



*A farewell interview with Secretary Carlson*

## Looking back, looking ahead

**Editor's note:** Secretary E. Dean Carlson has announced his plans to retire on January 10, 2003. This will bring to a close eight years at the helm of the Kansas Department of Transportation. (Governor Bill Graves appointed Mr. Carlson effective January 9, 1995.) *Translines* sat down with the Secretary for his thoughts about his tenure at KDOT and what the future may hold.

◆ **Translines:** Do you recall what it was like when you first sat in that chair? What thoughts went through your head?

**Secretary Carlson:** I was thinking about the two jobs the Governor had given me: keep the Comprehensive Highway Program (CHP) on track and get ready for a new program (what became the Comprehensive Transportation Plan or CTP). I also remember being impressed by how forward thinking KDOT was when it came to construction and contracting at KDOT. It surprised me that the Governor had chosen an "outsider" to head the agency,

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*Secretary E. Dean Carlson speaks at a ceremony in October 1999 commemorating the expansion of US-81. The US-81 expansion was one of many highlights for Carlson.*

## Report stresses need for funding, suggests legislation change

Governor Bill Graves received the report of the Transportation 2000 study group during a presentation in his office on December 9, 2002. Study group chair Mary E. Turkington, former Executive Director of the Kansas Motor Carriers Association and chairman of the Kansas Turnpike Authority, presented the report to the Governor

with many of the group's members in attendance. Also on hand were a number of KDOT staff whose hard work supported the study group's efforts.

"KDOT folks handled all kinds of duties, from scheduling meetings to researching and preparing reports for the study group to making sure the public address systems worked at the meeting locations," said Dennis Slimmer, Assistant to the Director of the Division of Planning and Development, who headed KDOT's assistance to the study group.

Another key role was played by KDOT's Chief of Program Management, Rosemary M. Ingram, P.E. At

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From  
Where  
I Sit

by E. Dean Carlson

# A fond farewell

It's hard to believe that next month marks eight years in Topeka for Carolyn and me. They say time goes by when you're having fun, and I have often thanked Governor Bill Graves for the opportunity to have such an enjoyable job.

As always, it has been the best of times and the worst of times. Examples abound: the state highway system has seen the continuation of excellence in all respects; you can see what an impact KDOT has had in the work going on near the NASCAR track (which was originally headed for the Missouri side of the border); the East Topeka Interchange; US-169 four-lane improvement; and many, many more. On the down side of things, there has been the constant battle to protect our funding; the occasional difficulties we have had with pavement failures (usually on asphalt projects); the tunnels; our failure to improve the K-7/ I-70 interchange; and a few others. Fortunately, the 'wins' highly outnumber the 'losses.'

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# Random thoughts, while waiting for a legislative committee

By E. Dean Carlson

One of the things a Secretary of Transportation (or any cabinet- level-agency head for that matter) gets to do is spend a lot of time sitting and waiting to testify before legislative committees. Often there's a lot more time to wait than there is topic to think about. So one's mind can wander. Here's where some of that wandering led me- these thoughts are in no particular order of importance.

1. Thank goodness we live in a democracy. Winston Churchill said, "Many forms of government have been tried and will be tried in this world of sin and woe. No one pretends that democracy is perfect or all-wise. Indeed, it has been said that democracy is the 'worst' form of government except all others that have been tried from time to time."
2. Actually, the United States is a republic, not a true democracy. If we were a true democracy, Al Gore would be president.
3. Why do most legislative bodies need a time of crisis to force actions in the public interest?
4. E.B. White said. "Democracy is the recurrent

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KANSAS DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Information  
Docking State Office Building, 754-S  
915 Harrison, Topeka, Ks 66612-1568

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



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

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

## Calendar of Events

**January 1** - State employees off New Year's Day.

**January 8** - 2 p.m. - Construction Bid Letting, Capitol Plaza Hotel.

**January 10** - 9:30 a.m. Highway Advisory Commission meeting, Seventh Floor Docking State Office Building.

**January 14** - 11 a.m. KDOT Employees' Council Meeting, Seventh Floor Conference Room, Docking State Office Building.

**January 20** - State employees off for Martin Luther King Day.

# Mai develops innovative software package to assist KDOT, contractors

By Kim Stich

Gerry Mai, Engineering Technician Specialist in the District Two Materials Lab, hasn't had much formal training with computers – he has just taken a couple basic classes. But starting with the October 2002 letting, all contractors bidding on KDOT construction projects are now required to submit design specifications in a software package created by Mai.

