



Leverenz will keep busy during 'retirement'

By Stan Whitley

His days at KDOT are over, but the word "retirement" doesn't appropriately describe future plans for departing District Four Engineer John Leverenz. Civil Engineering has been a part of his life for 50 years and he's not ready to give it up just yet.

"I've been a part of the KDOT family for almost 10 years and I hope during that time I've left a positive mark on the agency," said Leverenz. "I'm grateful for the people I've met and the working relationships I've made. Now, it's time to move on."

Leverenz started working for KDOT in June 1991 as the Area Engineer at Dodge City. He accepted the position as Metro Engineer at Topeka in January 1993 and then succeeded Dee Kimbell as the District Four Engineer at Chanute in December 1998.

Leverenz and his wife, Evelyn, will be moving to a new home they built in Bella Vista, Ark. A trip to Las Vegas and a January



Charles Mallams, Equipment Operator in Columbus, congratulates District Engineer John Leverenz on his retirement.

Continued on page 5

Alexander named as new District Four Engineer

A 32-year KDOT veteran will be taking the reins in southeast Kansas when Roger Alexander assumes full-time duties as the new District Four Engineer on January 3.

"There are a lot of challenges coming up with the Comprehensive Transportation Program, and there will be lots of work in District Four. I'm looking forward to being a part of that," Alexander said. "I know we will be up to the challenge."



Roger Alexander

Continued on page 10

Web site keeps employees informed of move to SBG

If you've ever moved a household, you know what an anxious time it can be - all the details that need attending, all the questions that need answering - so just imagine what it's like getting ready to move a "household" the size of KDOT's Headquarters. The Headquarters Relocation Committee has been given the task of planning the move from the Docking State Office Building to the Security Benefit Group (SBG) building, and it's turning to the power of KDOT's Intranet to keep employees informed.

Continued on page 10

INSIDE ...

◆ TAKE THE KDOT TRIVIA CHALLENGE

◆ TRANSPORTATION ENHANCEMENT PROGRAM HONORED

◆ SECRETARY CARLSON TO SERVE AS AASHTO PRESIDENT

◆ TRANSPORTATION HIGHLIGHTS FROM 100 YEARS AGO

◆ PUBLIC INVOLVEMENT - PEOPLE SERVING PEOPLE



From
Where
I Sit

by E. Dean Carlson

Working with AASHTO

This month began with a wonderful event for me, as I became President of the American Association of State Highway and Transportation Officials (AASHTO). This was a humbling event because I have so much respect for this organization and the hundreds of volunteers who make it work.

At the AASHTO annual dinner, I had a daunting task- to outline the areas that I would like to emphasize for action during my tenure as president. Think of all the issues facing transportation professionals these days and try to choose just a few issues on which to focus! I firmly believe the areas that I've chosen are important, but by no means are they the only vital issues facing transportation. I realize that any dozen transportation officials will come up with a dozen different priorities and my list was prepared with that firmly in mind. I chose three areas of emphasis: highway safety, rehabilitation of America's transportation systems, and the use of technology to improve transportation operations.

Highway safety tops the list because we still lose too many

lives on our nation's highways, despite the great strides that have been made in improving safety. Each year, more than 40,000 people are killed in crashes and millions are hurt. These losses create suffering and cost our economy through lost productivity. AASHTO's Safety Strategic Plan contains 22 major strategies aimed at significantly reducing the number of fatalities on our highways. I hope to energize not only AASHTO members but also our colleagues in enforcement, emergency medical services, and motor vehicle administration to get these strategies implemented.

My second area of emphasis is the need to rehabilitate our country's transportation systems. I think AASHTO can do much to help focus on this need. This means all of our transportation systems - not just highways but also airports, rail, and public transit. Part of this effort will mean using Asset Management to improve our decision-making methods and help us better make the case for improvements to Congress, state, and local officials. The effort will also mean continuing our efforts through research initiatives to develop and implement better materials.

The third area of emphasis I've chosen is the use of technology to improve transportation operations. The days of just building our way out of congestion are long gone. Doing the best job we can of managing and operating our systems is every bit as important as building and maintaining them. This is true whether we're talking about the South and West where there's a need to build more capacity or the Midwest and East where the primary concern is system preservation. The most realistic way to make traveling easier,

Continued on page 11



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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).**

Calendar of Events

January 1 - New Year's Day holiday.

January 9 - 11 a.m. KDOT Employees' Council Meeting, Seventh Floor Conference Room, Docking State Office Building.

January 12 - 9:30 a.m. Highway Advisory Commission meeting, 7th floor main conference room, Docking State Office Building.

