

Firefighters kept the water pumping, thanks to this 6,000-gallon tanker from KDOT's Dodge City area office.



KDOT employees from District Six help fight fire

Sometimes being a good neighbor means doing more than your normal job. KDOT crews in Meade and Ford counties got a chance to prove that last month.

Shortly before noon on Wednesday, December 29, a grass fire started about three miles east of Fowler in Meade County, next to the railroad on the north side of US-54. As the blaze spread and fire fighters from surrounding counties rushed to help, Meade

County's emergency management director put out a call to KDOT. Working in tandem, Johnnie Lira, Area Two Superintendent, and Mark Davis, Area Three Superintendent, quickly organized a response. Lira dispatched a motor grader and 1,500-gallon tanker

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Shortline railroad program on track

By Stan Whitley

Shortline railroad service is on track in Kansas thanks to funding provided by the Comprehensive Transportation Program.

The CTP approved by the 1999 Legislature included the Rail Service Improvement Fund and authorized shortline funding of \$3 million annually

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KDOT shoulders a large share of budget reductions

Governor Bill Graves has submitted a state budget that calls for the Kansas Department of Transportation to absorb significant budget reductions in both the current fiscal year (FY 2000) and next fiscal year (FY 2001).

The budget reductions total \$67 million, with approximately \$27 million coming out of the FY 2000 budget and approximately \$40 million out of the FY 2001 budget. (See box on page 5 for details.)

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From
Where
I Sit

by E. Dean Carlson

Pupils vs. pavement

In the ongoing debate over the state budget, as lawmakers grapple with some very real cash crunches and scramble to fund the programs their constituents want, you may hear an argument framed as “pupils versus pavement.”

This is the rallying cry for those who think too much money is going into the Comprehensive Transportation Program and not enough is going to fund education.

This phrase gets me a little hot under the collar because I think it’s an unfair characterization and makes opposing forces of two constituencies who work hand in hand when it comes to economic development. A solid educational system and a strong transportation infrastructure are both essential to the continued growth and prosperity of our state.

The availability of modern, well-maintained highways, airports, and rail facilities is one of the key issues that major companies consider when choosing a location. Often, it is the key component in their decision making. This is especially true when all other aspects are equal among competing communities. Transportation facilities that are inadequate for

a company’s needs can be, and have been, the “deal killer” in negotiations. Conversely, the presence or promise of adequate facilities can be, and have been, the “deal maker” many times. You don’t have to take my word for it. Just ask your local economic development people or your city and county officials.

They all know it’s true. It’s why they strongly supported the CTP and why they’ve submitted 143 applications for system enhancement projects.

What does that have to do with education? Well, I think it would be great if we could keep more of our homegrown talent right here at home in Kansas. We can’t do that if they have to go to other states to find decent jobs after they graduate. We have to keep attracting top-notch companies to this state to increase the number of jobs available and keep improving their education so that we offer these companies a great work force.

A transportation system that works well is also vital to this state’s agricultural industry. The best producers in the world can’t do much without the means to get their goods to market quickly and efficiently. Our children who want to someday return from the schoolhouse to the farmhouse won’t be able to do that unless we can keep agriculture healthy. Transportation helps farm families maintain both an industry and a tradition.

Please keep in mind also that highway and other transportation construction bring millions of dollars into this state and that those dollars help contribute to the tax revenues that are available to spend on education.

A good transportation system also means safer trips to and from school and school events for our children. This

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KANSAS DEPARTMENT OF TRANSPORTATION

Office of Transportation Information
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Calendar of Events

February 8 - 11 a.m. KDOT Employees’ Council Meeting, Seventh Floor Conference Room, Docking State Office Building.

February 9 - 2 p.m. - Construction Bid Letting, Capitol Plaza Hotel, Topeka

February 11 - 9 a.m. Highway Advisory Commission telephone conference call.

February 23 - Highway/Railroad Conference, Holiday Inn-West Holidome.

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

From dirt paths to freeways

Transportation in Kansas sees vast improvements

By Kim Stich

When it comes to transportation, Kansas has come a long way in 100 years. At the turn of the twentieth century, a good road in Kansas meant it was made of gravel. Now the state features 133,541 miles of public roads of which about 9,600 miles make up the State Highway System. All modes of travel have seen vast improvements throughout the century.

The following is a brief look back at some highlights of the first 50 years of transportation in Kansas. It is not meant to be a complete list of all historical events. The information comes from the KDOT publication "Milestones."

1900 – The Kansas Good Roads Association was formed at the first state road convention. At this time, Kansas ranked 10th in the nation with 220 automobiles.

1902 – Shawnee County paved a main route leading to the capitol with a macadam surface – a three-inch layer of crushed stone with layers of gravel compacted with a 10-ton roller.

