A new web site has been introduced at the KU Transportation Center that will significantly enhance KUTC’s technical assistance services for agencies with access to the internet.

This comprehensive site allows you to check the training calendar and register for LTAP training. You can also search the lending library catalog and order videos and publications online, or download past issues of the KUTC Newsletter. Links to other key transportation-related sites are also available.

The web site address for the site is www.ukans.edu/~kutc. This web address takes you to the KUTC home page, where you will be able to click on the LTAP tab or other features of the Transportation Center.

The site was developed this past summer by University of Kansas students Kevin Devine and Brice McIver with guidance from LTAP program manager Pat Weaver. Craig Damlo, also a K.U. student, is helping the KUTC make further refinements to the site.

We’re anxious to hear your comments about this new web site and your suggestions for enhancements. Take a look and let us know what you think.
Other LTAP Sites to Visit

... by Lisa Harris...

The Kansas LTAP is one of many local technical assistance programs around the country with useful web sites. These sites have features similar to the Kansas LTAP, such as on-line access to lending libraries and electronic registration for training programs in their states. Some sites offer extra features, as well. This article will take you on a tour of a few of these State sites, but first we'll look at one with a national scope.

The national site, www.ltap.org, is created and maintained by Michigan Technical University. Two features are of particular interest to local agencies: the searchable newsletter archives and the section entitled “innovative ideas.”

The newsletter archives contain hundreds of articles from LTAP newsletters nationwide from 1992 to 1997. The archives are searchable by topic or year published or by state. For example, a search for the word “liability” under Kansas LTAP listings brought up 20 articles. A search for the word “culvert” under the Wisconsin LTAP listings produced 18 matching documents. This is a good resource for finding out what other communities around the country have done to address particular local roads issues.

The “innovative ideas” section of this site is another way to get good ideas from other communities. It contains photographs and information about home-grown solutions to road maintenance problems. (See sidebar at right for an example.) Topics include public works, snow and ice, road repair, safety, bridge maintenance and miscellaneous maintenance.

The www.ltap.org site offers an easy way to link to LTAP Centers nationwide, showing a map of the United States. You are directed to click on the state whose LTAP center you are interested in.

So give it a try. Click on “NY.” This takes you to the New York Local Roads Program. One unique feature of this site is its on-line work zone and flagging tutorial. The tutorial was specifically developed for road workers who are generally active and goal-oriented in their learning process and want training that is directly useful.

The tutorial offers four, 5-10 minute lessons. The topics are: 1) MUTCD; 2) work zone safety and responsibility; 3) work zone layout; and 4) flagging, equipment and procedures. There is also an extra section on flagging tips. Information is presented and then followed by a short quiz. The tutorial can be accessed at www.aben.cornell.edu/extension/localroads/intro/htm

The Virginia LTAP site (www.vdot.state.us.vtrc/main/index_main.htm) has a link from its home page entitled “new” with information on recent transportation research. The link currently covers a story on a GIS method for delineating wetlands.

On a lighter note, the West Virginia LTAP (www.cmehr.wvu.edu/~wwwtt/) has a “humor” link with transportation images that will make your eyes roll.

So there’s something for everyone on LTAP web pages. Check out these sites as well as sites for states not mentioned here. All LTAP sites offer useful information. You might find a video or publication to borrow that is not in the Kansas LTAP library, for example.

Or you might find a newsletter article from another state that covers a particular topic that interests you.

Speaking of which, if your agency is interested in developing its own web site, visit the Iowa LTAP web site at www.ctre.iastate.edu/ltap/ and read their excellent “Spin your web” series.
Metric Survey Data to be Addressed by KS County Highway Association

Have you received any plans from consultants or KDOT that have surveying information in metric units? This was an item of concern raised recently by non-metric agencies at a Kansas County Highway Association’s District One County Engineers meeting in Topeka.

Richard Teaford and Ron Karn from Jefferson County spoke about their experience with this situation and their concerns about it. “This is just another place where errors can be made,” said Teaford, referring to a local agency having to convert the data back to English units. Counties are required to maintain surveying records and update those records with any changes, such as those supplied on plans. All county agencies in Kansas use English units. While some counties have computerized data conversion programs, not all do.

Although Karn can understand receiving metric plans for state jobs, since the state uses metric units now, he thinks that metric surveying information is unnecessary. “Metric survey data doesn’t make sense. You can’t tie the data to any of the records you’ve been keeping for years,” he said.

The District One group agreed that it should be local government’s prerogative to stipulate which kind of unit they prefer to receive—English or Metric (or both). As Gary Rosewicz, Marshall County, said, “If you are the one in charge of the records, you ought to be able to say what form they are in.”

Teaford pointed out that some counties do not have a person on staff who receives the plans and would be able to request the type of data. Karn is hopeful that this will be a relatively easy problem to resolve. The group would like to discuss this issue with KDOT and contractors and have an agreement that surveying data be supplied on plans in English units. They will also contact the Kansas Land Surveyors for their opinion and suggestions.

