



Members of the Economic Development Review Panel prepare to hear System Enhancement presentations during their regional meeting in Emporia.

Officials offering sales pitch for SE projects

By Stan Whitley

Local government officials statewide are offering a sales pitch the next two months. It's one they hope members of Governor Bill Graves' Economic Development Review Panel will buy.

At stake is \$1 billion in funding for

System Enhancement projects in Kansas. The panel is holding regional meetings in February and March to hear presentations from the qualified project applicants regarding the economic development potential of their candidate projects.

The nine-member panel, chaired by Lt.

Governor Gary Sherrer, was appointed by Governor Graves to assist in the prioritization of proposed System Enhancement projects that were submitted by cities and counties. Eighty percent of

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KDOR makes tax filing easier

The Kansas Department of Revenue is offering a new and easy way to file 1999 individual income taxes this year. It is called Kansas PC File, and it is done using your home computer. It is fast, free and secure, and you can directly deposit your refund into your bank account. Anyone who has filed a 1998 Kansas return can use PC File, and you don't even have to be a Kansas resident.

Here is how PC File works: Using Windows 95 or

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The new Area Office at Hays will provide almost 14,000 square feet of space when it opens in March.

New Area office at Hays to open soon

KDOT's District Three, Area Three Office at Hays will soon be in a new home. The modern, spacious facility is expected to be occupied in late March, according to Area Engineer Ron Sherard.

"Our current location at 22nd and Vine was constructed in the 1950s," said Sherard. "It has become outdated and no longer provides sufficient space. The new area office will create a nicer working environment."

Increased storage space for supplies and equipment will be major benefits of the new building, which is being constructed at

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- NEW EMPLOYEES' COUNCIL OFFICERS ELECTED



From
Where
I Sit

by E. Dean Carlson

Care vs. concrete

This legislative session will see numerous attempts to take money from transportation programs to use elsewhere in the general fund budget. Last month, I wrote about how some lawmakers were framing a “pupils versus pavement” debate and why I firmly believe both education and transportation funding are vital to maintain the economic well being of our state. This month, I’d like to look at another “us versus them” argument that is shaping up. I’ll call this one “care versus concrete.” It is also a case of creating false adversaries.

This argument places transportation funding against funding for social services that help the elderly and the mentally, physically, and developmentally disabled. Trust me when I tell you that no lawmaker wants to be seen as voting against care for those constituencies, and who can blame them? This would be true in any year, but this year it’s even more so because every seat in the House and Senate is up for election.

But when it comes to improving the quality of life for any of these constituencies, transportation tops the list. This was a point made time and time again during testimony at the

Transportation 2000 study group hearings across the state in the summer of 1998. What the group heard repeatedly was that seniors need access to public transportation for medical appointments, to visit spouses or friends in nursing homes, to shop for groceries or medications, to attend exercise classes or physical therapy sessions, and to go to social activities. Meeting these needs allows seniors to maintain their dignity and freedom and creates the infrastructure necessary for “aging in place.” This concept offers an alternative that costs less and provides a better quality of life for seniors compared to institutionalized living.

(Some quick numbers should help illustrate why this is such an important issue. The Department of Aging estimates that by the year 2020 one in five Kansans will be older than 65. Right now, our state is fifth in the nation when it comes to the number of citizens over 85 and eleventh in the number of citizens over 65.)

What about the mentally, physically, and developmentally disabled? The Transportation 2000 study group was told at every meeting that the number one barrier to employment and increased self-sufficiency for these special needs groups is transportation. The group heard story after story of people who wanted to work but could not because of lack of public transportation. They also heard from those who were in danger of losing the jobs they had because the transportation available was erratic or the available times were too restricted. The freedom many of us take for granted is but an illusion to far too many of these citizens.

The compelling testimony from seniors and special needs groups came in both urban and rural settings and it led to increased funding for public transportation in the

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KANSAS DEPARTMENT OF TRANSPORTATION

Office 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

Calendar of Events

March 10 - 1:30 p.m. Highway Advisory Commission meeting. Tour and overview of KDOT in the morning followed by panel discussion with Division Directors.

March 14 - 11 a.m. KDOT Employees’ Council Meeting, Seventh Floor Conference Room, Docking State Office Building.

March 15 - 2 p.m. Construction Bid Letting, Capitol Plaza Hotel, Topeka.

April 11-12 - Kansas State Engineering Conference in Manhattan.

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).

Highways get ready for major improvements

The first full construction season under the new Comprehensive Transportation Program is set to start. A number of construction projects will be underway this summer throughout the state. Two projects from each District are highlighted.

