.org.

Promotions/Transfers

Headquarters

Eric Anderson, Professional Civil Engineer, Materials and Research
Michael Beale, Engineering Technician Senior, Materials and Research
Mindy Bowman, Professional Civil Engineer I, Traffic Engineering
Gary Heller, Right of Way Property Appraiser Supervisor, Right of Way
Clinton Hutchins, Engineering Technician Specialist, Materials and Research
Mark Hurt, Professional Civil Engineer II, Design
David Katt, Engineering Technician Specialist, Construction and Maintenance
Edward Lewis, Engineering Technician Specialist, Design

Ingrid Vandervort, Public Service Administrator II, Administration
Don Whisler, Professional Civil Engineer II, Design
Don Wilson, Professional Civil Engineer I, Construction and Maintenance

District Two – Northcentral

Scott Jensen, Network Service Technician III, Salina

District Three – Northwest

Melvin Pelkey, Engineering Technician Senior, Atwood

District Five– Southcentral

Ted Coleman, Highway Maintenance Supervisor, Wichita
Antonio Paraldo, Engineering Technician Senior, Wichita
The Bureau of Personnel Services supplies information to Translines.

Kansas Department of Transportation

Bureau of Transportation Information
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