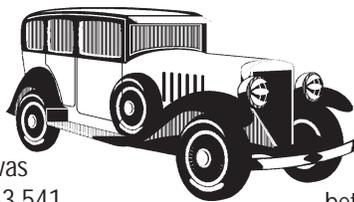
1904 – Use of the drag was promoted. A drag was made from nine-foot logs braced together 2 ½ feet apart. By hitching the drag to a team and standing on the cross pieces for added weight, a person could cut down ruts and scrape loose soil into potholes.

1905 – Oiling a dirt surface was first tried on a sandy stretch of roadway in Finney County.

1909 – Hodges Rock Road Law passed. Its sponsor, Senator George Hodges, claimed the bill originated in his own experience when he ruined a new pair of patent leather shoes in the muddy streets of Olathe on the way to his wedding.

1912 – Only 180 miles of Kansas roads were hard surfaced.

1913 – Legislators approve vehicle licensing fee (\$5 per car and \$2 per motorcycle) for which most had to be set aside to maintain state and county roads.



1916 – The Federal Aid Road Act received final approval on July 11. One requirement was states put up 50 percent matching funds.

1917 – Traffic study near Emporia on the new Santa Fe Trail highway showed the need for better roads. Dry roads averaged 258 vehicles daily (including 147 autos) but plunged to 47 vehicles daily (only four autos) on wet roads.

1917 – E.R. Moses of Great Bend and R.S. Tiernan from Fort Scott served with Governor Arthur Capper as the first Highway Commissioners for the new Kansas State Highway Commission. William C. Markham was named Secretary and W.S. Gearhart was named State Engineer.

1917 – Some safety requirements were set – the speed

limit outside city limits was 40 mph; all vehicles had to have two white headlamps, one red tail light, brakes and some sort of horn, bell, or signal; and the minimum driving age was 14.

1919 – Wichitan Woody Hockaday's red "H" highway route marking system was adopted by a national highway association. Before this, traveling strangers could wander for days before reaching any destination.



Bituminous surfaces were relatively uncommon when this road was surfaced in the 1910s.

1923 – First motor fuels tax was proposed. It wasn't passed until 1925.

1925 – Kansas ranked second in the nation in total road mileage, 11th in federal allotment, and 40th in number of miles paved.

1925 – Highway Commission divided the state into six districts, each headed by a Division Engineer and an Assistant Engineer. The Topeka office had four departments; Design, Construction, Maintenance, and Equipment.

1925 – New highway statutes provided for a comprehensive, standardized marking of the State Highway



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Make a good first impression on the phone

By Christy Cain

Have you ever called a business or office and been disappointed with the telephone treatment you received? Chances are one bad experience shaped your opinion about the entire organization. Maybe you chose not to spend your money at the establishment, or maybe you told all your friends and family about the bad encounter.

As service providers, we only have one chance to make a first impression, and often that impression is made over the phone. Always remember that first impressions are lasting ones. When you speak, the reputation of KDOT is on the line. Because of this, it's important for us to project a positive, professional attitude that reflects our organization.

The first step to effective telephone technique is to answer the phone as quickly as you can. Many of us have been taught to answer the phone within three rings. But why should we make the person on the other end of the line wait unnecessarily? Remember our customers' time is important.

When you answer, greet the customer with enthusiasm and sincerity. Be sure to identify yourself and KDOT when you pick up the line. People want to know they've dialed the right number, and with whom they're talking. Use a greeting that's professional, comfortable, and natural for you to use.

Answer with a positive attitude. Many times it isn't what we say but how we say it that matters. You can actually hear a smile, so smile before you answer. (If you don't believe this, try saying your telephone greeting with a smile and then without—you'll hear the difference.) Keep your energy level up and try to avoid sounding apathetic, irritated, hesitant, or rushed.



District Six PIL on board

Kirk Hutchinson reported for duty as the District Six Public Involvement Liaison on December 6, 1999.

Hutchinson brings 20 years of television and radio experience to KDOT. Hutchinson's broadcast career started at his father's radio station in Lyons when he was a junior in high school. He served as a broadcast journalist in the Army, then returned to Kansas to earn a bachelor's degree in radio-television from Kansas State University.

Hutchinson worked as a commercial, public affairs, and news programs producer for the ABC affiliate in Garden City from 1993 to 1995. He switched to the NBC affiliate in 1995, and was then deployed with his army reserve unit to Bosnia. He returned to Kansas and his job at the NBC affiliate in 1996. Since 1998, Kirk has been a news photographer at the ABC affiliate in Garden City.

Hutchinson and his wife, Catherine, have six children between the ages of 15 and two.