DISTRICT ONE

A 13-mile project in Brown and Doniphan counties is expected to begin early this spring on US-36. The project involves road reconstruction and bridge repair. Traffic will be reduced to one lane following a pilot car with the traffic on the bridges controlled by a signal. Work is expected to be finished on this \$7.5 million project by the end of the year. The Area office in Horton is in charge of the project. The contractor is Hamm Companies of Perry.

Reconstruction work on I-70 in Riley County continues with a six-mile project already underway. Two bridges at the Deep Creek Road interchange will be completely rebuilt. Traffic will be reduced to one lane in each direction for most of the project which is expected to be completed in November. The Area office in Wamego is in charge of the \$17.5 million project

DISTRICT TWO

The last phase of work on I-135 is beginning this spring with reconstruction of the southbound lanes and the associated bridges. The project began in July 1998 and extends from just north of the I-135/I-70 interchange south to near the I-135/K-104 junction. Reconstruction of K-140 near I-135 and bridge repair at Crawford Street will also take place this year. Clarkson Construction Company of Kansas City, Mo., is the contractor on the \$36.3 million project.



Work on I-70 is continuing on this Quality Control/Quality Assurance (QC/QA) project which began last spring in District Three.

The Ellsworth Area office is in charge of the project.

Grading on the last three sections to four-lane US-81 north to the Kansas/Nebraska border is underway. Work began late last fall on the grading work which will be finished by the end of the year. The south projects extend from about two miles north of Concordia north to the port of entry station south of Belleville with the north project starting one mile north of Belleville and extending north to the tie-in near the state line. Three new bridges are also being built within this 22-mile area of

DISTRICT THREE

Work continues this season on I-70 from the Gove/Trego county line east to the US-283 junction. The Quality Control/Quality Assurance (QC/QA) project that began last spring involves bituminous surfacing, cold recycle, and fly ash injection. Traffic will be reduced to one lane in each direction on the 14-mile project that is scheduled to be finished by November. The Area office at Hays, is in charge of the superpave project. Venture Corporation of Great Bend is the contractor on the \$14 million project.

Reconstruction of I-70 in Sherman County from the K-27 junction east 10 miles is also continuing. The \$12 million project includes concrete pavement, grading, bridge repairs, and bituminous surfacing. Work started last summer and is expected to be completed by September. The QC/QA project requires head-to-head traffic on the westbound lanes. Koss Construction Company is the contractor. The Area office at

Atwood is in charge of the project.

DISTRICT FOUR

Roadway reconstruction in Wilson County will start in March on 2.7 miles of K-47. The work will extend from the US-75 junction west 2.7 miles and include



This illustration shows what the I-135 interchange in Newton will look like when work is completed.

construction. The entire roadway is expected to be completed in late 2001. Negus and Sons Construction Company of Omaha, Neb., is the contractor on the \$11.2 million grading work. The Mankato Area office is in charge of the projects.

Will the kitchen be OK?

By Ron Kaufman

Juanita Lowe, Public Relations Coordinator for the Kansas City Metro Area Office, recently told me a story that I want to share with you. It vividly demonstrates the theme of this article. Juanita was working at a public meeting and overheard a touching conversation. Standing before a large map of a proposed highway improvement, a man was trying to explain to his very elderly mother how the proposed highway would affect her home. "Mother," he sadly explained, "it looks like the highway will go right through your living room." She reflected for a moment, then turned to her son and innocently asked, "Can I still use the kitchen?"

Change was coming to that lady's life and she was trying to understand it. Understanding and accepting change is one of the most difficult things we deal with as human beings. Our lives and the world around us constantly change. What we expected to happen five, ten, or 15 years ago is already five, ten, or 15 years out of date. It is especially difficult when the change is unpredictable, when we have little control over it, or when it spells significant personal disruption.

KDOT is an agent of change for many people. KDOT is a public agency responsible for the most widely known and heavily used infrastructure in the state. Almost every project we undertake affects our public, whether it is a major highway reconstruction, brief closure of a bridge for repairs, signalizing an intersection, striping a road, improving an airstrip, or even mowing differently from one year to the next. Anything done differently with a highway, airstrip, rail line, or transit system will draw attention, even if the change is for the greater good. Change by itself is unsettling, even if it results in something better or safer. Because change is unsettling, it can spark fear, mistrust, complaints, opposition, and resistance. Understanding that KDOT activities bring change can help us manage the process.