January 15 - Martin Luther King holiday.

January 17 - 2 p.m. Construction Bid Letting at Topeka Capitol Plaza Hotel.

February 4 - Employees' Council "Crazy Bowl" event, Gage Bowl in Topeka, 1 p.m. Call Kim Stich at 296-3585 for details. Sign up by January 31.

100 years later...

Transportation has come a long way

Transportation in Kansas has seen a multitude of advancements in the past century. In 1900, there were just 220 cars in the entire state with roads that were little more than a path on the ground. In 2000, there are more than 2,377,000 registered vehicles in Kansas that have access to a continually improving 10,000-mile State Highway System and thousands of city and county roadways.

People now have many transportation modes always available – personal vehicles, aviation, rail, public transportation, etc. Following is a look at numerous transportation-related highlights that took place in 1900 to help transportation evolve in Kansas to where it is today. This information came from “The Annals of Kansas, 1886-1925.” A special thanks to the Kansas Historical Society for assisting.

January 14 – The first through trip on the new electric railway between Leavenworth and Kansas City was made in 58 minutes.

January 31 - W.R. Comstock, R.F.D. carrier, route 2, Topeka, carried 22,819 pieces of mail in January - a national record.

February 8 - A Topekan was convicted of driving a horse faster than six miles an hour, contrary to city ordinance.

February 10 - The Supreme Court declared unconstitutional the 1896 law that required railroads to furnish free transportation to livestock shippers.

March 3 - Thousands of furs were shipped from Kansas to Europe. They ranged from muskrat to mink and brought from five cents to \$1.50.

March 10 - The first good roads convention in Douglas County met in Lawrence.

March 14 - A rural free delivery route was established out of Lawrence.

March 29 - Cyrus Kurtz Holliday, organizer and first President of the Atchison and Topeka Railroad Co.,

later the Atchison, Topeka, and Santa Fe, and one of the founders of Topeka, died at his home in Topeka.



April 4 - Dickinson County organized a permanent good roads association.

April 12 - The Rock Island moved 200 immigrants, mostly German-Russian, into northern Kansas and southern Nebraska within two weeks.

April 18 - The St. Louis & San Francisco bought the Kansas Midland railroad connecting Wichita and Ellsworth for \$2,065,000.

May 11 - Emporia Normal School debated with Nebraska School Normal on the question: Resolved, “that the United States government should construct, own and control an Isthmian canal.” Emporia won with the affirmative.

May 15 - Newton’s new Harvey House and Arcade Hotel were opened.

May 24 - A train with 21,232 bushels of corn for India famine sufferers left Topeka.

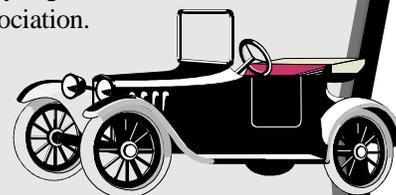
June 20 - A second India famine relief train, containing 20,000 bushels of corn, left Topeka. The Santa Fe hauled the corn free.

July 3 - Joe Patchen and John R. Gentry, Kansas-bred pacers, met at Lima, Okla. Gentry won in straight heats giving him 71 wins to Patchen’s 98. Both horses were 11 years old and had been racing since 1892.

July 6 - The Supreme Court upheld the Geary County district court, compelling the M.K. & T. railroad to accept the appraisal of the county commissioners, who had raised the State Board of Assessor’s valuation of the road’s property. The decision would be a precedent in several counties.

July 9 - The Orient railway asked for right-of-way through Emporia, 30 acres for roundhouses and a \$20,000 bonus.

July 14 - The steamer, “City of Topeka,” arrived at Seattle from Alaska with a cargo of \$750,000 in drafts



Continued on page 9

TE Program earns national award

By Melissa Takata

KDOT's Transportation Enhancement Program's commitment to improving facilities for bikers, walkers, and travelers throughout the state has earned it a national Transportation Enhancement award.

Projects such as the pedestrian/bicycle path in Topeka at Shunga Trail, the scenic/environmental project at Ford County to preserve the Santa Fe Trail ruts, the preservation of the Garnett Depot and landscaping, and the rehabilitation of the AT&SF Depot in Franklin County are just a few of the projects supported by the Transportation Enhancement Program.

The award recognizes excellence in the design, promotion, implementation and administration of Transportation Enhancement Programs. The criteria are based on the overall comprehensiveness and success of KDOT's TE program.

Supportive policies, provision of technical assistance, level of funding, and involvement of new partners are all taken into consideration. Criteria also include the diversity of project partners, the innovation of the project, community benefits and the timeliness of implementation.