Give the caller your undivided attention. This will give the person the impression that he or she is number one and is important enough to be heard. Engage in the conversation with voice cues like "OK," "I see," or "hmm." If you're having a hard time concentrating because of what's going on around you, try closing your eyes so you can fully focus on the phone conversation.

We want people to come away from a call to KDOT with more information, not more questions. So keep your answers simple. Use layman's terms to discuss a topic, and avoid getting bogged down in KDOT acronyms or technical terms. Keep the conversation positive by focusing on what you can do, not what you can't do. And don't forget the importance of following through on those

commitments.

You may need to put the caller on hold or transfer them to a different KDOT contact. Most people will find this easier to take if they have a mental picture of what you're doing while you're away from the phone, so keep the caller informed. For instance, "I need to get the information out of the other room. Will you hold while I get the folder?" Be sure to wait for an answer to the question.

Another good guideline is to check back every 20 to 30 seconds to make certain they want to continue waiting on the line.

Transferring the caller might be the best way to get them the information they need. But if you're not sure who to

Budget

Continued from page 1

"These are large amounts of money and the reductions will have an impact on us," said Secretary E. Dean Carlson. "But, having said that, I think the impact will be to slow the start of some construction. I don't think the cuts will have any long-term impact on the projects promised to be completed in our ten-year Comprehensive Transportation Program."

The Governor's proposal cuts KDOT's operating budget by \$5.4 million in FY 2000. The largest reduction in that is a \$2.8 million cut in capital outlay. The rest of the savings come from cuts in commodities in the maintenance program, savings in salary and wages (money not spent due to vacancies, etc.), and reduced travel.

The operating budget for FY 2001 is reduced by \$17 million. The biggest single item in that cut is \$6.2 million for KDOT buildings, but the Governor's budget also cuts \$5.6 million for capital outlay and \$2.1 million for computer programming contracts. The additional reductions are from salaries, wages, and travel cuts.

"I want to assure everyone that one area where we are not talking about cuts is in personnel levels," said Carlson. "We will continue to add personnel requested for the CTP to help us achieve our goals."

Our current and future employees will certainly have their plates full. In FY 2001, \$12 million will be shaved from KDOT's budget for preliminary engineering contracts. Those savings will come from reworking the time frame on some projects.

The Governor's budget also calls for cutting \$7.5 million in both the current and next fiscal year based on projections that

motor fuel taxes and registration fees will continue to rise. Those projections come from the Highway Consensus Estimating Group and they show an increase of \$75 million over the next ten years. This is money that was not anticipated at the start of the CTP. What the Governor has done is divide that \$75 million over the ten-year life of the program to come up with an "annualized" figure of \$7.5 million.

Department of Transportation

Budget Reductions (Dollars in Thousands)

	FY 2000	FY 2001
State Operations	5,429	17,095
Engineering Contracts	--	12,000
Railroad Grade Separations	3,000	--
Guard Fence Upgrades	5,000	--
Local Partnership		
Grade Separations	6,224	3,000
Annualized Projected		
Revenue Change	7,500	7,500
Special City County		
Highway Aid	--	839
Total	\$27,153	\$40,434

'I want to assure everyone that one area where we are not talking about cuts is in personnel levels. We will continue to add personnel requested for the CTP to help us achieve our goals.'

Secretary Carlson

"I'm not a big fan of using these kinds of annualized projections, but in this case I think we can live with it," the Secretary said.

All of these reductions are from the transfer of State General Fund dollars to KDOT. The money that would've gone to our agency can then be used elsewhere in state government to help address the budget shortfall.

"We need to keep in mind that the State General Fund only provides 6.7 percent of CTP funding," the Secretary said. "While

these cuts are substantial, KDOT will continue doing its work, and doing it well, thanks to the dedication of our employees. I'd also like everyone to remember what the Governor said in his State of the State address, that Kansas is not in that bad of a shape economically. We simply have to pare down our expenses to match our income."

First impression

Continued from page 4

transfer to, don't guess. Take the caller's name and number and ask the right person to reply to the inquiry, or you track down the information and call the customer back.

If you know where to send the

customer, inform the person to whom you're transferring the call. Give them the caller's name and a very brief description about the call. "I have Sue on the line and she has a question about the mowing policy." This will keep both parties from wasting time getting repeat information.

The telephone could very well be

your first and only opportunity to shine as a KDOT ambassador. People will form their impressions of the agency through you. Keeping these simple telephone etiquette tips in mind is the first step in providing our customers the quality customer service they expect when they call KDOT.