If your county is experiencing this problem, KCHA wants to know.

Haul Roads Update

Talks with KDOT are making progress.

KCHA committee has been continuing its efforts to develop an agreement with KDOT to compensate counties for damage to haul roads caused by KDOT projects.

The Haul Roads Committee, chaired by Ron Karn, Jefferson County, met with KDOT officials in August to present the committee’s recommendations for restoration costs per mile. The group plans to meet again in September after KDOT reviews the recommendations.

The committee has advocated a cost-per-project basis while KDOT favors an annual cost basis. The latter approach would include materials hauled for all KDOT work—regular KDOT maintenance as well as project work. This could benefit counties.

“We hadn’t thought too much about regular maintenance; we were looking more at KDOT projects,” said Karn. “This could be an area for give and take.”

“Hopefully at that meeting we’ll have some kind of consensus that we can take to our association members at our fall meeting,” said Karn. If an agreement cannot be reached, the committee will present KDOT’s recommendations for changes and ask for discussion and direction.
**NACE Web Site Provides Fast Track to County Road Resources**

The National Association of County Engineers (NACE) web site is an excellent resource for NACE members or anyone who is interested in county road issues. The focus on legislative topics makes it easy to understand policies that affect county roads, and the site explains how to become an activist on particular issues. It is also an ideal place to network with other like-minded professionals. The site is set up in an easily-accessible manner, with very few mouse-clicks needed to navigate its pages.

**What’s on the Web site?**

The NACE homepage is a link from the NACo Web site. The full address is www.naco.org/affils/nace.

The “Programs and Committees” link show the organizational structure of NACE. You can also get information on how to contact staff, and learn about NACE’s partnerships and professional affiliations with other transportation-related entities. This section has information on NACE’s Engineer of the Year Award presented at the NACE annual meeting each April.

The “News and Publications” link has bi-weekly updates on transportation news affecting county engineers.

**NACo and NACE**

The National Association of Counties, or NACo, was created in 1935 when county officials wanted to have a strong voice in the nation’s capital. Today, that goal is being met by representatives of 1,800 counties who seek to influence legislation affecting them by using the resources of NACo. The organization offers assistance to counties in legislative, research, and technical aspects.

In 1956, NACE was formed as an affiliate of NACo with the intent of focusing on engineering in counties. The National Association of County Engineers is open to anyone, engineer or non-engineer, who is responsible for county highway operations.

NACE has a three-fold objective:

1) To advance county engineering and management by providing a forum for exchange of ideas and information aimed at improving the county engineering profession.

2) To foster and stimulate the growth of individual state organizations of county engineers.

3) To improve relations and the spirit of cooperation among county engineers and other agencies in the solution of mutual problems.

There is an online NACE newsletter archive and a list of links to other transportation-related web sites. This section also contains a video lending library where NACE members can check out informative videotapes.

Another useful feature under this section is entitled “Resources” and includes descriptions of materials from other sources that could benefit...
counties highway programs.

“Conferences and Events” has a listing of upcoming events and information about the next NACE annual conference in Minnesota and the last two annual conferences.

The “Legislation & Regulations” features an impressive variety of information about legislative issues that affect county road programs. The NACE alert program identifies hot issues and who to contact for comment or action. Testimony and regulatory comments are also provided in this section. There is also an extensive TEA-21 fact sheet.

“NACE Membership” describes the whos, whys and hows of membership in NACE. There are several categories of membership, and each is explained here.

“About NACE” contains the association’s constitution and by-laws, plus its strategic plan. There is a link to a page that documents local road and bridge facts to highlight the importance of the local road system in this country.

Overall, the NACE web site is an ideal resource for anyone who is serious about their profession in county highway operations. The original objective of NACo and NACE was to provide assistance to counties in having a voice in Congress, and the web site helps carry out this mission.

Interested in becoming a NACE member? Check out the web site! Not only can you become a member online, but there is also a section “for members only.” It contains information about NACE’s activities, but this reporter can only guess what it might be, since she is not a member!

Plus, there’s no better time for Kansas county road officials to become a NACE member. Our own George Sugars, county engineer for Reno County, is the organization’s president this year!

Kathryn Jensen is a senior in Journalism at the University of Kansas.

UMKC To Offer Two-Day Asset Management Class

Asset Management is all the buzz in public works these days, and soon you will have an opportunity to learn more about it. A class for local highway agencies on this subject is planned in Kansas City, Mo., for November 8-9, 2000. The course is co-sponsored by the KU Transportation Center.

This two-day course will demonstrate a system to assist highway managers, engineers and road maintenance personnel in making cost-effective decisions about infrastructure. The workshop will provide practical tools for developing a proactive road maintenance plan. Participants will also learn about GASB 34—new accounting standards that will affect local and state governments.

Participants will receive 1.4 CEUs after completion of the class.

Instructors are Charlie Nemmers, P.E., from UMKC (formerly with FHWA), and Ali Roohanjari, D.E., traffic engineer, Jackson County, Mo., Public Works Department.