Secretary Carlson accepted the Award of Excellence on behalf of KDOT on December 11 at the AASHTO Annual Meeting in Indianapolis, Ind. A moder-

ated panel session preceded the presentation ceremony. During the panel the winners presented their winning submissions and discussed the characteristics of successful Enhancement Programs and Projects. Gretchen Gleue represented KDOT on the panel.

Awards are given in both the program and project categories. Kansas, Nebraska, New Jersey and Vermont were winners in the program category; Alaska, California, Georgia, Kentucky, and West Virginia were winners in the project category. Winners will be participating in major meetings over the next year to share their experiences and ideas for improvements.

Congress first authorized the TE Program under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Funding was continued under the Transportation Equity Act (TEA-21) of 1998. Transportation Enhancement

programs enhance scenic beauty, provide environmental protection, enhance walk- and bike-ability, and provide historic preservation of an area affected by surface transportation. Under ISTEA and TEA-21, the program will have supported more than \$105 million for construction throughout the state for these types of projects.

Carlson serves as President of AASHTO

No hanging chads, no dimpled ballots, no protracted court battles- just a simple transition and an acceptance speech. This is how Secretary E. Dean Carlson became President of the Board of Directors of the American Association of State Highway and Transportation Officials (AASHTO) at its annual meeting in early December.

The AASHTO presidency was not even decided at the meeting in Indianapolis. It actually had been decided more than a year earlier, when Secretary Carlson was elected to the Vice President's position. Under AASHTO bylaws, the Vice President automatically becomes the President.

"During the years that I worked for FHWA, I developed a tremendous respect for AASHTO," said Secretary Carlson. "The people in the states and the product of the volunteer committees was, and is, essential to a safe and uniform transportation infrastructure. I am very honored and more than a little bit surprised to be taking the gavel as President of this great association."

In his acceptance speech, the Secretary outlined the areas he'd like to emphasize during his term as AASHTO President. (See "From Where I Sit" for more on those areas.)

The Secretary will serve one year as President, when he will be succeeded by Pennsylvania's Brad Mallory, who was elected to the Vice President post at the Indianapolis meeting.



**Secretary E.
Dean Carlson**

Leverenz

Continued from page 1

cruise are in their immediate plans, while John has work commitments for the future. Leverenz plans to teach concrete paving classes for the National Highway Institute, serve as a consultant for the American Concrete Paving Association and work part-time for a consultant in Arkansas.

Leverenz said he's proud he was able to accomplish his dream of becoming a District Engineer for the state. He also is fond of the opportunity and responsibility he had to oversee numerous projects during his six years as Metro Engineer.

Major projects completed during his Topeka tenure included the Oakland Expressway, US-75 four-lane expansion north of Topeka, US-75 bypass south of Topeka, I-470 and US-75 realignment/flyover bridge, reconstruction of I-70 in west Topeka and improvements to the Polk-Quincy viaduct.

Leverenz knows his management style wasn't conventional, but he believes the job was always done to the best of his ability with the interest of KDOT paramount.

"At times I was controversial," said Leverenz. "However, the important thing to note was I've always been dedicated to my job. I gave my best for KDOT and I expected the same from the people that surrounded me. I'm firm, but fair and consistent."

Leverenz began his involvement with civil engineering by working summers for the Minnesota DOT. He later earned his civil engineering degree from South Dakota State University and then served three years in the military with the Corp of Engineers.

Leverenz spent 20 years in Chicago as Vice President/General Manager of a construction firm before moving to Oklahoma and starting a construction company that he ran for 10 years before it was sold and he retired. Leverenz ended his brief retirement when he accepted the Dodge City Area Engineer position.

"I've enjoyed my time with the state," said Leverenz. "I may have had some bad hours, but I can honestly say I never had a bad day at KDOT."



John Leverenz enjoys one last break outside with KDOT coworkers.

Leverenz receives national ACPA award

Retiring KDOT District Four Engineer John Leverenz was honored as the American Concrete Pavement Association (ACPA) 2000 Government Official of the Year during an award ceremony recently in Orlando.

Leverenz accepted the award December 1, during the "Tech Day" session of the ACPA's annual convention. The national award is presented each year to a government official who has made significant contributions through various programs toward advancing the understanding and specification of concrete pavement.

"This is a further testament to the outstanding work and contributions you have made to innovative advancements in concrete pavement technology," said ACPA President/CEO Valentin J. Riva.

Leverenz was cited for a career dedicated to advancing the innovative use of PCC pavements and "being a true friend of the concrete pavement industry."