Mai oversees the District's Field and Lab operations. One of their main responsibilities is to verify that all materials used in the construction phase are acceptable materials. He also reviews the mixes for concrete and asphalt and helps troubleshoot if there are design problems.

When computers were put in the field labs years ago, Mai said he liked working on them and developed a database for the District involving asphalt mix designs with the software program Enable. The program ended up being used in other Districts as well.

***'By using Gerry's form, the contractor and KDOT are looking at exactly the same thing. He's done a tremendous job and helped KDOT a bunch.'***

**Rodney Maag**



***Gerry Mai receives a plaque from Director of Operations Steve Woolington in recognition of software packages he has developed to assist KDOT and contractors.***

The program was a database that took test data and made the calculations to check them against the specification requirements. "When the contractor would submit aggregate to use, we would put it together in the lab and determine optimum asphalt content to get the best mix possible. We called it the cookbook method," Mai said.

However, in the early 90s, Kansas was one of the first states to use Superpave and the Enable program would not work with the new design specifications. So Mai created a new program in Excel for agency personnel to use.

After receiving numerous different packages of information from various contractors, "the comment was made that it

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## Kansas ranks as a national leader in information technology

A national leader once again in information technology – that's the good news for Kansas, which tied for first place recently in the GIS/Transportation category of the 2002 Digital State Survey.

Kansas posted a perfect score of 100, tying Arizona and Illinois for first place. In the 2001 survey, Kansas took sole first place honors, also with a perfect score of 100 points. The survey was conducted by the Center for Digital Government, in conjunction with the Progress and Freedom Foundation and Government Technology Magazine.

"Winning this national honor for the second straight time is recognition of the overall strength of KDOT's information technology system and strong management practices within the agency," said Ben Nelson, Bureau Chief of Computer Services.

GIS/Transportation is one of three categories in the annual survey. The category measures the public sector use and subsequent private sector availability of geographic

information systems with an eye toward transportation.

To achieve the No. 1 ranking in GIS/Transportation, Kansas was recognized for its creation of a GIS coordinating body and how the Department of Transportation integrates technology.

Kansas has used GIS to present its 10-year Comprehensive Transportation plan to lawmakers, and it will play a crucial role in Advanced Traveler Information Systems that KDOT may develop such as 511. The 511 system will bring information from road sensors, the National Weather Service, and the road construction and detour reporting system allowing forecasts as you drive down the road.

Kansas has had its GIS data clearinghouse on the Internet since 1994 and has a number of regional GIS activities underway as part of the state's participation in the MidAmerica GIS Consortium.

# Decide to be the best we can be in 2003

It is the time we usually think about New Year's resolutions. These are promises we make to ourselves that we will change for the better, and we commit to keeping those promises. Sometimes we promise ourselves we will lose weight, stop smoking, spend more time with the kids, take a class, or save money.

Some of us just don't make resolutions anymore. Based on past experience, we have failed to keep those promises to ourselves and the result is too negative to our self-esteem. What we forget is how positive and powerful we feel when we are successful as a result of changing or accomplishing some personal goal.

So where do we begin. Change starts with a desire and decision—a decision to change. We start with a realistic goal and keep our expectations reasonable. We take baby steps and don't

allow ourselves to become too disappointed when we fall short of perfection. When we fall down, we decide we will get up and start again. We decide that change is a daily decision to start again—just a simple decision.

We hear so much about difficulties with the budget and the economy, things

than are comfortable, so we become worried or fearful. But in the end, it is essential that we remember we have a choice, and we can decide to expect the best. If we can't change anything else, we can change our mind.

It just makes sense to decide to see the opportunity in any situation. We always have the opportunity to call on our inner strength, to live a simpler life, or find a positive way to look at life. We have the opportunity to choose faith, not fear, and to expect the best from our new leaders. We have the opportunity to choose to solve our own problems and do our jobs with greater efficiency than ever before. We can decide to change and grow, to accomplish something difficult in spite of all obstacles.

We can decide to see the best and be the best we can be in 2003, because just that simple decision makes the difference.

## ALL ABOUT ATTITUDE

By  
Carla  
Mumma

are bad, and life is hard, because we just can't make it without more money. We are constantly reminded of the raises we didn't get and had come to expect. We are asked to cope with more unknowns

## T-2000

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each one of the group's four public meetings, it was Ingram's job to deliver a PowerPoint presentation outlining the Comprehensive Transportation Program and the potential threats to it.

"The presentation set the stage for all the public comment and discussion," said Ingram. "It helped make sure everyone understood the situation."