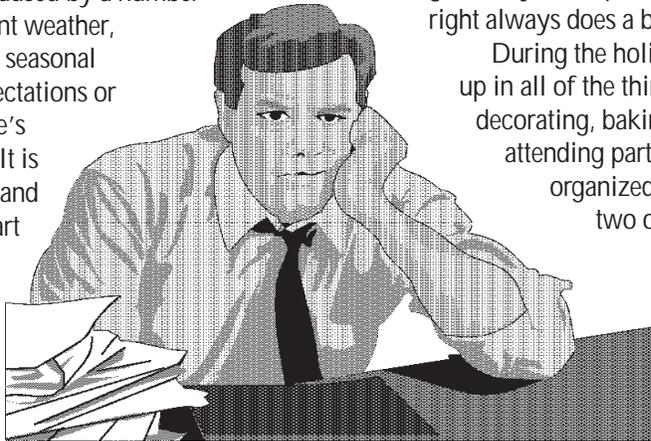
Get a fresh start in 2000, leave 'holiday blues' behind

By Kara Stamm

Now that the holidays are through and the hustle and bustle has slowed to an easy tempo, are you feeling a little down or maybe just a tad blue? Well you are not alone. Many people experience seasonal doldrums, referred to as the "holiday blues," after all the excitement of celebrating has come to an end.

According to the Mental Health Association of Colorado, the "holiday blues" can be caused by a number of things, including inclement weather, excessive stress and fatigue, seasonal weight gain, unrealistic expectations or not being able to be with one's family during the holidays. It is true that gift giving, parties, and reunions are an important part of the holiday season, but they can also put a strain on a person emotionally, physically, and financially. It is quite normal to experience feelings of unhappiness at this time, but it is also important to get through them.

There are numerous ways to sail through the seasonal stress. When snow and ice keep you from enjoying your favorite winter activities, don't let it get you down. It is a perfect time to find something new to keep you busy. According to Pick Conner, author of "Letting Go: The Grief Experience," you could try reading a good book or popping a funny movie in the VCR. Call some friends over for soup or chili, pull out those old board



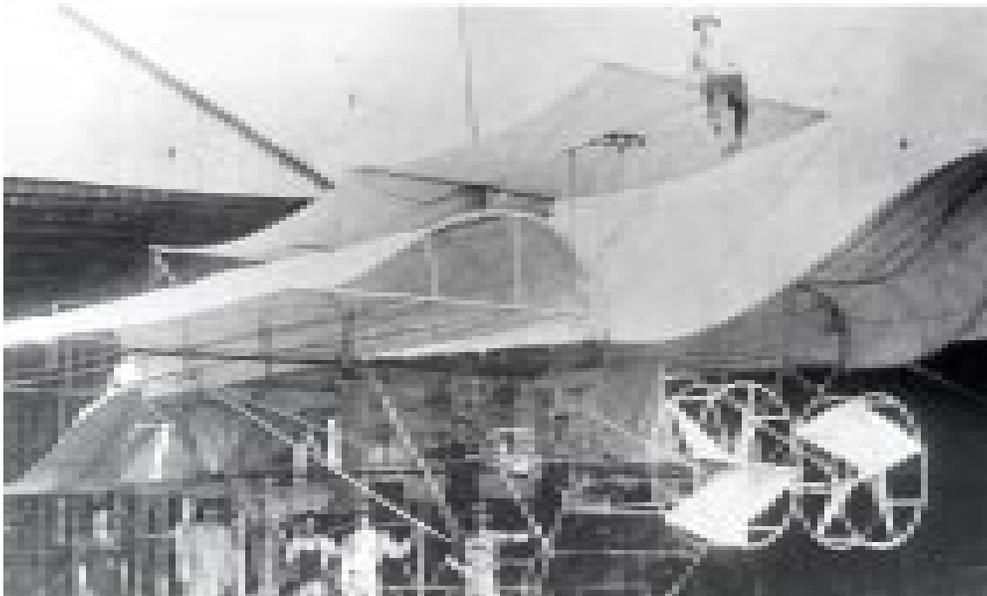
games or card games and have fun. Surrounding yourself with positive people is a sure way to dodge the doldrums. Write some letters to friends you have not seen or talked to in a while. You can also head to the gym or volunteer. Anything will help, and finding the time to do the things you like to do is critical to making it through the "holiday blues." It is also important to eat right and to get plenty of sleep. Getting a good night's rest is a great way to keep stress and fatigue at a minimum and eating right always does a body good.

During the holiday season, it is very easy to get wrapped up in all of the things that need to be done. Shopping, decorating, baking, sending Christmas cards, planning, and attending parties can take their toll on even the most organized person. Overeating and overspending are two of the most common things that leave a lasting impression long after the presents have been opened and the parties have ended.