Leverenz retired from KDOT in early December as District Four Engineer. He began working for the agency in 1991 as an Area Engineer, before moving to Topeka where he served as Metro Engineer for six years. - S.W.

Welcome
new KDOT
employees!

Headquarters

Richard LaCounte, Applications Programmer Analyst III, Computer Services

Jolene Cummings, Office Assistant II, Materials and Research

District One

David Fuller, Engineering Technician, Lawrence

District Two

Billie Berry, Engineering Technician, Salina

Brian Murray, Equipment Operator III, Mankato

District Four

Tim Farmer, Equipment Operator II, Iola

District Five

Clarence Harper, Engineering Associate I, Winfield

Peggy Schmelzle, Office Assistant II, Wichita

District Six

Katie Kitten, Engineering Technician Associate, Syracuse

Gregory Martinez, Engineering Technician, Dodge City

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

Public involvement: People serving people

By Ron Kaufman

I just finished reading the November issue of *Translines*. As usual, it was packed with interesting news and feature stories. I especially enjoyed my own contribution, but I'm a little biased and not very modest. I know that the folks in the Office of Transportation Information work hard to plan each issue, although they never seem to scream out "Stop the presses!" They said the November issue didn't have an editorial theme, yet one quietly emerged as I read through the pages. You have to look to see it and it probably won't rattle your chains, but it's there. The issue was all about people serving people. It was about people doing good things for other people. And, amazingly, the holidays aren't even here, yet! Public involvement is partly about putting a human face on KDOT and letting people know who we are and how we can help them. So, let's review some of the stories and you'll see what I mean.

Leading off was the gratifying article about Frank Ortega from the Topeka Subarea Office. He suffered a heart attack while on the job and, to his credit, recognized that something was wrong. Further, thanks to some smart thinking by coworker Larry Walters and Subarea Supervisor Richard Munoz, Ortega was quickly hospitalized. *What more can be said about such good deeds?* Also on the front page was a piece about the Project Red Ribbon campaign sponsored by KDOT and Mothers Against Drunk Driving. This safety campaign is designed to increase awareness of the fight against drunk driving. *People helping people.* Deeper into the issue are two articles about pavement. The first tells us about a video put together by the Bureau of Support Services that showcases KDOT's efforts to improve the smoothness of concrete pavement. The second article reports on KDOT's awards from the Kansas Asphalt Paving Association. KDOT personnel lead efforts to improve the smoothness and durability of highway pavements, benefiting the safety and comfort of the motoring public. What's more, we're sharing our knowledge with other professionals. *People serving people.*

We also learned about two important programs that benefit whole communities of people. Mike Armour was

interviewed concerning the Kansas Airport Improvement Program. The program has provided funding to improve 48 public-use airports in the last two fiscal years. The airports provide (among other things) a safe place to land medical transport aircraft, so rural Kansans can be quickly moved to larger medical centers for treatment. *People serving people.* The other program that benefits communities is the Local Partnership Grade Separation Program, led by Al Cathcart. It will funnel more than \$27 million into improving railroad crossings. The program allows KDOT to use state funds for the first time to improve crossings that aren't on the state highway system. Safely crossing railroad tracks is a deep concern to many drivers and their families. There it is again...*KDOT people helping people!*

Of course, we shouldn't forget Priscilla Petersen's report about the Parsons bypass System Enhancement agreement. It was illustrated by a picture of retiring District Engineer John Leverenz meeting with officials from the city of Parsons. John and his crew also met with Labette County

officials. Residents and officials of the area have eagerly anticipated the 11-mile bypass around Parsons for a long time. District Four personnel and local officials worked together to help make the bypass a reality. *People serving people.* The icing on the cake was the letter on page 9 from a Coffeyville couple thanking Jim Dagett and Gene Erikson for their help when the couple's car had a flat tire on US-169. These "two gentlemen" in the "orange truck" provided exemplary service to a stranded couple. It's another outstanding example of *people serving people.* To top it all off, there were the various lists of new, retiring, and long-serving KDOT people.

Maybe now you can see how the November issue of *Translines* was all about people serving people. We shouldn't forget that nearly everything we do is done in service to the people of Kansas. From the smoothness of pavement to the funding of major improvements, from the airport and rail crossing programs to the simple acts of kindness we offer our customers, KDOT truly serves people. Whether your time finds you traveling our state or working hard to keep our roads open, I hope this holiday season will serve as a reminder of the good work we do to serve the people who rely on our transportation system. *People serving people.* It's just good public involvement.