How do you deal with change? Do you like to have someone tell you what's going to happen, or do you prefer to participate in the process? Do you want to know what's going to happen, or do you want to be left in the dark? Would you like to have help during the change, or would you want to deal with it alone? Do you want to be able to plan for the future, or are surprises more to your liking? All of these questions, and more, are at the heart of managing the effects of change and helping people deal with our activities.

We recently held a public information open house in south central Kansas to show what improvements are planned for a highway. A number of people who attended were not directly



KEY OF THE MONTH

KDOT employees have been working with the public for many years and probably have others stories like the one told by Juanita Lowe. We could learn from your experiences. Do you have a story you'd like to share? If so, we'd like to hear it! Please call or e-mail Christy Cain at (785) 296-3769 christyc@ksdot.org or Ron Kaufman at (785) 296-6580 rkaufman@ksdot.org.

affected by the project but were very worried about how they would get to work, school, and shopping areas during the construction. The temporary change in driving habits needed to navigate around the work area was enough to spark fear, mistrust, and resistance even though most agreed the work was needed.

Helping our public cope with the change we bring is one of the important tasks of public involvement. It can involve many people in KDOT. Some of the most important ways to help people with change are to be respectful of their fears, understand their needs, and be helpful when they want more information. When possible, let people help make the decisions that affect them the most. Try to see the situation from their point of view and see if there might be a way to alter the situation a little to help them without compromising the nature of the work.

Finally, everyone exposed to KDOT's activities brings a unique way of viewing them and a unique way of dealing with the changes that might result. Remember the elderly lady who would have a highway pass through her living room? Would you have expected her reaction to be "Can I still use the kitchen?" Recognizing the diversity of people and attitudes and remaining flexible in dealing with them will help all of us help our public.

KDOT's Project 2000 efforts help needy

By Kara Stamm

February was Project Topeka Month, and KDOT's Project Topeka 2000 food drive again saw many KDOT employees generously giving of their time, efforts, money, and food to help support the worthy cause. Project Topeka's purpose is to provide year-long emergency food assistance to families in need in and around the city of Topeka.

"Our goal this year is to raise 110,000 ounces of food," said Harvey Hofstetter, Graphic Designer in KDOT's Bureau of Support Services and this year's coordinator for KDOT Project Topeka campaign. "We want to build on what was collected last year and make this year even better."

This year the Project Topeka's theme is "The year of the child." Children, from birth through age 17, are the largest, single group receiving their emergency food assistance. In Shawnee County, one out of every ten persons has an income below the federal poverty rate, and inside the city of Topeka the rate climbs to one in every eight.

Several fund raising activities took place at KDOT to raise money toward the Project Topeka goal. On February 11, a bake sale and silent auction took place on DSOB's 7th floor. The bake sale featured goodies provided by KDOT employees, including cupcakes, cookies, and bags of popcorn. The bake sale sold out in a matter of three hours and raised more than \$270 for Project Topeka. The Silent Auction featured donated goods and services from KDOT employees as well as merchants and businesses from around the city. Items up for bid included gift certificates for the Olive Garden, Grazie's, Outback Steakhouse, a night's stay at the Capital Plaza Hotel, and tickets to a Topeka Knights indoor football game. Gifts provided by Hillmer's, Harley Davidson, Ballard's Sporting Goods, Home Depot, and R.J. Carr's were also auctioned off.

Cupid struck on February 14, when KDOT Project Topeka committee members made up beautiful flower



Brad Henry in Traffic Engineering picks up the bid sheets at the end of the Silent Auction.

arrangements to sell for Valentine's Day. The arrangements, in bud vases donated by KDOT employees, featured roses or carnations, greenery, baby's breath, and a bow. This activity allowed employees to surprise their friends and loved ones while helping to support Project Topeka.

This year, instead of just placing the brown barrels on the floors of Thacher and Docking or in the District and Area offices, a new twist was added to the process of can collection. A school challenge was issued between KSU, KU, Nebraska, and others. Employees could donate canned goods or money in the name of their favorite university to see who could raise the most.

In addition to all of this, KDOT also had Dean's Honor Roll, Beans for Jeans dress-down days, a hot dog sale, and a child dog feed at Thacher.

"I think the success of this Project Topeka shows just how generous the employees of KDOT really are," Hofstetter said. "We have a lot of fundraisers come through here, and for each one we really step up and give it all we've got. It shows how much care and support KDOT has for the community."

Final totals and a wrap up of events will be included in the March issue of Translines.