If you find yourself left with a shrinking checkbook and an expanding waistband, do not panic. There is no need to swear off food or shopping for the next year. You just have to practice a little moderation. For the next few months you may want to budget yourself. Put money away to pay off those Christmas bills that you will begin receiving in the new year. Limit the activities that cost a lot of

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Step Back in Time



After the Wright brothers successfully demonstrated air flight was possible, inventive Kansans began to design their own planes shortly after the turn of the century. Henry R. Call of Girard constructed this airplane in 1909. Described as "a turkey who wants to fly the coop and can't," the plane was destroyed by wind in 1909.



At left, Equipment Operator II Tony Hirsh keeps an eye on the fire and the water he's dispensing to the fire trucks. Above, the grass fire in eastern Meade County approaches a fence line.

Fire

Continued from page 1

truck from the Meade shop, about 10 miles west of Fowler, while Davis pulled a 6,000-gallon tanker off a job in Clark County and sent it into battle. In a little more than an hour, a half-dozen KDOT workers had joined the fight. A second motor grader was on the way from Dodge City, when fire fighters got the blaze under control.

Davis praised Tony Hirsh, Jeff Lathen, David Dye, Milton

Tacha, and Rocky Indiek for their willingness to pitch in.

"I was real pleased with everybody's response," Davis said. "They did a real good job."

Meade County's emergency management director, Marvin Stice, appreciated the help, saying, "We started calling everybody we could find."

The fire destroyed more than a thousand acres of CRP grass, but didn't damage any buildings or cause any injuries. In all more than 100 people spent the afternoon fighting the fire. - Story and photos by Kirk Hutchinson, District Six Public Involvement Liaison.

Holiday blues

Continued from page 6

money and find things to do that are free or more economical. You might just find something fun you never knew about. If you eat out a lot, start making meals at home. Not only will this save your pocketbook, but it is also a much healthier alternative.

Losing weight is especially hard and gaining weight during the holiday season can be extremely frustrating. Minnesota's Mayo Clinic suggests getting started on a weight management program as soon as the holidays and parties have come to an end. Start watching what you eat and limiting your fat intake. Eat more fruits and vegetables to offset all the sweets you ate during the holidays. Drinking at least eight glasses of water per day will aid in digestion and also improve your

complexion.

Begin exercising, as it is just as important as eating right. Get yourself started on an exercise program making sure to incorporate cardiovascular exercises like walking or aerobics in your daily routine. Just 20 minutes a day can go a long way in making yourself feel and look better. Be sure to warm-up and cool-down after each session to avoid injuries and sore muscles. But most importantly, do what makes you feel good about yourself.

Recognizing the "holiday blues," accepting your feelings, and effectively dealing with them is the key to making it through the seasonal doldrums. Do not let the post-holiday letdown get you down - start the new year on a positive note doing the things that will make you a healthier and happier person.

Retirees

The following employee officially retired from KDOT on January 1.

District Six

Lawrence Roth, Equipment Operator II at Garden City - 13 1/2 years of state service.

The following employee will officially retire from KDOT on February 1.

District Six

Larry L. Loftin, Equipment Operator II at Leoti - 31 years of state service.

Rail

Continued from page 1

for eight years. The fund makes available to shortline railroads operating in Kansas low interest (3 percent) loans to be used primarily for track rehabilitation projects.

Shortline railroads generally serve smaller communities in rural agricultural areas of the state and have an annual gross revenue of less than \$20 million annually. There are currently 18 shortline operators in Kansas.

"Prior to the CTP there were no state funds available for rail projects, only a small revolving loan program using federal dollars," said John Maddox, KDOT's Rail Affairs Program Manager. "The shortline funding is important because many areas of the state no longer have service from Class I railroads such as Burlington Northern Santa Fe and Union Pacific. Shortlines provide rail service to these areas and provide an alternative to truck transportation for freight shippers."

Rail provides alternative competition and helps keep shipping rates competitive. In addition, it reduces the number of trucks that would otherwise be on the highways. This in turn avoids increased maintenance and rehabilitation costs for those roads.

"During the first year of the program we had 11 candidate projects and a total request of \$7.3 million in funds," said Maddox.

"We were able to provide \$2.7 million in funding to six shortline operators covering a diverse area of the state. We did a cost-benefit analysis to determine which projects should receive loans."

The following railroads had projects approved for loans: Central Kansas Railway, \$646,100; South Kansas and Oklahoma Railroad, \$586,190; Kansas Southwestern

Railway, \$452,270; Nebraska Kansas Colorado RailNet, \$442,361; Kyle Railroad, \$386,000; and Johnson County Industrial Railroad, \$210,000.

"The loans are available for up to 70 percent of the project costs with the railroad providing the remaining 30 percent," said Maddox. "Operators must not abandon the railroad during the 10-year loan payback period and they are required to maintain certain track standards on the line during



The Rail Service Improvement Fund will make available low interest loans to shortline operators in Kansas. Loans will be used primarily for track rehabilitation projects.

the time period."