The meetings came at the request of Governor Graves, who had reconvened the group in August, asking members to review the status, funding, and future of the state's Comprehensive Transportation Program (CTP) and to seek public input on those issues. The group held public meetings on four consecutive weeks in October in Fort Scott, Overland Park, Dodge City, and Wichita. The meetings were attended by about 800 people and about 150 made presentations to the group.

In the words of the report, those meetings "showed that the citizens of Kansas overwhelmingly support the CTP, are opposed to any funding reductions in the CTP, are alarmed at how State Highway Fund dollars are being used to balance the state budget, and are demanding that the promises made when the CTP was



*Governor Bill Graves looks over the Transportation 2000 report presented to him by Mary Turkington, Chairman of the Transportation 2000 group.*

passed in 1999 be kept."

The report goes on to state that the support for transportation funding is as strong now as it was when the Transportation 2000 study group held its original meetings in 1998. (Governor Graves first convened the study group in 1998 to review the state's transportation needs. As a direct result of those efforts, the CTP was enacted in 1999.)

The report contains two recommendations to the Governor:

"1. It is evident from the recent hearings that the citizens of the state of Kansas continue to overwhelmingly support completion of the entire 1999 Comprehensive Transportation Program and strenuously oppose any reduction in funding, which would prevent the completion.

The members of the Transportation 2000 study group therefore strongly voice their opposition to any further reduction in funding, which would cause the elimination of any promised highway project, or reductions in funding for any modes, or in the amounts of city/county revenue transfers.

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# Community Involvement

By Ron Kaufman

I have Kim Stich to thank for this month's column. Kim, Informational Specialist in the Bureau of Transportation Information, overheard my rhetorical question that went something like this (using a whining, irritating voice appropriate for a five-year old), "KimmMMM, what am I going to write about for this month's column?" I really didn't expect an answer. Sympathy would have sufficed, although it wouldn't have solved the problem. I fully expected to beat my head against a wall until something useful surfaced from the depths of the cold, gray Jell-O between my ears. Kim, however, had a wonderful idea for a column. It also turns out that her thought would be a wonderful gift idea for this, or any, season.

Kim had seen recent news reports that the Salvation Army in Topeka was short on bell-ringers, volunteers who stand outside stores, ringing the bells and encouraging people to drop some money into the red buckets. She reasoned that getting involved in your community by volunteering would be good public involvement. I'll be darned if Kim isn't right. That wouldn't be the first time, though.

We usually think of public involvement as helping the public get involved in KDOT, but the opposite is also true. Helping people is a tradition both on and off the job for KDOT personnel. We know from recent *Translines* articles that KDOT people all around the state are active in their communities. Kudos go out to these folks and all the other KDOT staffers who get out and volunteer in their towns. It is one of

the purest and most noble traits of people to give their time and energy to help others in need. I hope you do it because you want to and because you feel good knowing that others are the beneficiaries of your kindness.

There are also other benefits to being involved in your communities. "Guerilla marketers" will tell you that it's a good way to make you and your business more visible. Advice columnists say that volunteering is a great way to combat loneliness. Sage dating consultants point out that it is an effective way to meet others with similar interests. Politicians would probably consider it a good way to create support for their candidacy. What it means for public involvement is that people want to deal with real people, not bureaucrats, and they prefer to deal with people they already know. People want to know that others they are dealing with truly care about them. A tradition of commu-

nity service helps demonstrate that. Community involvement also helps you keep

in touch with the pulse of the town, which is important in some businesses.

While savvy business owners and politicians know there are benefits to community involvement, the

principal reason to get involved is because you really care. I think it's a safe bet that KDOT employees don't go out and volunteer their time and energy just so they'll earn "brownie points" for KDOT. In fact, I believe that doing so would be the wrong reason. Getting involved solely for business reasons is a transparent charade that would likely backfire, anyway. Instead, please volunteer for the benefit of others and for the richness it will bring to you and your family. Whether you can volunteer for a short time or for the long haul, whether you can contribute a little or a lot, or whether you do it for the season or throughout the year, the rewards you reap will be immeasurable.



## T-2000

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The study group further states that only at such time as such funding may become inadequate to meet all of the commitments of the program should the state consider options that would allow it to still meet every commitment of the 1999 Comprehensive Transportation Program.

2. The current sales tax demand transfer funding component of the 1999 Comprehensive Transportation Program should be replaced by a revenue transfer based on the percentage of sales tax collected from the sales of new and used motor vehicles.