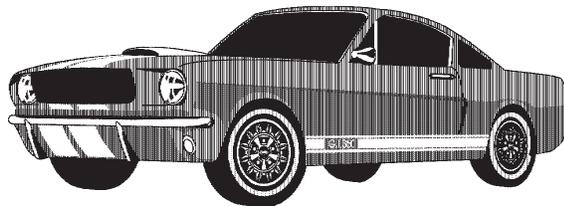
All sorts of goodies were available at the bake sale on February 11 in Docking.

From dirt path to freeways

Agency keeps people moving into the 21 century

By Kim Stich

Editor's Note: This is the second part of an article featuring transportation highlights during the 20th century. The information comes from the KDOT "Milestones" and other publications.



asphalt was laid 18 inches thick along 40 miles of dual road. Six asphalt plants turned out 1.650 tons of asphalt and aggregate an hour.

1951 – Highway department sports a new state-of-the-art machine that spreads 70 gallons of glass beads to the mile of center line.

1964 – The department had tripled its work load since 1950 but had only added 15 more engineers to its ranks.

1953 – Kansas Turnpike Authority created. After a survey, the Kansas City to Oklahoma route was selected.

1965 – Governor Avery and several beauty queens shared the spotlight with a 101-year-old pioneer woman at the opening of I-70 from Oakley to Colby.

1953 – Kansas owned more than one million vehicles.

1965 – Highway Beautification Act goes into effect.

1956 – The Kansas Turnpike was opened to motorists for a toll-free day and official opening ceremonies on October 21.

1966 – The administration of federal highways underwent restructuring with the creation of a U.S. Department of Transportation.

1956 – President Eisenhower signs the Federal Aid Highway Act on June 29. It provided a 90 percent federal share of costs for constructing a 41,000-mile Interstate network.

1967 – An engineer shortage was becoming a big concern;

1956 – Kansas opened the first section of new highway to be completed under the act on November 14.

1956 – "Drake's Device" invented by Kansas engineer Frank Drake to smooth out bumpy asphalt roads. First asphalt highways built with device supposedly were so smooth that drivers were apt to skid on the glassy surface.



The Comprehensive Highway Program bill was signed on May 17, 1989, in Fredonia by former Governor Mike Hayden (seated) with other honored dignitaries present.

recruiting efforts were greatly increased.

1968 – Kansas saw its first experimental application of slipform paving on I-35W near McPherson.

1969 – Inflation led to cuts in state construction budgets – bid letting in Kansas creaked to a near halt.

1970 – Kansas opened its final section of I-70 at Goodland in August.

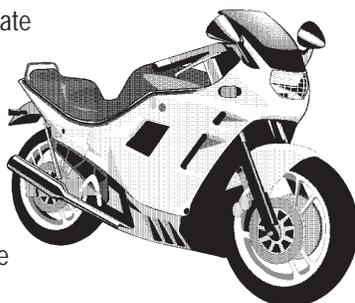
1957 – Headquarters moved to the Docking State Office Building.

1958 – Kansas set a record with the first Interstate connection across a state line opening to traffic on April 22.

1959 – First female engineer, Sandra Kiesler, joined the agency.

1960 – 325 miles of Interstate roadway was open to traffic.

1964 – Kansas welcomed visiting experts to see the world's largest asphalt project, the surfacing of I-70 through Saline, Lincoln, and Ellsworth counties where



commission was authorized to issue \$320 million in bonds.

1973 – Oil embargo placed on the United States causes asphalt prices to double. Axle weights for trucks raised to save fuel, the effect reduced the design life of pavements.

1974 – Kansas' Action Plan was one of the first among the states to win FHWA approval. The plan ensured no highway project be built until its social, environmental, and economic effect were known and weighed against the benefits of safe and efficient transportation.

1975 – Senate Bill No. 39 abolished the State Highway Commission and it was replaced by a Kansas Department of

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Transportation

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Transportation.

1976 – The Wilbur Smith Report submitted to the Legislature projected \$17.4 billion in 1975 dollars in statewide road and highway needs between 1975 and 1990.

1977 – All rural sections of Interstate roadways in Kansas had been constructed with the opening of the last 10 miles of I-35 east of Emporia.

1978 – Transportation Task Force presents Governor Carlin with its findings, one of which was the possible creation of a multimodal transportation system.

1979 – KDOT initiated an overlay and resurfacing program to deal with the state's rapidly deteriorating asphalt surfaces.

1980 – Legislature approved the state to receive funds for rail rehabilitation, airport construction, mass transit, historic preservation, public housing, and reclamation of mined-out land.