**Communication:
A Key to Success**



Kansas Department
of Transportation

Test your trivia knowledge of KDOT-related facts

A *Translines* present to you all. Trivia games are always a popular gift, but here's one you won't find in any store involving KDOT-related information.

Ever wondered how a river got its name? Or what's the longest rail-banked corridor in Kansas? Well, now you will know!

Below are 25 questions on various topics. Some are easy, some are very difficult. But no matter how well or poorly you do, you will learn some interesting facts about the state and the agency.

The answers are on page 11, but don't cheat! Remember, this is just for fun - it is not a contest, and there are no prizes (except bragging rights!).

1. What is the smallest, population-wise, incorporated city in Kansas?

- A. Zenda
- B. Savonburg
- C. Lake Perry
- D. Freeport

2. What is the smallest county in Kansas in square miles?

- A. Wyandotte
- B. Greeley
- C. Butler
- D. Panama

3. Kansas has how many square miles?

- A. 59,432 square miles
- B. 82,264 square miles
- C. 1 million round miles
- D. 144,391 square miles

4. How was Lost Shirt Creek in Brown County named?

- A. For a child's shirt that was lost in the fast flowing waters after a rainstorm in 1985.
- B. For a pioneer who had no money and decided to settle in Kansas in 1876.
- C. For a practical joke played on a man in 1921.
- D. For lots of people losing at gambling in 1998.

5. What is the longest highway route in

Kansas?

- A. I-70
- B. US-54
- C. US-160
- D. None of the above

6. What is the complete full name of the national system we refer to as the Interstate?

- A. The United States Official Dwight D. Eisenhower Highway Act
- B. The Never Ending Pothole Act
- C. The Official Interstate Highway Act of 1953
- D. The Dwight D. Eisenhower System of Interstate and Defense Highways

7. BAC stands for:

- A. Blood alcohol content
- B. Blood alcohol capacity
- C. Bourbon and coke
- D. Blood alcohol check

8. What sobers a person?

- A. A cold shower
- B. Time
- C. Black Coffee
- D. All of the above

9. The American Academy of Pediatrics recommends children remain in rear-facing safety seats until they are:

- A. Two months old
- B. Six months or 12 pounds
- C. Old enough to talk
- D. One year and at least 20 pounds

10. Of all the counties, Wallace County has the lowest population density. What is it?

- A. 2 persons per square mile
- B. Mike Wallace and his extended family
- C. 5 persons per square mile
- D. 9 persons per square mile

11. Which of the following is the correct spelling for this town?

- A. Wa Keeney
- B. Wakeeney
- C. WaKeeney
- D. Walkinney

12. What is another name for micro-surfacing?

- A. Micro-topping
- B. Latex modified slurry seal
- C. Macro-layer
- D. Chip seal

13. What is the name of the trail in Elkhart?

- A. City Park Trail
- B. Whistle Stop Park Trail
- C. ATSF Trail
- D. Where in the Elkhart We? Trail

14. What are the approximate end points of the longest rail-banked (rail-trail) corridor in Kansas?

- A. Osawatomie to Herington
- B. Ottawa to Iola
- C. Ottawa to Welda
- D. Elkhart to Atchison

15. The minimum diameter of a single-lane roundabout to accommodate a WB-15 semi truck, from outside curb and gutter to outside curb and gutter, is:

- A. 25 feet
- B. about a mile
- C. 500 feet
- D. 100 feet

16. What is the approximate height of a high mast lighting tower (interchange lighting), from the pavement to the top of the tower?

- A. As high as the ladder reaches
- B. 100 feet
- C. 300 feet
- D. 752.4 feet

17. Which of the following affects the speed at which a safe and prudent driver will travel?

- A. Width of driving lane/shoulder
- B. Amount of development along the roadway
- C. Highway Patrol running radar
- D. Horizontal/vertical alignment
- E. All of the above

Ribbon cutting marks opening of Antioch Road project

A long-awaited new interchange at Antioch Road and Interstate 35 in northeast Johnson County was officially opened to traffic on November 9 following a ribbon cutting ceremony.

Secretary Carlson, along with other government officials and business leaders, gathered for the morning ceremony. Carlson, Merriam Mayor Irene French, and Overland Park Mayor Ed Eilert cut the ribbon marking the opening of the bridge. Representatives from the contractor, APAC Kansas, Inc. also were in attendance.

Construction work on the \$15.6 million project began in 1998 with the demolition of the two-lane Antioch bridge over I-35. Merriam and Overland Park wanted to replace the bridge because it had acted as a bottleneck along Antioch, which had



Secretary Carlson, along with Merriam Mayor Irene French and Overland Park Mayor Ed Eilert, cut the ribbon marking the opening of the Antioch bridge in northeast Johnson County.

two lanes of traffic on both sides of the bridge.