It has long been recognized that this portion of the sales tax should be considered user fees whose appropriate reposi-

tory is the State Highway Fund. To accomplish this, Transportation 2000 endorses the suggested legislative remedy provided by Economic Lifelines at the Wichita public meeting and that is included as part of this report."

The full text of the report can be found on the internet at [www.ksdot.org](http://www.ksdot.org) under Public Information.



Former Assistant Secretary/State Transportation Engineer Mike Lackey; Secretary Carlson; Don Beuerlein, President of Koss Construction; and FHWA Administrator Rodney Slater stand next to a sign honoring the first stretch of Interstate completed in the United States in Wabaunsee County. The group was celebrating the 40th anniversary of the Interstate system in July 1996.



Governor Bill Graves congratulates Secretary Carlson in August 2001 at the opening of the East Topeka Interchange ceremony.

## Carlson

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but I was very pleased to find KDOT was such a well-run operation.

◆ **Translines:** When you look back on your eight years here, is there a single moment that sticks out in your memory?

**Secretary Carlson:** It's tough to narrow it down to a single moment, but I can offer you a couple. One of the most memorable, and I know this may sound strange, was when Governor Graves offered me the position. Frankly, I assumed it would be someone political. So, when he did offer me the job, it was certainly memorable! Another memorable moment would have to be sitting in the Legislature the night we got the votes to pass the Comprehensive Transportation Plan (CTP). It was the culmination of a lot of hard work by a lot of folks - both here at KDOT and in other organizations and communities around the state. I will remember that moment for a long, long time.

◆ **Translines:** What do you see as the biggest accomplishments and the biggest disappointments in your time as Secretary?

**Secretary Carlson:** Easily the two top accomplishments were successfully completing the Comprehensive Highway Program (CHP) and getting the CTP up and running. After those two, I'd have to count as accomplishments the improvements around the Kansas Speedway, the East Topeka Interchange, getting the four-laning of US-

169 underway, getting the US-59 improvements approved, the Marysville railroad grade separation project, and seeing the work on US-81 finished.

Disappointments have been far less numerous, but there have been a few. My single biggest frustration has been the inability to make a better case for state employees on a range of issues - salaries, moving expenses, etc. so that Kansas is comparable to other states. The truth is that right now we're not. I am also disappointed that we couldn't convince the folks in Bonner Springs that our solution for the K-7/ I-70 interchange was the right thing to do. It's a problem that is only going to get worse in the years to come. The pedestrian tunnels here in Topeka were a project that I thought, and still think, was the right thing to do, but it wasn't politically possible.

◆ **Translines:** What would you consider your "legacy" at KDOT? How would you like to be remembered?

**Secretary Carlson:** I hope my legacy is that KDOT is doing a better job now from top-to-bottom on public involvement than when I got here - that we're doing a better job at keeping the public informed. I hope the public involvement program is maintained regardless of what happens to the funding and overall CTP. It's vital to the continued credibility of the agency, which is vital to the continued funding of transportation programs in Kansas. I hope another legacy will be my support of KDOT providing the highest level of design in our

highway projects. I think our dedication to this has enabled a lot of Kansans to stay alive, although quantifying that is hard to do.

As for how I'd like to be remembered, I've always said that when I came here my goal was to leave KDOT in at least as good a shape as I found it. I hope that's true and perhaps maybe I've made a few improvements here and there. I also hope folks will think 'he was a guy who came in and had a lot of fun for eight years, and then left.'

◆ **Translines:** Your job has meant a lot of travel around the state. Is there a particular trip that stands out?

**Secretary Carlson:** There are six, actually. The first summer I was here, I had the opportunity to spend two to three days in each District. The District Engineers drove me over every road in their Districts. Those trips have helped me over the years in a couple of ways. Whenever someone would start talking about a highway and they'd ask me, "Do you know where such-and-such is?" I could honestly tell them I knew what they were talking about. It was also an invaluable experience to have the District Engineers show me what they thought were important issues and to discuss possible solutions.

◆ **Translines:** Those trips have also given you the chance to experience many Kansas eating establishments. Any favorites?

**Secretary Carlson:** Now that's a tough one!

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One of my favorites is right here across the street - Pepe and Chelas. Just ask anyone who's come in to do business over lunch! In Wichita, I enjoy Ya-Ya's. And there will always be a fond spot in my heart, or stomach, for the steaks at the Golden Ox in Kansas City.

◆ **Translines:** What will you be thinking about on the last day in that chair- as you pack up the briefcase on the last day?