1982 – The Kansas Good Roads Association was organized in February to raise public awareness of the benefits of "sound highways" and to lobby the legislature.

1983 – Kansas Association of Commerce and Industry members named the highway system as the "top priority for state government."

1983 – Kansas Highway Finance Act was authorized.

1984 – The "1-R" program provided up to 1 ½ inches of asphalt overlay, much of it recycled, on 1,000 miles of roadway a year and preserves the state's considerable investment in its blacktop highways.

1986 – Ribbon cutting ceremony marked the completion of the final section

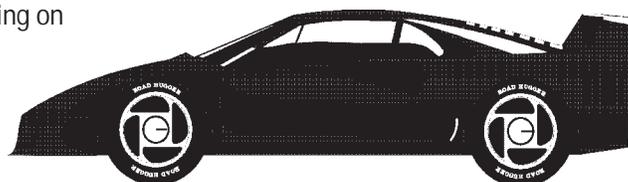
of the I-435 loop completed in Kansas and Missouri. Ribbon cutting on Missouri River bridge opened the final link on the 83-mile route.

1987 - Kansas dignitaries gathered for a sign unveiling ceremony to mark raising of speed limit to 65 mph on 680 miles of rural Interstate across state.

1988 – KDOT hosts the 74th annual AASHTO National Convention in Wichita.

1989 – Eight-year Comprehensive Highway Program authorized by Legislature.

1990 – Final link in Kansas Interstate highway system, I-670 in Kansas City,



Transportation Efficiency Act of 1991.

1993 – KDOT initiates Give 'Em A Brake program to promote safety in highway work zones.

1994 – Employee Memorial erected at Paxico rest area as a special tribute to all highway workers.

1994 – Initial bids to construct the Southeast Kansas Corridor were opened at a special ceremony in Fredonia.

1995 – First-ever KDOT/KHP road condition hot line unveiled to assist motorists.

1996 – Speed limits raised on most Kansas highways.

1996 – First composite bridge in Kansas built in Russell County.

1997 – KDOT finishes the CHP on time and under budget.

1999 – New 10-year Comprehensive Transportation Program authorized by Legislature.

2000 – KDOT makes it through Y2K!

There have been thousands and thousands

of other accomplishments throughout the agency in the past 100 years but they are too numerous to mention. From innovative research, technology, and equipment to increasing productivity in the field and in the office, to all of KDOT's outstanding employees, providing top-notch service involving all modes of transportation will continue to be the goal of the agency for the next century.



The I-70 dedication at Junction City took place on October 9, 1959.

opened to traffic.

1991 – New technologies such as the global positioning system (GPS) improved methods of efficiency and accuracy.

1992 – The I-70/I-470 interchange in west Topeka was the first System Enhancement project to be let for construction and completed under the CHP.

1992 – KDOT begins administering the Transportation Enhancement program passed as part of the Intermodal Surface

Second SEK rest area now open

The second rest area comfort station built along the Southeast Kansas Corridor is now open for motorists.

Constructed at the junction of US-400 and US-69 in Montgomery County, the rest area opened in late December. The modern facility provides restrooms complete with water and sanitary systems. There are also ample parking, walking paths, and covered picnic areas. Court areas and table shades were designed to diminish wind exposure at the site.

"There are special demonstration plots where native grasses and wildflowers will be displayed," said District Four Engineer John Leverenz. "When the landscaping is completed, motorists should find the rest area to be scenic, educational, and restful."

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A glimpse of KDOT



Civil Engineer Alan Spicer provides insight into Transportation Planning traffic and field operations during a recent KDOT tour from Leadership Emporia. The group of Emporia community leaders visited KDOT and the State Legislature during their trip to Topeka.

Brunt earns prestigious certification in Human Resources

By Marty Matthews

"To boldly go where no one has gone before," is a signature phrase from the science fiction TV series "Star Trek, The Next Generation." You can also apply it, in a much more down-to-earth way and with a slight modification, to Anne Brunt, Chief of the Bureau of Personnel Services. She's managed to go where only one has gone before. She has just earned her certification as a Senior Professional in Human Resources, and she is only the second person in Kansas state personnel services to achieve that certification.

"In the private sector, it would be impossible to get a position such as mine without this certification," Brunt said. "I feel those of us in public service need to show we are of the same caliber and have the same skills as those working in the private sector."

"KDOT employees in engineering fields are already accustomed to having to pass tests for licensing and certification that are required, whether it's the private or public sector. I think this will happen more frequently in other fields in the coming years."