Maddox said it is anticipated that at the end of the eight-year period the Rail Service Improvement Fund will become self-sustaining. This will allow shortline railroads ongoing opportunities to improve their systems, enhance service to customers, and have a positive impact on the economy of the state.

KDOT attorney to present ITS paper

Leslie Spencer Fowler, Staff Attorney in KDOT's Office of Chief Counsel, was recently invited to present her paper, titled "Kansas ITS: Partnership for Change," at the 10th Annual Meeting of the Intelligent Transportation Society of America. The honor is especially impressive for Spencer Fowler and for KDOT, as hers was the only legal paper accepted for presentation from entries received from all 50 states.

"My paper is basically a legal story of how KDOT went about establishing a fiber optic infrastructure system across Kansas to further the transportation goals of ITS for KDOT," Spencer Fowler said.

ITS of America is a non-profit organization that functions as an advisory committee for the federal government and a trade association for private companies and the public. This year the ITS of America meeting will be held in Boston the first week of May.

Spencer Fowler, who said she has always had an inclination towards technology, became interested in ITS after doing electronic data interchanges (EDI) for a railroad company. "I felt very comfortable with this emerging technology," Spencer Fowler said. "I'm also very lucky to have the support of Mike Rees, KDOT's Chief Counsel. From the very beginning he offered encouragement and support. Mike has always seen the benefits of technology for KDOT."

Spencer Fowler said she was excited for the opportunity to participate in KDOT's role because she thinks ITS is important for the nation. "We are really moving forward with this at KDOT and there is a dedicated ITS staff in Matt Volz and Mike Floberg that has taken Kansas' program to new levels. Our ITS will provide innovative and important changes as we move transportation into the 21st century," she said. -K.S.



LETTERS TO THE EDITOR

Kansas Department of Transportation:

It is always a surprise and a bit scary to have a tire blow out while driving. That is what happened December 29 as I was on my way to Emporia to visit my daughter, Janet.

I pulled over on the side of US-75 just north of Yates Center and as I got out of the car, a truck stopped in front of me. John Crouch (Equipment Operator II in Yates Center) came back and changed my tire for me. He was very helpful to inform me of the two places in Yates Center that I might buy a new tire. He refused payment for changing my tire. John said helping and keeping highways safe was his job, then I noticed the license plate on his truck. After the new tire was in place, I was on my way again. It was a truly lovely sunny day and I felt very thankful.

My prayers go out to John Crouch and all helpful people out there.

Joyfully and thankfully,
Donna Gallon
Fredonia

'Simple acts of kindness' commended

Every so often, people go out of their way to help others; and this past holiday season was no exception for two KDOT employees in Goodland's subarea office.

In mid-December John Crawford, Supervisor, and Jimmy Reyna, E.O.II, stopped along Interstate 70 (near Goodland) to help an elderly couple change a flat tire.

The couple, Richard and Ruby Spaar of Holton, were very grateful for Crawford and Reyna's help. They were so grateful that Mrs. Spaar wrote a card of appreciation to Governor Bill Graves. In it, she explained to Governor Graves what the two KDOT employees did to help she and her husband get back on the road to see their newly-born grandchild in Denver.

After receiving Mrs. Spaar's card, Governor Graves sent letters to both Crawford and Reyna commending them on their exemplary assistance and thanking them for being such great ambassadors for KDOT as well as the state of Kansas.

Graves ended his letter to the two gentlemen by saying, "Such simple acts of kindness are what make the greatest miracles this holiday season and every season."

"Both thanks and congratulations go out to John and Jimmy for going above and beyond their duties to help this truly thankful couple," said District Three Engineer Chriss McDuffett. - By Kristen Brands, Public Involvement Liason in Norton

**Welcome
new KDOT
employees!**

Headquarters
William Barton, Engineering
Technician Associate, Traffic
Engineering

Trisha Butterfield, Office Assistant III,
Right of Way

Shane Houser, Engineering Associate I,
Design

Jesse Knight, Engineering Technician,
Design

James Katzer, Engineering Associate,
Design

Robert Ott, Engineering Associate III,
Traffic Engineering

Robert Pierson, Engineering
Technician, Planning

Joshua Wegle, Engineering Associate I,

Materials and Research
District One

Merlin Dever, Engineering
Technician Associate, Kansas City
Ricky Ferrell, Refrigeration and Air
Conditioning Service Technician II,
Topeka

James McMillian, Engineering
Technician, Kansas City
District Five

Robert Blackmore, Engineering
Associate III, El Dorado

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

A look back

Continued from page 3

System.

1929 – Highway department took over responsibility of the State Highway System. It had previously been the responsibility of each county.