**Secretary Carlson:** I suppose I'll be thinking about how much I'll miss all the people I work with across the agency on a regular basis. There are some excellent people and they've not only made my job a lot easier, they've made my experience at KDOT one that I will always value. I'll be thinking about what a lot of fun I've had here. I'll also be regretting that I won't get to finish some of the battles I've started. It's sort of like getting pulled out of the game in the middle of a scoring drive - you have to just hope the yardage you've gained will help the team after you're on the sidelines.

◆ **Translines:** On that subject - any "words of wisdom" for the next quarterback?

**Secretary Carlson:** I would tell him or her

that you can trust the staff here to always do two things: they'll give you good advice and they'll follow your directions. The last part may be hard for some folks to believe because political appointees may worry about the professional staff "sabotaging" their efforts. I heard these doubts when I was in Washington (at FHWA) and I've heard them here in Topeka. My response? The professional staff in engineering-oriented organizations like FHWA and KDOT are not going to play those games. They're committed to doing what's best based on their professional judgment- not their political affiliation. Maybe that's why we engineers make such lousy politicians!

The second thing I'd tell my successor is the reverse of the old "don't call us, we'll call you." It would be more like "I won't call you, but you can call me anytime you'd like." Nobody needs an armchair quarterback calling in with suggestions, but I think everyone appreciates having someone they can call who's been through the mine fields, if you will.

Finally, I'd ask them to invite me back after KDOT moves into its new home in the old SBG building. After looking at all the blueprints, it'd be nice to see how it turned

out!

◆ **Translines:** Where would your successor find you? Are you and Carolyn heading off to some tropical island?

**Secretary Carlson:** Not unless global warming is real and Kansas becomes an inland sea again! We're planning on staying in Topeka for now. I plan on staying active with the Transportation Research Board (TRB). I'm chairman until January 16<sup>th</sup> and then remain on the board for another two years. I'll also continue working with Nichols Consulting firm in Reno, Nevada- one of the preeminent pavement management consultant and research organizations in the country. Personally, I'll be finding out exactly how well a 67-year-old can reduce his golf handicap and spending more time with three of the most important people in my life - my grandkids.

◆ **Translines:** Final thoughts for the KDOT folks?

**Secretary Carlson:** Thank you all. It's been a great eight years because of your dedication and hard work. I have a great deal of trust in KDOT staff. I know I'm leaving the program in good hands and I look forward to seeing the accomplishments in your future.

*In the photo at right (from left to right), former Secretary Horace Edwards, Secretary Carlson, Governor Joan Finney, former Secretary Michael Johnston, and Assistant Secretary/State Transportation Engineer Mike Lackey come together in October 1997 to celebrate the completion of the Comprehensive Highway Program.*



*Secretary Carlson wears a Kansas State University shirt after losing a bet when Nebraska lost to K-State.*



*Secretary Carlson, Pat Hurley, and Mary Turkington travel to one of the Transportation 2000 meetings in 1999.*

## Ingram receives civil engineering honor

Rosie Ingram's career accomplishments as a Civil Engineer for KDOT have not gone without notice by her alma mater. In fact, the University of Missouri-Rolla (UMR) has selected her for national recognition.



**Rosie Ingram**

Ingram, KDOT's Bureau Chief of Program Management, has been elevated to Chapter Honor Member by the UMR Chapter of Chi Epsilon. An article about Ingram's accomplishment was recently published in *The Transit*, the official publication of Chi Epsilon, National Civil Engineering Honor Society.

"The honor is for a professional civil engineer who makes outstanding contributions and achievements to the field of Civil Engineering," said Ingram, a 1978 graduate of UMR. "It's always nice to be recognized for your work."

She began her career with KDOT in 1979 as an Engineer-In-Training and worked her way up through various positions at KDOT. She's held positions as the Wichita Project Engineer, Lawrence Construction Engineer, Dodge City Area Engineer, District One Materials Engineer, and Comprehensive Highway Program Office Manager. She has held her current position as Program Management Bureau Chief since 1994.

This is the second time that Ingram has been honored by her alma mater. In 1999, she was inducted into the UMR Academy of Civil Engineers. The academy recognizes graduates of the civil engineering program who are outstanding in their field and honors those who support civil engineering at the university through mentoring programs and student guidance.

Ingram is a Professional Engineer and member of the Kansas Engineering Society, the National Society of Professional Engineers, and the Transportation Research Board. She has served as KDOT's United Way Campaign Coordinator and is actively involved in St. Peter's Church in Topeka.

She is married to Lon Ingram, Bureau Chief of Materials and Research. The Ingrams have two children, Molly and Matthew. – S. W.