The certification comes from the Society of Human Resource Managers. A person has to have eight years

experience as a Human Resources professional before she or he can even take the exam for Senior Professional certification. It's a written test - a four-hour written test. It covers a wide range of topics including management theories, health and safety regulations, labor relations, staffing and development, compensation, and legal issues.

Brunt knew it would be a tough test. "I sort of dreaded it and that's why I put off taking it for a few years," she said. "But I realized it was an important goal to reach, so I was determined to do it. I signed up for the test, took a week off to study and then took it. I was so glad once I'd done it, and even more happy when I found out I'd passed."

She did more than pass. Her score placed her in the top one-half percent of all those who have taken the test since 1994. She's shy about admitting that part of the story, but she's not hesitant at all about encouraging others to go for their goals.

"I'd recommend to every KDOT employee that they look for ways to improve their skills and get the certifications they'd need to compete in the private sector. I understand that going for it can be scary, believe me. But, also believe me when I tell you that it's worth it."

Area office

Continued from page 1

the southeast corner of I-70 and the US-183 bypass. Enhanced wiring for computer operations will also be a welcomed addition.

"Stockroom storage and files will be consolidated at the new site," said Sherard. "There will be a modern laboratory and the mechanics will have a well-lit, spacious facility to repair equipment."

The new building will have almost 14,000 square feet, including 5,376 feet of office space, 5,460 feet of shop space, and 3,120 feet of storage space. The building is constructed of preformed concrete and will contain a large conference room, offices, file room/library and a shop area with five bays.

Sherard said a new Subarea Office immediately to the east of new Area Office was opened in October of 1998. He added that



Work on the inside of the new Area office takes place.

the location of the two buildings provides direct access to the state highway system and involves no through-town driving.

A new Kansas Highway Patrol area headquarters building is in the works and will be located on the southwest corner of the grounds where the new KDOT office is being constructed. Work on the KHP building is scheduled to begin in March. - S.W.



LETTERS TO THE EDITOR

Barry McManaman (Area Engineer in Great Bend),

I'm sending you an e-mail letter of appreciation for an individual that works for you. My coworker and I were at the Great Bend KDOT site in December to run fiber optic for the remote buildings and we had the pleasure of working with Don Beydler for the better part of two days. Don (Engineering Technician Senior) stayed with us until late hours both nights and was a huge help to us all the way around. When we needed something, he took care of it. He's not a bad forklift driver either.

It was a pure pleasure to work with all of the people on staff there, and my coworker, Dwight Tolbert, and I have not stopped talking about our experience in Great Bend. Don was particularly helpful to us and I wanted to express my appreciation in writing. It isn't always the case that we have such a warm response from agencies because we usually make a lot of noise and dust and a general nuisance of ourselves, but everyone out there treated us like part of the crew.

I grew up in Great Bend in the 60s and early 70s and I just don't remember it being that friendly. It's nice to find out that I grew up around some pretty decent people.

Sincerely,
Chuck Engel, DISC / BOT

Rest area

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Leverenz said the rest area is handicap accessible, and an on-site attendant maintains the area during daylight hours.

The modern facility is also part of the Prairie Passage, an eco-tourism corridor emphasizing the historic culture of the prairie. Initiated by the FHWA, the Prairie Passage runs through Texas, Oklahoma, Kansas, Missouri, Iowa and Minnesota. The new site highlights the prairie experience through the use of native shrubs and wildflower plantings.

Koss Construction Company of Topeka was the general contractor on

the \$1.5 million project.

A statewide rest area master plan was completed in August 1994 in direct response to customer's concerns about deteriorating rest areas and a federal mandate to upgrade all facilities to the Americans with Disabilities Act guidelines. In that report, the need for two rest areas on the new Southeast Kansas Corridor was determined.

Four sites were investigated along the corridor using criteria developed by KDOT regarding availability of utilities, accessibility, and safety. The first rest area on the US-400 corridor was opened in 1997. It is located on a 35-acre site just east of Beaumont in Greenwood County. - S.W.

Deaths

Condolences to the family and friends of former KDOT employee LaRue Delp, who died February 6 in Topeka.

Delp, 88, retired from KDOT in 1976. He served the last 15 years of his employment as State Highway Maintenance Engineer.

Delp is survived by one daughter and two granddaughters.

Memorial contributions may be made to Most Pure Heart of Mary Catholic Church, 3601 S.W. 17th in Topeka.

Welcome
new KDOT
employees!