1930 – Agency spent a total of \$750,000 to replace materials on gravel roads and had a total of \$3.5 million maintenance budget to keep state highways in operation.

1930 – Department built four experimental roads using a bituminous mat. It was a success. Within five years, the department had surfaced more than 2,100 miles of roadway with its own invention.

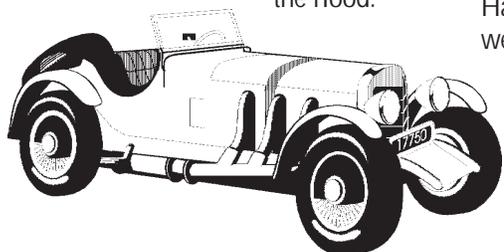
1930 – Department moves from Capitol to Masonic Temple.

1932 – Depression affects department – very few projects take place due to cut in funds.

1933 – Franklin Roosevelt's New Deal launched – Kansas allotted more than \$10 million for highway projects under National Industrial Recovery Act.

1933 – State Highway Patrol created. Its original job was to enforce collection of ports of entry and motor carrier fees. After more than 60 bank robberies in 1933, it was turned into a crime busting force.

1935 – Republican River floods on May 31. An estimated 105 people died in the flood.



1936 – Almost 8,000 miles of state highway could be driven in any weather – 40 percent were in bituminous mat, concrete, or some other surface besides gravel or oiled earth.

1937 – New stretch of US-40 in Wyandotte County deemed the state's first completed superhighway, making Kansas the first state in its federal highway district to build dual slabs.

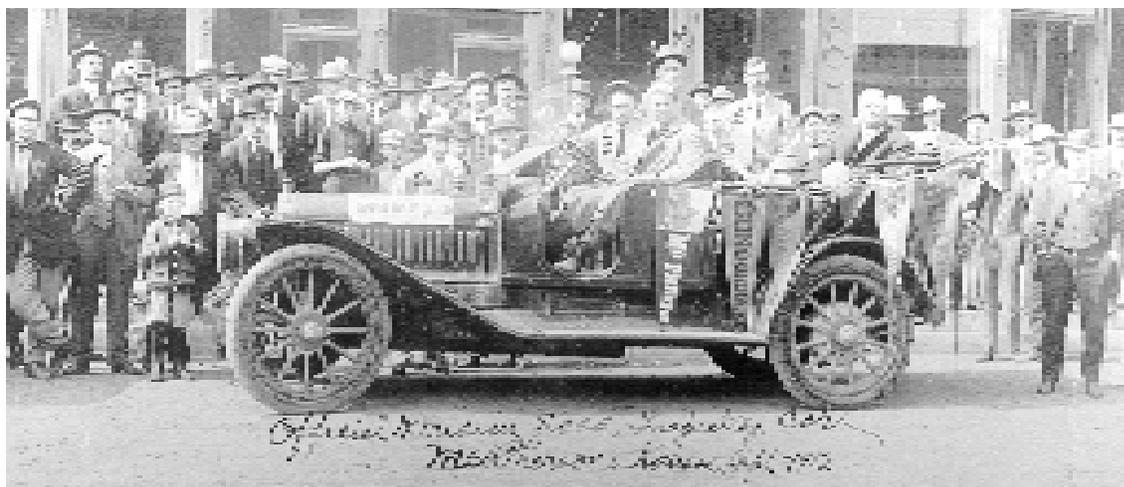
1938 – Innovative underpass built in Lawrence. It carried motor and pedestrian traffic on US-40 under the Union Pacific tracks and into the city, but its roadbed was below the level of the

the US-75/US-24 intersection north of Topeka on September 18. On opening day, hundreds of drivers who turned out to give the new-fangled thing a try failed miserably to negotiate it.

1944 – The Federal Aid Highway Act for that year established a National System of Interstate Highways with routes to be selected by each state.

1944 – Design Department makes extensive use of aerial photos to locate roads and study drainage and geological problems.

1945 – Kansas Legislature established a 20,000-mile system of



In McPherson in 1912, this inspection car was used to inspect conditions of Meridian Road. It roughly follows the present course of US-81.

nearby Kansas River.

1938 – The longest single continuous bridge truss in the United States (totaling 960 feet) was built on a US-77 bridge at Junction City.

1938 – A bridge over the Kansas River in Topeka broke world records with its center girder span of 217 feet.

1941 – The Defense Highway Act of 1941 provided extra federal funds for important military routes to help ensure national security. After the attack on Pearl Harbor, nearly all road-building plans were shelved. Most work focused on war efforts such as producing maps and designing new structures.

1941 – The first cloverleaf interchange in the state opened at

secondary roads (raised to 25,000 in 1947).

1947 – A 37,700-mile Interstate system is approved with 731 miles of it in Kansas.