The old bridge was not a full interchange and restricted vehicles from entering southbound I-35 from Antioch and from exiting northbound I-35 to Antioch. Also, Antioch crossed the railroad tracks

in the area just north of the bridge. Trains often caused traffic to back up on the ramps from I-35.

The new interchange gives the Antioch Bridge five lanes, one of which is a turning lane and a bridge carries Antioch over the railroad tracks. - S.W.

Trivia quiz

Continued from page 7

18. What do those big numbers on the end of runways mean?

- A. What day of the month it is
- B. How many miles to town
- C. Magnetic heading of the runway
- D. How long the runway is in thousands of feet

19. The average airplane can lift how many times its own weight?

- A. ¼
- B. ½
- C. equal
- D. twice

20. How many bridges are on the State Highway System?

- A. 4,936

- B. 10,492
- C. 26,072
- D. Four bazillion

21. How many total bridges are in Kansas?

- A. 4,936
- B. 10,492
- C. 26,072
- D. One gajillion

22. What Kansas county has the least number of miles of public roads (excluding Interstate highways)?

- A. Geary
- B. Gray
- C. Wyandotte
- D. Nova Scotia

23. Ethanol, a farm based product, can be used in?

- A. Concrete

- B. Grass seed
- C. Birthday cake
- D. Gasoline

24. Anti-stripping agents are used by KDOT to...

- A. Keep paint from peeling off steel bridges
- B. Keep asphalt cement from debonding from the aggregates
- C. Keep highway signs from fading
- D. Keep KDOT employees fully clothed during work hours

25. What was the name of our agency when it started in 1917?

- A. Department of Potholes
- B. State Highway Commission of Kansas
- C. Kansas Highway Commission
- D. The Commish



Step Back in Time



Clearing roadways for traffic was a burdensome task during early vehicle travel in Kansas. In 1912, local farmers gathered to clear this roadway near Junction City following a heavy snowstorm.

100 years ago

Continued from page 3

and \$100,000 in gold dust.

July 17 - Representatives of the Kaw Valley Potato Growers Association and five railroads met at Topeka. The growers said there were 4,000 cars of potatoes in the valley that would rot unless a 35-cent freight rate to Texas points was allowed by the railroads.

July 28 - The river steamer, "J.W. Spencer," made eight trips daily between Wathena and St. Joseph.

August 11 - Twenty-eight carloads of cattle, averaging 1,600 pounds, were shipped from Barnes to Glasgow, Scotland.

August 11 - *The Topeka State Journal* published a story on Terry Stafford and the "only automobile in Topeka," which was built by Stafford in his shop on East Fifth Street. Stafford had seen but one car, and it was a storage battery type. The one he constructed was driven by a compound gas seven-horsepower engine. Every part of it except the rubber tires was made in Topeka. The car had made several

successful trips to Silver Lake, Rossville, Tecumseh, and Berryton. It could go 25 miles an hour and averaged 20 miles a gallon.

August 27 - In the U.S. District Court the federal government claimed that the M.K. & T. had sold 1,600 farms in Allen, Geary, Morris, Lyon, Coffey, Cherokee, Crawford, and Labette counties to which it had no legal title. Judge William C. Hook dismissed all cases except in Allen County, giving title to farmers who had deeds and were in actual possession of the land.

September 13 - A Rock Island relief train carrying food and clothing to Galveston stopped at Topeka to pick up cars. The Santa Fe sent \$5,000 to the Governor of Texas. A hurricane and tidal wave had killed 6,000 people.

September 19 - Salina wheelmen organized to prosecute persons who ran down bicyclists with carriages and refused to give half the road.

September 21 - Elevators were filled, and wheat was piled on the ground in western Kansas. The Santa Fe furnished 300 cars a day and ran special wheat trains every

hour.

September 22 - Crosby Bros., a Topeka dry goods store, bought an electric delivery car.

September 25 - The Kansas Good Roads Association was organized in Topeka.

October 5 - Low excursion rates inaugurated by the Rock Island to advertise Kansas brought hundreds of visitors.

October 14 - The cornerstone of the "Carl Browne Flying-Machine Factory" was laid at the Freedom Labor Exchange Colony 18 miles northwest of Fort Scott. Dinner served to the guests represented products of the colony. A sketch of Browne's machine was sealed in the cornerstone.

November 20 - Wichita voted \$30,000 in bonds for the Orient railroad.

The year in summary: four new railroad charters were granted in Kansas and 12 new street railway, telephone, and telegraph companies were granted charters.