Headquarters
James Dietzel, Engineering
Associate I, Design
District Two
Myron Kornmeyer,
Mechanic's Helper, Ellsworth

Retirees

The following employee will officially retire from KDOT on March 1, 2000.

District Six
Jewell T. Murray, Public Service Administrator II at Garden City - 41 years of state service.



KDOT Employees' Council

Pictured above are the officers for the 2000-2001 KDOT Employees' Council. They are: Kevin Cathcart, Treasurer, Inspector General; Brenda Mick, Secretary, Personnel; Kathleen Ybarra; Vice President, Personnel; and Ray Flores, President, Computer Services.

Other members of the council include: Al Milner, Materials and Research Center; Cathy Downey, Right of Way; Cindi Tobias, Local Projects; Danny Goodman, Area Four office; Darlene Osterhaus, Transportation Planning; Debbie Sinclair, Transportation Planning; Debbie Greeve, Fiscal; Diana Wadsworth, Materials and Research; Don Legler, Design (Road); Erica Long, Chief Counsel; Kathy Lucero, District One/Topeka; Kaye Jordan-Cain, Traffic Safety; Kim Stich, Transportation Information; Mike McKenna, Traffic Engineering; Peggy Hansen-Nagy, Secretary's Office; Ray Mehl, Construction and Maintenance; Ruby Hilton, Design (Bridge); Scott Otipoby, Support Services; Shanna Anderson, Management and Budget; and Susie Lovelady, Engineering Support.

If you have any questions, please contact your council representative or one of the officers listed above.

Construction

Continued from page 3

roadway reconstruction, bridge widening and redecking, and bridge construction. Using the existing structure, the Verdigris River bridge will be widened by adding girders, and pipe will be removed and replaced with a box culvert on the Verdigris River Drainage. Traffic will be detoured around construction with the \$5.8 million project expected to be finished in November. The Area office in Independence is in charge of the project. Beachner Construction Company of St. Paul is the contractor.

A relatively new procedure will be used on a section of US-54 in Allen County when it receives a portland cement concrete pavement inlay this year. The project extends from the east city limits of Lola east about five miles. Work started in February and should be finished by the end of July. Traffic will be routed through the construction area with a pilot car. Ritchie Paving, Inc., of Wichita is the contractor on the \$2.5 million project. The Area office in Lola is in charge of the project.

DISTRICT FIVE

I-135 from the I-135/US-81/US-50/K-15 interchange at the south city limits of Newton to the I-135/US-81/K-15 interchange at the north Newton city limits will be completely reconstructed. This extensive project will take three construction seasons to complete. One unique feature of the project involves elevating I-135 over First Street and Broadway with roundabouts used at the Interstate ramp intersections with these city streets. The project will be let this spring with the El Dorado office in charge of the project.

A 17.2-mile stretch of K-156 will receive a heavy surface rehabilitation with full bituminous shoulders. The project will be let this spring and take two construction seasons to complete. The K-4 bridge will be replaced and repair work will take place on other bridges. Traffic will be detoured on county roads during most of this project. The Area office in Great Bend is in charge of the project.

DISTRICT SIX

US-50 from the west city limits of Syracuse east to the Hamilton/Kearny county line will be rehabilitated and resurfaced starting this summer. The 12.4-mile project will be let this spring with an estimated completion date of fall 2001. The new roadway will feature 10-foot paved shoulders plus acceleration and deceleration lanes at major intersections with 10 bridges to be repaired or widened. The Area office in Syracuse is in charge of the approximately \$9 million superpave project. This is the first major work on this portion of US-50 since it was reconstructed in 1961-62.

Work on the US-56 bridge over the Arkansas River in Dodge City is set to begin in late March. The project will be completed in three phases and will involve deck and sidewalk repair. Traffic will be reduced to one lane in each direction with the project scheduled to be finished by August. Wildcat Construction/Wildcat Concrete Services is the contractor on the \$748,000 project. The Area office in Dodge City is in charge of the project.

-Information provided by District Public Involvement Liaisons

Step Back in Time 



Construction workers improved the condition of US-160 in Clark County during this sealing project in August of 1955.

Secretary

Continued from page 2

Comprehensive Transportation Program. State funding was boosted from \$1 million a year to \$6 million a year. (With federal funds, the total amount for public transportation in Kansas went from \$6 million annually to \$11 million.)

Public transportation does not exist in a vacuum. It does agencies little good to have more vehicles if the roads on which

they have to drive are in poor shape, adding to the wear and tear on the vehicles and subtracting from the comfort of the passengers. Having a sound, safe infrastructure is just as important as having the means to use it.