## Nelson honored as Outstanding IT Leader

By Stan Whitley

Ben Nelson, KDOT Bureau Chief of Computer Services, has been honored as the Outstanding IT Leader by the national Center for Digital Government.

The Center is a national research and advisory institute providing government, industry and education leaders with decision support, research and educational resources to help them effectively incorporate new technologies in the 21<sup>st</sup> century.

"This award is recognition of the overall skills and dedication of KDOT's Information Technology professionals and of KDOT's management structure," said Nelson. "Over 100 KDOT business area professionals, including senior executives, serve on IT committees that allocate resources, monitor service delivery, review new technology and manage projects. Secretary Carlson has been very supportive and engaged in the use of IT to accomplish KDOT's mission."

Nelson served on the AASHTO Joint Development Task Force that oversees the development of software used by member departments. He is a member of the AASHTO Information Services Committee and the Transportation Research Board Information Services Committee and has participated in a number of Transportation Research Program efforts.

Nelson worked on two governor's task force teams, which wrote governance policies for information technology within Kansas. He was part of a team that wrote legislation that was adopted to set out the legal basis for the use of electronic and digital signatures for the state. Nelson worked with the Secretary of State of California, General Motors, and the National Notary Association to organize the Multi-State Digital Signature Summit in San Francisco following passage of the National Electronic Signature in National and Global Commerce Act.

During Nelson's tenure, KDOT was awarded the first Federal Highway Administration award for superior software development for its Construction Management System and was awarded an Excellence Award for development of a document management and workflow system.

The KDOT computer systems portfolio was featured in a national publication. Nelson contributed to several Kansas publications including the *State Information Technology Architecture, Records and Workflow Study Teams, Electronic Signature Study teams and Project Management Education program.*

Nelson has been involved with computers before coming to KDOT in 1986 to serve as Computer Services Bureau Chief after



**Ben Nelson**



*At left, Local Projects Chief Larry Emig and at right, Assistant Secretary/State Transportation Engineer Warren Sick pose with David Katt, Charles Burger, and Walter Gardenhire after the three were recognized by the Kansas Employee Award Board for their idea to improve the way changes on plan sheets are handled.*

## Changes made on plan sheets can be seen in an instant

Reviewing plan files can be time consuming. But three employees from the Bureau of Local Projects came up with new ways to improve the process as well as save time, and they recently were honored by the Kansas Employee Award Board.

About two years ago, Charles Burger, Engineering Technician Specialist, David Katt, Engineering Technician Senior, and former employee Walter Gardenhire were discussing how they wished the design consultants could see the changes they were referring to on the plan sheets. They decided to experiment with a digital photograph of a plan sheet to see how it looked. They then downloaded the file to a consultant and with trial and error, found the best settings for the photo of the plan sheet, Katt said.

By using digital photographs of the plan files and sending them by e-mail, the design consultants can see exactly where and what the changes are in a much shorter time frame. "We still use the telephone, but quite often we can do everything by e-mail," Burger said. "Now we just make a call for clarifica-

tions."

The new process is saving a lot of time. "The designer can be working on the set of plans while we can work on another project," Katt said. Or if there is a question, "we're both looking at the same thing on the screen," Burger said. "It eliminates a tremendous amount of confusion."

The new system is estimated to save \$150,000 a year for the bureaus of Local Projects and Design. When projects are delayed due to time required for plan revisions, the construction costs on the project go up because of inflation.

Katt said they have received feedback from several designers who have said they like the new system.

Burger, Katt, and Gardenhire accepted certificates for their suggestions on November 20 in Topeka from Assistant Secretary/State Transportation Engineer Warren Sick. Each of them will also receive \$250.

If you would like to submit an idea or a suggestion, contact KDOT's Bureau of Personnel Services. **-K.S.**

### Retirees

The following employees of-  
ficially retired from KDOT in Decem-  
ber.

#### Headquarters

##### **Kenneth C. Herin,**

Conservation Program Specialist I  
at Topeka – 25 ½ years of state  
service.

##### **William R. Trueblood,**

Engineering Technician Specialist at  
Emporia – 39 ¾ years of state  
service.

The following employees will  
officially retire from the Kansas De-  
partment of Transportation in Janu-  
ary.