For more information call Karoln at University of Missouri/Kansas City at 816/325-5268.

Preservation Techniques Highlighted in New CDs

Everything you wanted to know about pavement preservation but were afraid to ask...

...by Lisa Harris...

Another buzz word (or phrase, rather) in highway agencies these days is pavement preventative maintenance or preservation. This approach focuses on “keeping good roads good” (see related video described on page 14).

Two new CDs focus provide a wealth of information on this topic:

Pavement Preservation: State of the Practice. Pro-active preservation treatments are presented in this CD. These treatments are often placed quickly and with little or no delays to the traveling public. This strategy is a business philosophy, allowing agencies to focus on the customer while improving the network’s surface condition and overall system integrity. This CD-ROM contains information to successfully initiate a pavement preservation program.

Pavement Preservation: The Preventive Maintenance Concept. This CD contains documents for NHI Course No. 13154, including a workbook and reference manual as well as an instructor’s guide and executive summary.

These CDs are available for loan from the KUTC Lending Library. Turn to page 15.
Kansas LTAP hosted the National Highway Institute Course entitled “Culvert Design,” on July 11-13, in Topeka. Instruction was provided by Johnny Morris from Ayres Associates in Atlanta, Georgia, and Steve Toillion, Structural Engineer with the FHWA office in Topeka. Participants learned about recommended design procedures for the hydraulic design of culverts. Computer programs were distributed, discussed and demonstrated.

A portable hydraulic flume was on site for participants to observe numerous hydraulic principles and the hydraulic effects of improved inlets, pipe slope, material roughness and various end treatments. Velocity and discharge measurements were taken from the flume while in various set-ups and the information was used to make actual design calculations.

Excerpts from the class evaluation forms include:
—“This was valuable training for my staff and myself. The lab was a great idea.”
—“It is a very good review of hydraulics, and the design problems will help me in my job.”
—“This course is perfect for where I’m at. I’ve struggled through a little hydraulics but am on the brink of being expected to handle more. This class answered the questions I had and filled in what I needed to know. This should also serve me well when I take my P. E. test next year.”

Of the 23 participants, 10 were from Kansas counties or cities, one was from KDOT and 12 were from consulting firms. While immediate plans don’t include another session of the NHI Culvert Design Course, KUTC staff plan to host this training again in 2002.
Supervision Workshop Coming to Kansas

by Rose Lichtenberg . . . . . . . . . . .

Doing “the job” often requires a whole different set of skills from those needed to supervise others to get the job done. Most supervisors are proficient at doing the job—they have learned by observing others and by hands-on experience.

Many supervisors take on the responsibility of leadership without much preparation. Although they have observed other supervisors, they have generally followed and not led. Seat-of-the-pants learning about supervision can be an effective method of training, but it requires a period of trial-and-error learning, often at a cost in productivity.

Another approach is classroom instruction. With coverage of some solid principles in a neutral setting and opportunities for practicing skills and problem-solving, this can be an excellent method for approaching challenges faced by those in supervisory positions. This kind of training can reduce the time necessary for new supervisors to become proficient at leading others—and provide a solid base of information upon which supervisors can rely as challenges arise.

Experienced supervisors can also learn from classroom experience. Each crew member presents unique challenges, and a supervisor must learn to deal with his/her team as a group and on an individual basis. The more supervisory strategies available to a supervisor, the better the supervisor will be.

For the first time ever KS LTAP will host sessions on learning to be a more effective supervisor. Basic management and supervisory techniques will be covered. These techniques can assist experienced (as well as newly-promoted) first and second level road supervisors and crew leaders. Practical examples will be used to illustrate supervisory principles. The course will enhance skills used to manage, motivate, and communicate with the people you supervise.

Three members of the LTAP Advisory Committee reviewed materials that will be used in these workshops. See their comments above.

You can attend the one-day workshop “Successful Supervision for Local Road Supervisors” during the week of November 13th, 2000. It will be presented in Topeka, El Dorado, Dodge City, Hays and Salina. Watch your mail box for the announcement flier or contact Rose Lichtenberg at 785/864-2594. A flier is also posted at www.ukans.edu/~kutc Comments from LTAP Advisory Board Members:

“I asked our Street Superintendent to look over the materials (as well as myself). Both of us are favorably impressed with the program.” —Dennis Clennan, Director of Public Works/Engineering, Hutchinson

“I personally believe quite strongly that this is a topic that counties need to have presented. In many counties the Road Supervisor (or whatever title the person in charge has!) was brought up through the ranks and has very little, if any, supervisory training. This would be a great way to get those persons a chance to learn good supervisory skills...I strongly believe that for a person to be a good supervisor, they need to be exposed to some type of supervisory training. I have tried to find a supervisory training program for county road personnel for several years, and have not found any that I felt would benefit my people. This program, or one similar, would be an excellent choice.” —Chip Woods, Lyon County Engineer

“Supervisory training is very important in every organization. Normally we have sought that training from consultants, but if it could be available from LTAP, it could help organizations that are not willing to spend lots of money on this type of training.” —Mike Novak, Lenexa County Engineer
Research Sheds Light on Conditions Affecting Retroreflectometer Performance

It is important that pavement markings have an effective degree of retroreflectivity, or the ability to reflect light from a vehicle's headlights. In 1992, Congress felt that retroreflectivity was a significant issue and required the Department of Transportation to revise the Manual on Uniform Traffic Control Devices (MUTCD) to include a standard minimum level of retroreflectivity for all public roads. This mandate prompted the Federal Highway Administration to begin research on measuring levels of retroreflectivity.