1949 – Kansas Legislature adopts a 20-year construction program to make existing highways "tolerable" while new ones were built.

1950 – To prevent future bottlenecks at Fort Riley should the country go to war again, a straight new section of K-18 would be built from Junction City to an intersection with K-13.

Next month, transportation in the second half of the century will be featured.

KDOT employees honored by FHWA

Two KDOT employees have been recognized by the Federal Highway Administration for their work in developing a graphic design poster depicting the beauty of Kansas.

Fred Markham, Landscape Architect in Environmental Services, and Elaine Shea, Graphic Designer in Support Services, created the poster and were honored recently at a KDOT Executive Staff meeting.

"We appreciate the outstanding teamwork and excellent customer service exhibited by these two individuals," said FHWA Division Administrator David Geiger. "Fred and Elaine worked diligently to create a poster depicting traditional Kansas beauty."

The poster is a montage of photographs including wildflowers (with highways in the background), sunflowers and wheat. The poster was titled "Colorful Kansas Highways." The finished product was sent to the FHWA Midwestern

'We appreciate the outstanding teamwork and excellent customer service exhibited by these two individuals.'

David Geiger



Secretary Carlson, left, and FHWA's David Geiger, right, honor KDOT employees Fred Markham and Elaine Shea for their work in developing a poster depicting traditional Kansas beauty.

Resource Center in Olympia Fields, Ill.

"Each of our 10 division offices in this resource center area were asked to send a poster from their respective states," said Geiger. "We are certain that our poster will be the most exquisite."

Markham and Shea's efforts were recognized at the staff meeting and they were presented "thank you" mugs for outstanding work. - S.W.

M I L E S T O N E S

KDOT salutes its employees celebrating anniversaries in January

10 YEARS

Paul Ahlenius Topeka
 Billy Brokar Greensburg
 Steven Buckley Topeka
 Duane Heine Hutchinson
 Gary Hillebrand Norton
 Douglas Hilmes Topeka
 Loren Johannes Topeka
 Mark Karolevitz Topeka
 Victor Ledesma Ulysses
 Benedikt Middleton Iola
 Charles Oldaker Ulysses
 James Pike Atchison
 David Scott Ness City

The following employee celebrated an anniversary in December 1999.

10 YEARS

Nancy Fleeker Daniels Topeka

20 YEARS

Ricky Conner Ottawa
 Walterlynn Gardenhire Topeka
 Larry Herbic Alma
 Larry Katsbubas Topeka
 Bernita Lolley Topeka
 David Marsh Syracuse
 Roy Meier Oakley
 Richard Mohny Topeka
 Linda Morin Phillipsburg
 Barbara Smith Topeka
 Michael Stock Topeka
 Frederick Stone Council Grove

30 YEARS

N. Lynn Washburn Topeka

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

Secretary

Continued from page 2

issue was raised time and again by people appearing before the Transportation 2000 committee at meetings across the state. When we improve our highways and make them safer, we protect the lives of our children and ourselves.

I know both education and transportation are important issues to most of you, who are not just KDOT employees or retirees but are also parents, grandparents, aunts, or uncles. I'm in the same boat. If one of my grandkids ever asks me what's more important, pupils or pavement, I'll honestly answer: "Neither. They're equal."

Promotions/Transfers

Headquarters

Connie Eakes, Engineering Technician Associate, Traffic Engineering
Terry Hood, Professional Civil Engineer I, Design
Harold Kooser, Engineering Technician Senior, Design
Lynn Mockry, Professional Civil Engineer I, Design
Darlene Osterhaus, Research Analyst III, Planning
Jim Palmberg, Engineering Technician Senior, Design
Amy Rockers, Professional Civil, Engineer I, Design
Mike Thompson, Engineering Technician Specialist, Design

District One

Ricky Martin, Equipment Operator III, Osage City
Sandra Tommer, Professional Civil Engineer I, Topeka
Ronald Weyer, Engineering Technician Senior, Kansas City

District Four

Christine Ward, Engineering Technician Senior, Chanute

District Six

Bobby Carpenter, Engineering Technician Senior, Liberal
Roger McCullough, Engineering Technician, Liberal

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

Training Opportunities

Basic Effective Supervisory Training*, February 8-11 and March 14-17; June 13-16 and July 11-14.

Listening and Emotional Intelligence**, August 17, Topeka.

Who Moved My Cheese (dealing with change)**, May 31, Topeka.

Leadership Basics, April 11-13, Topeka; May 16-18, Salina; September 12-14, TBA).

*Meets the three-year management training requirement.

**Applies to the three-year management training requirement.

All classes, except for BEST, are available to non-supervisors with supervisory permission and where space is available. A comprehensive training calendar can be viewed on the KDOT Intranet.

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