KDOT is often thought of as only a highway department. You and I know that we are much more than that. It never hurts to remind your friends and family of that. And, oh yes, even your elected officials!

Taxes

Continued from page 1

newer, download the Kansas PC File software from the Kansas Department of Revenue's home page: www.ink.org/public/kdor. Complete the return while PC File software does the calculations. Then just send the return to the department through your modem as a toll-free transmission. You will receive acknowledgment that your return has been processed along with a confirmation number. That's all there is to it, as PC File does the math for you. No hassles, no tax tables, and easy direct deposit of your refund.

Another quick and easy way to file, even if you itemize, is Kansas Telefile. Anyone who is a Kansas resident and filed a 1998 Kansas return can use Kansas Telefile.

Here is how Telefile works: All you need is your 1999 Kansas Tax Booklet and a touch-tone telephone. Simply fill out the Telefile worksheet; call the toll-free Telefile number at 1-800-260-6829 and file by telephone. You will receive acknowledgment that your return has been processed along with a confirmation number. Telefile does the math for you. If you only have income and withholding to report, it is an even faster call. After dialing the 800 number, simply answer questions 1, 3 and 8. Both electronic-filing methods only take about five to seven minutes of your time and are easy to understand.

If you are using a tax preparer, simply ask them to electronically file your return for the fast, accurate, and secure processing of your tax return.

KDOR asks that you encourage your friends and family to file electronically this year. It's fast, free, secure, and accurate. It also saves the state an enormous amount of money and workforce hours.

M I L E S T O N E S

KDOT salutes its employees celebrating anniversaries in February

10 YEARS

Joseph Haug Wamego
 Marion Johnston Topeka
 Sharon Lewis Topeka
 David Luedke Atwood
 Samuel Wingert Wichita

30 YEARS

Richard McReynolds Topeka
 Jerald Moritz Norton
 Neil Rusch Topeka
 Dennis Slimmer Topeka
 Clinton Smith Topeka
 John Wojakowski Topeka

20 YEARS

Edward Burdick Topeka
 James Ehrlich Russell
 Fred Hummer Chanute
 Evelyn Larson Atwood
 Mark Matzeder Kansas City
 Jaynes Nuzum Alma
 William Shipley Chanute
 William Sullivan Kansas City
 David Wiggins El Dorado

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

Promotions/Transfers

Headquarters

Keith Horinek, Engineering Technician Specialist, Design
David Matteson, Management Systems Analyst II, Planning
Cristy Reichert, Public Service Administrator I, Topeka

District One

Michael Becker, Engineering Technician, Seneca
Ricky Ferrell, Refrigeration and Air Conditioning Service Technician II, Topeka

District Three

David Huftles, Engineering Technician, Atwood

District Four

Charles Clay, Equipment Operator III, Pittsburg

Raymond McNealy, Equipment Operator III, Iola

District Five

James Bing, Equipment Operator III, Wichita
Marvin Coates, Engineering Technician Senior, Pratt
Ted Coleman, Equipment Operator III, Wichita
Michael Diffendal, Equipment Operator III, El Dorado
Eric Schmidt, Equipment Operator III, Wichita

District Six

Michelle Minor, Engineering Technician, Garden City
The Bureau of Personnel Services supplies information for promotions/transfers to Translines.

Training Opportunities

Basic Effective Supervisory Training*, 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.

System Enhancement

Continued from page 1

each project's rating will come from objective engineering and safety data collected by KDOT. The remaining 20 percent will come from the Economic Development Enhancement Rating determined by the panel.

"We realize that all the proposed projects are important to their sponsors," said Sherrer. "The members of the panel look forward to learning more about the

economic development of each System Enhancement project."

The panel is conducting five regional meetings. The first meeting was for presentations from urban communities and was held February 3-4 in Emporia. Meetings for rural and small communities were held in Washington February 17 and Scott City on February 22-23. Two other meetings for rural and small communities are scheduled for February 29 at Hillsboro and March 9 at Iola.

"We previously received detailed

economic development information for each project that was submitted as part of the application process," said Sherrer. "The Economic Development Panel also believes it's important for all members to hear from project sponsors." The panel will hear a maximum 15-minute presentation on each proposal and the public will be allowed to comment on specific proposals at the end of each meeting.

The panel has a March 31 deadline for completion of its work. The selected System Enhancement projects will be announced by KDOT in early summer.

KDOT
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