The Highway Innovative Technologies Evaluation Center (HITEC) of CERF (Civil Engineering Research Foundation) conducted research on six types of retroreflectometers. These units use 30-meter geometry, which is based on European geometry, meaning that a marking's retroreflectivity is evaluated based on a 30 meter distance.

HITEC evaluated portable "hand-held" and vehicle-mounted "mobile" retroreflectometers from six different manufacturers (see box at right). The objectives of the research were to evaluate and document the performance of two types of retroreflectometers, provide input to aid the development and refinement of standards and specifications for retroreflectometers, and provide sufficient information to help potential users make purchasing decisions.

The evaluation procedure included testing for the following aspects:

Measurement bias—the ability to accurately determine retroreflectivity.

Repeatability—the ability of a single unit to obtain identical readings at the same point of measurement. Repeatability shows whether the unit produces consistent readings when the conditions of the measurement are unchanged.

Reproducibility—the ability of different units of the same model to produce identical readings at relatively the same point.

Some models were also tested outside in sun and shade to determine if readings would differ in any significant way.

Testing conditions
The retroreflectometers were first measured in a lab setting. The researchers set up 24 panels, consisting of three sets of eight panels each. The eight panels in each set represented various colors of markings and levels of retroreflectivity. These tests were performed under different levels of temperature, humidity, and light.

The retroreflectometers were then taken to highways in North Carolina for field-testing. White skip lines, white right edgelines, and yellow left edgelines were measured over the length of one mile on two highways, one with new markings, and one with markings in a poorer condition.

Results for hand-held models
MX 30—The MX 30 is a hand-held device that measures retroreflectivity according to European standard EN 1436 and ASTM E 1740. The researchers found that the MX 30 consistently under-measured the panels' assigned levels of retroreflectivity in laboratory testing. No trends were detected in the environmental chamber or ambient conditions that indicated any consistent impacts on measurement magnitude. The shade test revealed no consistent trends.

The tests did reveal, however, that light conditions affected the repeatability of the model. Daytime testing generally produced higher repeatability. Repeatability may suffer at the higher ranges of measurement. Environmental conditions (e.g. humidity, heat) appear to have no consistent impact on the repeatability of the unit.

Generally, the MX 30 fared better in repeatability than in multi-unit reproducibility. Environmental conditions were found to influence reproducibility. The reproducibility was found to be less consistent at higher levels of retroreflectivity, and daytime measurements produced higher reproducibility for many of the panels.

The MX 30 costs $11,500 for the unit and $650 for an optional thermal-paper printer.

FRT01—The FRT01 is a hand-
held retroreflectometer produced in Germany. Environmental conditions were found to influence the magnitude of the retroreflectivity readings produced by the unit. Testing during high temperatures and high humidity produced the highest levels of retroreflectivity. The amount of ambient light can impact the magnitude of the readings. When measuring the yellow panels, the unit produced retroreflectivity readings that were significantly lower than assigned to those panels. Researchers determined that this could be the result of the instrument being calibrated to European Yellow Standard. The instrument can be recalibrated. The shade test did not produce any significant difference in the readings.

The repeatability for the FRT01 was found to be consistent in all tests. Environmental conditions affected multi-unit reproducibility. The reproducibility was found to be consistent when collected outdoors at night but excessively inconsistent when the temperature was high and the humidity was low.

The FRT01 costs $14,670 for the base unit, $600 for annual servicing, and $440 for accompanying software.

**MP 30**—The magnitude of readings by the handheld MP 30, or Mirolux Plus 30, was affected by environmental conditions. Low temperature, low humidity testing produced the lowest retroreflectivity. Daytime testing usually produced the highest retroreflectivity measurements. The readings taken in the sun were usually higher than those taken in the shade. With the exception of daylight testing, the unit produced measurements that were lower than the assigned values for several of the panels.

Daytime testing produced the best repeatability, as well.

The multi-unit reproducibility of the MP 30 was influenced by environmental conditions. High temperatures and humidity levels, as well as daytime conditions produced the highest reproducibility levels.

The MP 30 costs $7,500 for the base unit and $150 for annual factory cleaning and recalibration.

**LTL 2000**—Laboratory testing of the LTL 2000 handheld model produced retroreflectivity levels that were less than the assigned values for the majority of the panels. Nighttime indoor tests produced lower retroreflectivity readings than the daytime and nighttime outdoor tests for several of the panels. Readings were slightly higher in the shade than in the sun.