**Richard D. Ross,** Land-  
scape Architect II in Design – 34 years  
of state service.

#### District One

**John W. Babcock,** High-  
way Maintenance Superintendent at  
Topeka – 46 ½ years of state ser-  
vice.

**Hairm D. Beaver Jr.,** En-  
gineering Technician Senior in To-  
peka – 28 years of state service.

**Michael C. Gafney,** Profes-  
sional Civil Engineer I in Kansas City  
– 38 ½ years of state service.

**Larry Herbic,** Equipment  
Operator at Alma - 23 years of state  
service.

**John M. Jasper,** Equipment  
Operator at Troy – 33 years of state  
service.

**James L Sullinger,** Engi-  
neering Technician Senior at Bonner  
Springs – 33 years of state service.

**A**  
**FAREWELL**  
**RECEPTION**

to honor  
*Secretary E.  
Dean Carlson*

**will be held on  
Tuesday,  
January 7, 2003,  
from 9 a.m.  
to 11:30 a.m.**

*The reception will be held in  
the 7th Floor Conference  
Room of the Docking State  
Office Building,  
915 SW Harrison, Topeka.*

**Secretary**

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In eight years, I have been pleased to work with some great people at KDOT. And when you leave a place, it's the people you have worked with that you miss. There are some legislators whom I respect and like very much, although it will always be a puzzle to me how legislators who are so intelligent and affable as individuals can be so silly and ineffective as a group of 165. I strongly regret that the legislature has failed to recognize and reward the work of state employees in the last couple of years.

In addition to missing the people, I will miss those issues that haven't been resolved that have captured so much of our attention. Unfortunately, our projects take awhile, so if instant gratification is your thing, then KDOT may not be the best place for you! On the other hand, I'll enjoy making our occasional trips on Kansas roads that are well-maintained even in bad weather. I'll also look forward to seeing progress on the System Enhancement projects funded through the 1999 legislation.

A number of KDOT people have asked what lies ahead for Carolyn and me. At this point, who knows? Our plan right now is to stay in Topeka and take some time before taking on any new responsibilities. I'll probably stay active in

**Random thoughts**

Continued from page 2

suspicion that more than half the people are right more than half the time."

5. Guess we're in another year when warm weather has held off most of the snow and no blizzards. (As I write this, anyway!)

6. Is global warming happening or are these seasonal and/or cyclical variations?

7. When the price of gasoline in Topeka varies from .93 a gallon to \$1.79 a gallon, why is there such a fight over each penny of a gas tax? Are Americans more comfortable paying their money to a Middle Eastern cartel than they are investing in their own self-interest?

8. KPERS may not be the perfect retirement plan, but it will never be "Enron-ized!"

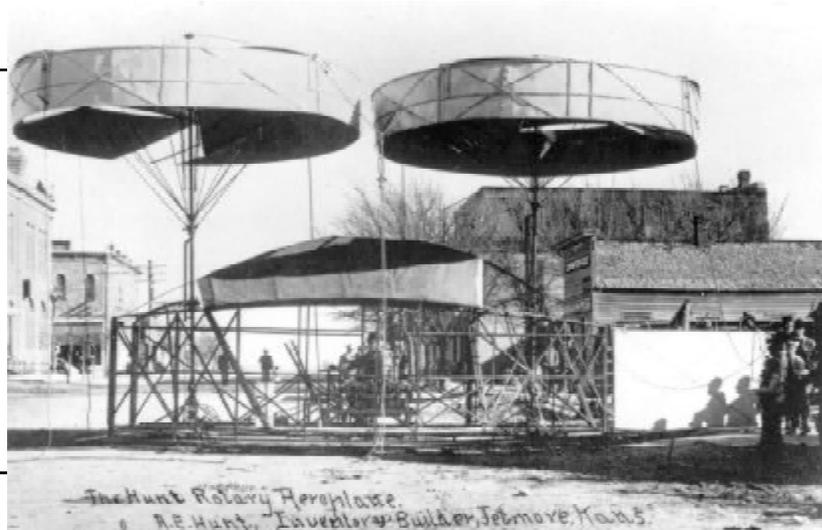
TRB and some other very part-time things. I also want to see if a guy my age can cut a few strokes off his handicap. The ethics law forbids me from much work in Kansas, but if no one is paying me, I can say anything I want to, so I'll probably be around.!

Best of luck to all of you. It's been fun!

*Step Back in Time*



*Early aviation efforts  
in Kansas included the  
Hunt Rotary Aeroplane  
built by A.E. Hunt of  
Jetmore in 1910.*



# Mai

Continued from page 3

would be good to have a uniform package for contractors to use," Mai said. "So I took it upon myself to develop a package that contractors could submit and all the information would be there in a familiar format."

Recently Mai took the KDOT software package and the contractor software package and incorporated them together for everyone to use. This is the package that is now being required for all contractors to submit information.