BROWN BAG LUNCH

Topic: Right-of-Way

Date: Wednesday, January 3

Time: Noon to 1 p.m.

Place: Room 481, Docking

All KDOT employees are invited to attend.

Retirees

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

District Four

Clifford L. Muntzert, Equipment Operator II at Yates Center - 20 1/2 years of state service.

District Five

Mary E. Mitchell, Area Office Manager at Wichita - 35 years of state service.

Alexander

Continued from page 1

Alexander began at KDOT working on the District One Landscape Crew and in the Geology Section of Design during the summers. He started full time in the District One Turkey Creek Construction Office. Alexander has also worked as Bridge Designer in the Bridge Section of Design; as Maintenance Bridge Engineer in Maintenance Department (now Construction and Maintenance); as Bridge Inspection Engineer in Design; and for the past 14 years, he has served as the District Two Maintenance Engineer in Salina.

While in District Two, Alexander has been involved in the cutting edge of snow removal and anti-icing techniques. The Concordia Subarea was involved in the Federal Highway Administration Project 28, a project that experimented with different anti-icing techniques. "We helped spread our knowledge of anti-icing technology in our District as well as across the state," Alexander said. "It's really updated the procedures used in the winter to help keep the roads clear."

In 1991, a new Subarea office opened in Lindsborg that involved updating an existing building and hiring a new crew. This improved the level of service on I-135 and the highways in the Lindsborg

area, he said. Also, a new Subarea building at a new location was built this year in Junction City. Alexander said it is the first new Subarea building in District Two since the 1960s.

From a Maintenance Engineer's perspective, Alexander said the Maintenance Quality Assurance program that began recently will be a big benefit to the maintenance operation. "We in District Two are very proud of our level of service," he said. "It's a credit to all the maintenance employees in District Two."

Alexander is ready to continue and expand on these accomplishments in his new position. "I'm looking forward to meeting everyone and working with the excellent staff in District Four," he said. "I want to see us be the best that we can possibly be."

A graduate of Kansas State University, Roger is an avid K-State fan. He holds season tickets for both the K-State Wildcats and Kansas City Chiefs.

Roger's wife, Twila, is employed at Hill's Pet Nutrition in Topeka. He has two grown daughters, Yvette, a Pfizer Pharmaceutical sales representative who lives in Belton, Mo., and Danielle, who works for the National Association of Electrical Cooperatives in Washington, D.C. - *By Kim Stich and Priscilla Petersen*

Web site

Continued from page 1

"We know that, with a change of this size, there are going to be all kinds of questions and, if the right information isn't out there, all kinds of rumors about what's going on," said Dick Bauman, who's heading up the transition team. "The Intranet site gives us a tremendous opportunity to let people know what's happening when and how it is likely to affect their lives at work."

The site gives employees a chance to view floor plans of the SBG building, check out photos of the inside, look at why the move is needed, see how it's being planned and by whom, review the expected time table for the move, and much more. The site has a FAQ (Frequently Asked Questions) section to address common concerns and allows employees to e-mail specific questions to the Headquarters Relocation Committee.

"KDOT may not make the physical move until 2003, but

there is so much to be done before the physical move takes place," said Bauman. "The web site will let everybody be on the same page as far as the play book for the move goes, and that will help make the transition as smooth as possible. I encourage employees to take advantage of the site." Bauman says he expects Headquarters employees to be the ones who find the site the most useful, but he points out that it also gives employees across the state a chance to keep up with the project.

From the KDOT Intranet home page, you can access the page under the "What's New" button or by accessing the Organizational Pages, Division of Administration, KDOTMove. You can also type in:

<http://kdotweb.ksdot.org/KDOTOrg/DivAdmin/KDOTmove/index.html>

Bauman recommends the you bookmark the site location for future reference and that you come back often. He says it will be updated with new information periodically.

Secretary

Continued from page 2

more efficient, and safer in the years ahead is to take advantage of technology.

AASHTO can promote the use of Intelligent Transportation Systems to communicate real-time information to users and managers of the system. Technologies such as Global Positioning Systems (GPS), fiber optics, and computers are changing the way transportation systems can be operated and how information can be relayed. I would like AASHTO to play a major role in making technology a vital element of our transportation systems. This includes identifying materials that are easier and quicker to install and that perform better and last longer.

None of these areas of emphasis are novel to us at KDOT. We've been proponents of all three for many years, and have led the way in many innovations. In the coming year, I'll be pointing to your successes and counting on many of you to share your expertise to help achieve progress in these areas. I thank you in advance for your help with this.