The LTL 2000 generally had the highest repeatability during the daytime, high temperature, high humidity testing. Multi-unit reproducibility was best outdoors at night.

The LTL 2000 costs $15,950 for the base unit with standard accessories, $90 for the car power adapter, and $613 for the heavy-duty carrying case.

**Results for mobile models**

**LASERLUX**—The Laserlux mobile retroreflectometer is capable of measuring pavement markings retroreflectivity at highway speeds. Environmental conditions affected its performance. It generally produced retroreflectivity values that were less than the assigned values of the panels, but it produced higher readings at lower levels of temperature and humidity and with ambient daylight conditions.

The highest repeatability occurred during ambient daylight testing; the lowest repeatability occurring at night.

Reproducibility seemed better in ambient light, but only two readings of each panel for each condition were used, and may not accurately represent the unit’s performance.

The Laserlux costs $149,000, not including a vehicle.

**ECODYN**—Environmental conditions also significantly affected the ECODYN mobile retroreflectometer’s performance. Values measured during high temperature and high humidity were lower than the assigned value.

Ambient daylight testing of repeatability was the most accurate.

Nighttime outdoor reproducibility readings were the lowest. Again, only two readings of each panel were recorded.

The ECODYN costs $180,000.

**Ramifications for local agencies**

How can local agencies best use this information? We asked this question of Mike Crow, KDOT Bureau Chief of Traffic Engineering, who served on the HITEC study’s technical evaluation panel. Crow said that “the best part of the whole study was that HITEC looked at every retroreflectometer out there and tested them against criteria developed by highway agencies, including locals. Agencies don’t have to do their own research; HITEC has done it for them.”

Crow strongly suggested reading the full reports and looking carefully at the pros and cons of each model. Some models perform better in certain weather conditions, and this information can be used to choose the best model for your area.

The information in this article is a very rough summary of the research criteria and results from the HITEC reports. The full reports can be ordered by calling CERF at 800/548-2723 or you can download them from www.cerf.org/hitec. Ask for CERF Reports #40465-40470 or request the reports for the specific models you are interested in.

For more information on this HITEC research effort, visit: www.cerf.org/hitec/news/retro.htm.
New Code of Conduct for Kansas County Commissioners

Ethics are paramount for providing effective public service, and that’s true for all public servants, including elected officials. For the first time in its history as an association, the Kansas County Commissioners Association (KCCA) has adopted a formal code of ethics for county commissioners. Believed to be one of the few of its kind across the nation, the Association adopted the code as a means of promoting the vitality of the democratic process in Kansas county governments.

The KCCA Code of Ethical Conduct identifies six principles, each with explanatory detail, to guide county commissioners through the inevitable ethical dilemmas that from time to time confront those in public office.

The Code will be distributed to each county commission in Kansas and will also be used in the Kansas Leadership Academy for County Commissioners.

From:
www.ink.org/public/kac/whats_new.html

Kansas County Commissioners Association
Code of Ethical Conduct for County Commissioners
Approved by the KCCA membership on 5/12/2000

Preamble
The opportunity to serve the public as county commissioner is a high honor and confers a sacred trust to the office holder. Stewardship of the public trust not only requires allegiance to the law, but also obligates a county commissioner to act in ways consistent with the highest standards of ethical conduct.

The Kansas County Commissioners Association has adopted this code of ethics as a means of promoting the vitality of the democratic process in county government. The Association believes that in carrying out the duties of public office, from time to time every county commissioner is confronted with ethical dilemmas. The following principles are offered to encourage commissioners to engage in ethical reflection in advance of decision making. Ultimately, the ethical course of action for a county commissioner must be discerned by the dictates of individual conscience and commitment to the public interest.

Principle 1
A county commissioner should be vigorously dedicated to the democratic ideals of honesty, openness and accountability in all public matters involving county government.

- A commissioner should exert good faith effort to communicate the full truth about county matters and avoid structuring information so as to mislead others or gain personal advantage.
- Accountability requires a commissioner to accept responsibility for his or her public conduct as well as the actions of the county commission, especially when mistakes occur.
- A commitment to the spirit of open government is characterized by the broadest possible provisions for public access and information sharing, and qualified only by those instances when meetings or certain public records are shielded by state law.
- A commissioner has an obligation to report suspected illegal misconduct by another elected official to the proper investigative authorities.

Principle 2
A county commissioner should model decorum, respect for others and civility in all public relationships.

- The honor of public office requires a commissioner to behave with courtesy and respect for the dignity of others in all public relationships with other elected officials; employees; citizens, media and representatives of other units of government.
- Commissioners should affirm the value of services provided by government and maintain a constructive attitude about governmental affairs.
- Meetings of the county commission afford a prime opportunity for commissioners to promote conduct which enhances respectful civic discourse.

contin. on page 13
The competition was tough. Last year KDOT received 100 applications for FY 2001 Transportation Enhancement (TE) funding, totaling $53 million, and could only fund a fraction of those. KDOT selected 21 projects, with a total cost of $10.5 million. These projects require local matching funds—a minimum of 20 percent of the project cost must come from each applicant.