Rodney Maag, Field Engineer in Materials and Research in Topeka, reviews many design packages and likes the new software package. "It's not usual to get 50 to 80 Superpave mix designs a year. It's a real advantage to find the data in the same place each time," Maag said. "By using Gerry's form, the contractor and KDOT are looking at exactly the

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

KDOT salutes its employees celebrating anniversaries in December

<b>10 YEARS</b>	<b>20 YEARS</b>
Robert Blackmore ..... Hutchinson Garold Gibson ..... Pittsburg Chris Golden ..... Wichita Keith Lassiter ..... Oskaloosa Robert Lauer ..... Blaine Douglas Lind ..... Marion Kevin Thomas ..... Pratt	Robert Henthorne ..... Topeka Trent St. John ..... Independence
<b>30 YEARS</b>	
Alfred Freed ..... Topeka Kathy Marion ..... Topeka Larry Price ..... Marysville Larry Snavelly ..... Minneapolis	

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

same thing. He's done a tremendous job and helped KDOT a bunch."

Mai received a Special Recognition award at the Kansas Asphalt Pavement Association meeting in November in Lawrence for his outstanding efforts and

contributions to the asphalt industry to provide high quality asphalt pavements throughout the state of Kansas.

"It was a real pleasant surprise," Mai said. "It's nice to be recognized for something you enjoy doing."

**Welcome new KDOT employees!**

**Headquarters**

**January Corn**, Engineering Associate I, Materials and Research

**Catherine Ortiz**, Office Assistant, Materials and Research

**Glenn Scott**, Engineering Associate III, Design

**Ann Selders**, Office Assistant, Materials and Research

**District Three**

**Amanda Hoover**, Administrative Assistant, Phillipsburg

**District Six**

**Jeff Town**, Equipment Mechanic, Dodge City

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

What a great gift idea!

# KDOT

## COFFEE MUGS

*These microwavable mugs are clear glass with a gold rim on top and a blue KDOT seal on one side.*

**To Order:**

**Headquarters:** contact your Employees' Council rep.

**Districts/Retirees:** mail completed form (or photocopy of form) and checks to: Darlene Osterhaus, Transportation Planning, 217 SE 4th - Thacher Building, Topeka, KS, 66603.

**Checks payable to KDOT Employees' Council.**

Cost: \$5 per mug

Number ordered: \_\_\_\_\_  
 Amount enclosed: \_\_\_\_\_

Name \_\_\_\_\_

Work Address: \_\_\_\_\_  
 (Retirees: home address) City, State, Zip

For more details, call Darlene Osterhaus at 785-296-7121 Work phone: \_\_\_\_\_

## Promotions/Transfers

### Headquarters

**James Brennan**, Professional Civil Engineer II, Materials and Research  
**Michael Fieden**, Engineering Technician, Materials and Research  
**Michael Floberg**, Professional Civil Engineer II, Planning  
**Debra Hepp**, Program Consultant II, Engineering Support  
**Burt Morey**, Professional Civil Engineer I, Design  
**Robert Stork**, Public Service Executive II, Right of Way

### District One

**Gary Moulin**, Highway Maintenance Supervisor, Topeka

### District Two

**Steve Gerber**, Equipment Mechanic Senior, Garden City  
**Cynthia Reichers**, Engineering Technician Senior, Salina

### District Three

**John Boxberger**, Highway Maintenance Supervisor, Russell  
**Corey Dobson**, Engineering Technician, Hays

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

# BROWN BAG

## LUNCH

**Topic:** Bridge Inspection  
**Speaker:** Don Whisler  
**Date:** Wednesday, January 8  
**Time:** Noon to 1 p.m.  
**Place:** 4th floor conference room  
 Docking State Office Building  
*All employees are invited to attend*

## Nelson

Continued from page 5

retiring from the Navy. In 1963, as a Chemical Engineering student, he took the first course in computer programming offered at Georgia Tech. While in the Navy he installed one of the nation's first Ethernet Local Area Networks, one of the first cam-

pus-wide word processing systems, wrote a secure national e-mail system using what was to become the Internet, was director of a \$50 million computer automation of a seven million cubic foot warehouse and organized the data processing department for the newly built Trident Submarine refit facility.

This is the second time this year that

Nelson has received national recognition for his work. Earlier this year he was one of only 25 people in the U.S. to receive the "GT 25 - Doers, Dreamers and Drivers of Information Technology" award. That honor was given to public sector leaders who have championed technology as a way to conduct the business of government faster, easier, and more effectively.

KDOT  
**Bureau of Transportation Information**  
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