My best wishes for a happy, healthy and prosperous New Year to you and your families in 2001.



LETTERS TO THE EDITOR

Good morning, I live in Wyandotte County, Kansas, and have a 29-mile (mostly Kansas) commute to my Missouri job each day. Today, I dreaded the drive - but I have to admit that, because of the efforts of the KDOT, my commute was tolerable. Please pass on my thanks to those in the ranks that handle the Western edge of Wyandotte County.

Via e-mail on December 11

KDOT Coasters

are still available

If you would like a coaster, please contact Ray Flores at (785) 296-4272.



There is a limited supply available. Don't be left out - get yours today!

Cost: \$2.50 each or \$10 for set of four

Deaths

Condolences to the family and friends of three former KDOT employee who recently died.

June Schoenfeldt, 83, died November 27 in Topeka. Schoenfeldt served as a highway planner for the department before retiring.

She is survived by one daughter, one brother, two grandchildren, and one great-grandson.

Memorial contributions may be made to the First United Methodist Church, 600 S.W. Topeka Blvd, Topeka, 66603 or to Midland Hospice Care Inc., 200 S.W. Frazier Circle, Topeka, 66606.

James E. Bowman, 51, died November 10 in Omaha.

He is survived by his wife, one son, one daughter, his parents, and a sister.

Memorial contributions may be made to the Wegener's Granulomatosis Support Group, Inc., or to the Leukemia and Lymphoma Society, Inc., and sent in care of the Brennan-Mathena Funeral Home in Topeka.

Lamar Fowler, 87, died November 4 in Osawatometie. He served as a Geologist before retiring.

He is survived by one daughter, one sister, three grandsons, and four great-grandchildren.

Memorial contributions may be made to Trinity United Methodist Church in Ottawa, 66067.

Answers to Trivia Quiz	
10. A	11. C
11. C	12. B
12. B	13. B
13. B	14. A, it is
14. A, it is	9
15. D	16. B
16. B	17. E
17. E	18. C
18. C	19. D
19. D	20. A
20. A	21. C
21. C	22. A
22. A	23. D
23. D	24. B
24. B	25. C
25. C	

M I L E S T O N E S

KDOT salutes its employees celebrating anniversaries in December

10 YEARS

- Michael Ayala Tribune
- Jacob Bausch Topeka
- Lawrence Blecha Marion
- Chuck Brobst Scott City
- Margaret Dickens Chanute
- Richard Gardner Osage City
- Tom Heigert Topeka
- Tom Reed Wellington

20 YEARS

- Debra Artzer Topeka
- Benjamin Levinson Salina
- Charles Scott Hutchinson

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

Promotions/Transfers

Headquarters

John Cukjati, Engineering Technician, Traffic Engineering
Brandon Espinosa, Engineering Technician, Design
Melissa Jellison, Engineering Technician Senior, Design
Harold Kooser, Engineering Technician Senior, Design
Jim Leaden, Professional Civil Engineer I, Design
Susan Maxon, Management Systems Analyst II, Engineering Support
Tucker Porter, Chemist I, Materials and Research
Ronald Simonds, Engineering Technician, Planning
Larry Smatla, Engineering Technician Senior, Planning
Deborah Stanley, Office Assistant IV, Design

District One

Alan Berheim, Engineering Technician Senior, Topeka
John Farley, Engineering Technician Senior, Topeka

Michael Ramsey, Engineering Technician Senior, Lawrence
Carl Sanders, Engineering Technician Senior, Olathe
Jon Shotton, Engineering Technician, Olathe

District Three

Kenneth Stewart, Equipment Operator III, Hill City

District Four

Roger Alexander, District Four Engineer, Chanute

District Five

Don Brittain, Highway Maintenance Superintendent, Hutchinson
Robert Greenfield, Engineering Technician, Wichita
Darrell Robinson, Engineering Technician, Wichita

District Six

Efrain Picazo, Equipment Operator III, Garden City

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

Training Opportunities

◆ **Basic Effective Supervisory Training***, February 20-23, March 20-23, Topeka.

◆ **Leadership Basics**, January 23-25, Chanute; February 6-8, Topeka; March 13-15, Hays; April 10-12, Salina.

◆ **Turning Around Poor Performance****, January 11 and February 27, Topeka; March 8, Hutchinson.

◆ **Listening and Emotional Intelligence****, March 20 and April 20, Hays.
 *Meets the three-year management training requirement.

◆ **Who Moved My Cheese?*****, May 31, Topeka.

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

***Supervisory Continuing Education Credits.

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

KDOT
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 915 Harrison - Room 754
 Topeka, KS 66612-1568

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