Transportation Enhancement projects under this federal funding program include:

- pedestrian and bicycle facilities, and 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;
- outdoor advertising control;
- archaeological planning and research;
- environmental mitigation of runoff pollution; and
- establishment of transportation museums.

FY 2001 projects are scattered across the state, but the bulk of them are near more heavily-populated areas on the east side of the state. The funded projects include:

### Historical Projects

- Marion—Preservation of the 1912 Santa Fe Railroad Depot and reuse as the Marion City Library;
- Ellis County—Stone arch bridge and road repair 4.8 miles south of Walker over Big Creek;
- Elk County—Replank flooring of historic bridge over the Elk River;
- Franklin County—Improvements to the Midland Railway connecting with the Prairie Spirit Trail and Ottawa, Kansas and the former Santa Fe Depot;
- Marysville—Restore brick pavement along three blocks in downtown area;
- Linn County—Acquisition of right-of-way for Mine Creek Battlefield state historic site two miles south of Pleasanton.

continued on page 12 ➤
Partnership Creates In-School Bike Education Program—With TE Funding

A school district and a bicycle advocacy group in Pennsylvania teamed up to develop a successful transportation enhancement project.

PennDOT recently awarded Transportation Enhancement funding for an innovative bicycle safety program for kids. Sponsored by the School District of Philadelphia and the Bicycle Coalition of the Delaware Valley, the program is entitled Bicycle Education Enhancement Program (BEEP). Only two of the 35 Transportation Enhancement projects submitted were for bicycle education, the other being a PennDOT statewide bike safety program.

Through BEEP, Philadelphia will become the largest school district in the country with an in-school bicycle education program. Children will learn bicycle safety and proper bike use as part of the health curriculum. There will be after-school bike clubs, as well as bikes, helmets, locks and fun bike safety guides for the children. The BEEP program will install bike racks in all the middle and high schools in the district.

BEEP was originally conceived by the Bicycle Coalition as a way to teach Philadelphia’s children how to safely use the 300-mile Philadelphia Bike Network being installed by Philadelphia Street Department. The Bicycle Coalition also noted the lack of bike parking at the schools.

“Even if kids wanted to ride their bike to school today, there would be no place for them to leave them once they got there”, remarked Sue McNamara, executive director of the Bicycle Coalition. “We went to the School District with the idea for this program and they were incredibly receptive.”

“We are excited about the BEEP project and we’re looking forward to working with the Bicycle Coalition,” remarked Marjie Wuestner, district curriculum coordinator for the Physical Education department. “Bicycling is truly a life-long physical activity. If we can get kids involved in biking safely now, the skills they learn today can serve them the rest of their lives. It can also teach them how to safely get around town while staying healthy and not polluting the air.”

The BEEP program will be part of the Physical Education department, but both Wuestner and McNamara agree that lessons learned would reach across the curriculum.

“We want kids to realize that life is full of choices that effect themselves, those around them and the environment. Transportation is a choice. You can choose to ride a bike because it’s healthy, fun, non-polluting and allows you to better interact with the world around you. And if you bike, there’s one less car on the road, making it better for everyone. You don’t have to be trapped in traffic,” says McNamara.

Wuestner agrees, “We want to teach kids how to be self-sufficient. There is nothing more self-sufficient than a bicycle.”

Adapted from a news brief posted on www.bcdv.org

KS Transportation Enhancement Projects, continued from page 11

Scenic/Environmental Projects

- Merriam—Construction of scenic enhancement on right-of-way at the corners of Shawnee Mission Parkway/Eby Street/Frontage Road;
- Franklin County—Visitors Information Center located 1/2 mile west of I-35 exit 187;
- Liberal—Streetscape and safety improvements along U.S. 83 from U.S. 54 to Sixth Street;
- Lawrence—Mitigation of environmental degradation created by runoff 1,000 feet south of East 23rd Street and 900 feet west of Haskell Avenue;
- Cottonwood Falls—Street improvements on Broadway Street from Pearl Street to Main Street and on K-177 from Pearl Street to Main Street;
- Phillipsburg—Landscape improvement of the City of Phillipsburg’s old water treatment plant at U.S. 36/U.S. 183;
- Olathe—Landscape improvements on K-7 from K-10 to 1/4 mile south of the 119th Street interchange.
Pedestrian/Bicycle Projects
- Shawnee—Construct pedestrian/bicycle path from the Charles J. Stump Memorial Par to the Mill Creek Streamway Trail;
- Hutchinson—Construct pedestrian/bicycle path connecting to the existing trail system around Carey Park;
- Derby—Construct pedestrian/bicycle path on Madison Avenue from east of Rock Road to High Park;
- Topeka—Construct pedestrian/bicycle path east from Topeka Boulevard along Shunganunga Creek to Kansas Avenue along the abandoned Missouri Pacific Railroad right of way;
- Pittsburg State University—Construct pedestrian/bicycle path starting at Pittsburg State University to Mt. Carmel Regional Medical Center;
- Wichita—Construct pedestrian/bicycle path along the Arkansas River from the Old Cowtown Museum to the First Street bridge;
- El Dorado—Construct pedestrian/bicycle path from Butler County Community College through East Park, Central Park to North Main Park;
- Lawrence—Bike education program.


Thanks for the Invitation!

We at the Kansas LTAP were very happy to accept invitations to provide motor grader operator training from the cities of Pawnee Rock, Parsons and Meade during April.

If you would like to host a training session in your community, contact Rose Lichtenberg at 785/864-2594. She will make all of the arrangements.

Commissioners Code of Conduct, continued

Principle 3
A county commissioner should actively practice stewardship of the county’s human, fiscal and material resources.

- A commissioner should conserve public resources and support the wisest and best use of those resources consistent with the public interest and community need.
- The principle of merit should guide all of a commissioner’s human resource management decisions associated with recruitment, hiring, compensation, promotion and discharge.
- A commissioner should advocate for and encourage county employees to adopt practices that promote the most efficient, effective and ethical county services.

Principle 4
A county commissioner should strive for excellence and continuous learning in personal development and in all operations of county government.

- A commissioner, regardless of the length of tenure in office, should actively seek opportunities to develop skills and acquire knowledge in order to perform the duties of public office more effectively.
- A commissioner should dedicate the time necessary to adequately perform the duties of the office of county commissioner.
- As a member of the governing body, a commissioner should advocate and appropriate resources for a learning courthouse, a county work environment in which employees are given opportunities to expand their performance capacities.

Principle 5
A county commissioner should perform the duties of public office with fairness and impartiality so as to enhance public confidence in county government.

- Impartiality requires a commissioner to engage in conduct unswayed by public clamor, without fear of criticism and without seeking personal financial gain or partisan advantage.
- A commissioner should make decisions free from the influence of family members, private business relationships, or other personal relationships.
- A commissioner should promote county business practices which contribute to public perception of the impartiality of county decisions.
- A commissioner should abstain from voting even if not required to by law if his or her impartiality might be reasonably questioned.
- A commissioner should support the principle of equal employment opportunity and vigorously oppose discrimination in county operations.

Principle 6
A county commissioner should neither seek nor accept any favor from any source which may be offered to influence his or her official decision making.

- Commissioners should decline to accept anything of value that could be construed by a reasonable and informed person as intended to influence the commissioner’s actions.
- Avoiding the appearance of impropriety sustains public trust in democracy and is a necessary standard for commissioners to consider in determining an ethical course of action.

For comments or questions about the KCIA Ethical Code of Conduct, contact: Lonie Addis, KCIA President, addis@oswego.net
Video Reviews

Pavement Maintenance Project Selection—Right Road, Right Treatment, Right Time
30 minutes. This video provides an excellent general overview of the theory and practices behind Preventative Maintenance. It demonstrates various kinds of road treatments and when to use them, with goal of “keeping good roads good.”

Instead of recommending a routine maintenance schedule or reacting to poor road conditions as they occur, the video suggests evaluating roads and preventing road distress very early in a road’s life. The main idea is to seal cracks and maintain the integrity of the wearing surface to prevent damage by water seepage.

This would be worthwhile viewing for management or road maintenance staff. Produced in 2000 by the Federal Highway Administration and The Foundation for Pavement Preservation.

The East Topeka Roundabouts
8:30 minutes. This video does an outstanding job of describing the safety benefits of roundabouts—and how they work. It was produced to provide public information about the two roundabouts planned for the new I-70 East Topeka interchange project. Animated footage shows an overhead view of vehicles (passenger cars and semis) approaching and going through a roundabout. It also shows a vehicle entering and exiting a roundabout from a driver’s vantage point. The video includes footage of traffic going through roundabouts in Manhattan and Lawrence, Kansas. Produced in 2000 by the Kansas DOT.

Smart Road
7:54 minutes. This video documents research being done in Virginia at the “Smart Road” project—a collaboration between the Virginia DOT and the Virginia Tech Transportation Institute. An initial 2-mile test track was embedded with sensors to measure the strength and condition of the pavement under a variety of actual highway conditions. Performance under different weather conditions is also being tested, with weather being controlled by 75 towers that can produce rain or snow.

The Smart Road also includes a major bridge project with 450-ft spans. Technology using electric current is being tested on the bridge to reduce corrosion.

This video is geared toward anyone in highway management or road work interested in learning about cutting edge research and the enormous effort behind transportation safety innovations. Produced in 2000 by the Virginia DOT.

Calendar

... 2000 ... . .

October 3-4
KDOT Annual Division of Operations Meeting in Great Bend, Ks.
Call 785/296-2235

*October 16-20, 2000
Snow and Ice Control for Kansas Local Agencies
in Hays, Hutchinson, Dodge City, Topeka and Chanute, Ks.

November 8-9
Infrastructure Asset Management—Best Practices
in Kansas City, Mo. Call Karoln at UMKC, 816/325-5268

November 9
44th Annual Kansas Asphalt Paving Conference, Lawrence, Ks. Contact KU Continuing Education at 785/296-4790

November 13-17
Successful Supervision Skills for Kansas Road and Street Crew Leaders, in Topeka, El Dorado, Dodge City, Hays and Salina, Ks.

November 16
APWA Roundtable Discussion in Dodge City, Ks. Call Mike Fraser at 785/826-7380

November 19-21
KAC/Kansas County Highway Association Fall Meeting in Topeka, Ks. Call Norm Bowers at 913/782-2640

November 2

*November 6
APWA Satellite Conference—Performance Management 3-4 sites in Kansas

December 14
APWA Roundtable Discussion in Salina, Ks. Call Mike Fraser at 785/826-7380

*December 6
APWA Satellite Conference—Performance Management 3-4 sites in Kansas

For information on calendar items indicated with a * or to suggest a topic for a future LTAP workshop, contact:

Rose Lichtenberg
KUTC
2011 Learned Hall
University of Kansas
Lawrence, KS 66045
785/864-2594
Free Resources

Check off your selections, fill in the bottom portion, and return this form to:
KUTC Materials Request, 2011 Learned Hall, Lawrence, Kansas 66045
or fax to 785/864-3199

Videotapes

Two videotapes or one-hour’s worth of material per lending request. Two week lending period.

- **Pavement Maintenance Project Selection—Right Road, Right Treatment, Right Time**
  30 minutes, by the FHWA and Foundation for Pavement Preservation, 2000.
- **East Topeka Roundabouts**
  8:30 minutes, by the Kansas DOT, 2000.
- **Smart Road**
  7:54 minutes, by Virginia DOT, 2000

Computer CDs

Two week lending period.

- **Pavement Preservation: The Preventative Maintenance Concept, Course NHI 13154**
  This CD includes the following documents: an instructor’s guide, participant’s workbook, reference manual, and executive overview.

- **Pavement Preservation: State of the Practice**
  This CD presents program guidelines and technical information for pavement preservation programs developed in California, Michigan, Minnesota and Ohio. It includes decision-making criteria and technical specifications for using preventative maintenance techniques, as well as information on the costs, benefits and effectiveness of a variety of innovative preservation strategies. Requires Acrobat Reader.

Equipment

Available free—for loan to local highway agencies. Call us at (785) 864-5658 to arrange time period needed for loan. There are waiting lists for some of the items below.

- **Countmate (NC-20) Traffic Counter**
  A road-tube traffic counter the size of a pocket pen that can record traffic at daily, hourly or 15-minute intervals.

- **Countcard (NC-30) Traffic Counter**
  A credit card sized, tubeless traffic counter that can record traffic at daily, hourly or 15-minute intervals. It can be used on facilities with operating speeds from 1 to 100+ miles per hour.

- **Hi-Star (NC-90) Traffic Classifier**
  A complete traffic classifier that can collect data relating to volume, speed, length and vehicle presence. Gap, spacing and headway data can also be recorded.

Order Form

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*For all international requests, the requester must pay postage. We will notify you of the postage cost and will send materials after receiving payment.*
Let us at the KUTC help you find the answers to your transportation-related questions.

**KUTC, 2011 Learned Hall, Lawrence, KS, 66045-2962**
**Call 785/864-5658 (fax 785/864-3199)**

The Kansas Local Technical Assistance Program (LTAP) is an educational, research and service program of the Kansas University Transportation Center (KUTC), located in the University of Kansas School of Engineering. It is co-sponsored by the Federal Highway Administration and the Kansas Department of Transportation. Its purpose is to provide information to local and county highway agencies and transportation personnel by translating into understandable terms the latest technologies in the areas of roads, highways and bridges.

The **KUTC Newsletter** is one of the KUTC’s educational activities. Published quarterly, the newsletter is free to counties, cities, towns, tribal governments, road districts and others with transportation responsibilities. Editorial decisions are made by the KUTC. Engineering practices and procedures set forth in this newsletter shall be implemented by or under the supervision of a licensed professional engineer in accordance with Kansas state statutes dealing with the technical professions.

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Director ......................... Joe Lee
Editor ............................... Lisa Harris
Contributing Writers ............ Kathryn Jensen, Rose Lichtenberg

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**KUTC Resource and Education Staff**

Traffic and Hwy. Engineering ........ Joe Lee / Tom Mulinazzi
Road Surface Mgmt./Soils ............... Steve Cross
Bridge Structures, GIS and CAD .......... Carl Kurt
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Engineering Computer Applications .... Mehrdad Givechi
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Environmental Engineering ............ Dennis Lane
Publications Editor (785) 864-2590 ........ Lisa Harris
Workshops Coordinator (785) 864-2594 ... Rose Lichtenberg
Lending Library Coordinator (785) 864-5658 . Jennifer Noblitt

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