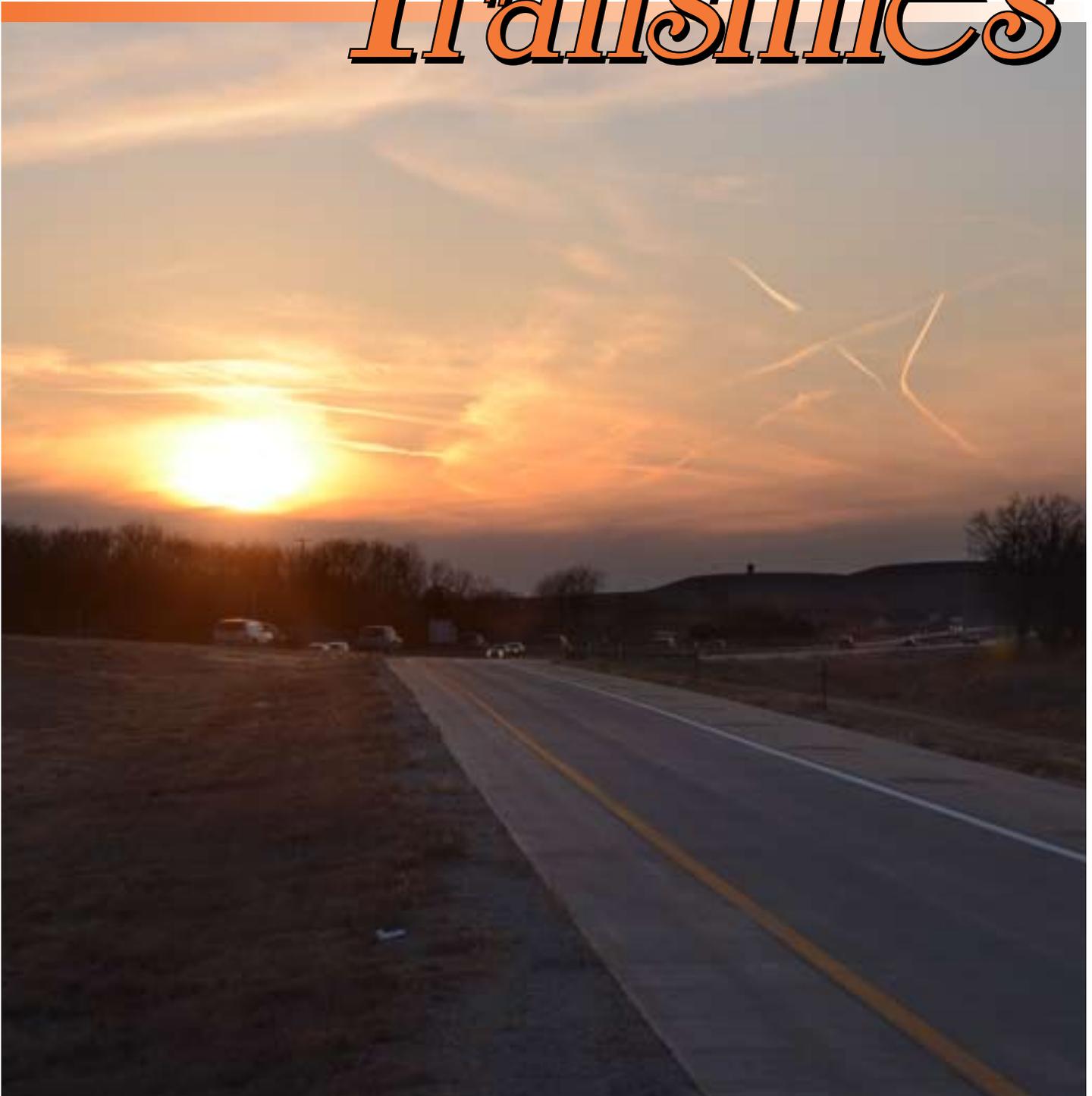


Translines



Inside...

- ◆ **Projects advanced to create jobs, save money**
- ◆ **Monthly Translines to be discontinued**

- ◆ **Team educates kids about KDOT**
- ◆ **Construction starts across Kansas**
- ◆ **Photos promote Kansas Byways**



*By Acting
Secretary
Barbara Rankin*

KDOT has tradition of finding efficiencies

Efficiency.

It's a word we've been using a lot of late, and we'll be using it a lot more in coming months.

It's not a new word or concept for this agency. KDOT has always done a good job of finding ways to save money and improve processes with its available resources. Time and again over the years, our staff has found ways to do things smarter and more efficiently.

As the Governor has looked for more efficient ways to operate state government as a whole, he and his staff have looked, among other things, at the number of people and resources required to deliver state services. With that in mind, he offered the Voluntary Retirement Incentive Program last fall. We had a net reduction of 87 FTEs from the VRIP process. As winter approached, our primary focus for dealing with those reductions was on our field operations, where a large number of equipment operators took the retirement offer.

As KDOT is one of the largest state agencies in terms of its budget and staff numbers, it makes sense that the Governor has asked KDOT to review its operations to determine if we are operating as efficiently as we can be. To that end, over the next several months we will conduct an efficiency review of our headquarters operation in Topeka. This search for efficiencies isn't necessarily a staffing numbers issue. Since we didn't request an increase in staff under T-WORKS (unlike the 1989 CHP and the 1999 CTP when we increased and then gradually reduced the workforce by the end of the programs), we've actually done well in that regard.

Instead, this undertaking is more about prioritizing what the functions of the Department should be, and how staffing levels relate to that. What we will be trying to

answer now is whether we are spending the right amount in the right areas. And, do we have the right mix of work that is done in-house and work that is outsourced? At some point we can't keep doing more with less. So we must evaluate what our priorities are in terms of the agency's mission of providing a statewide transportation system to meet the needs of Kansas.

In visiting with colleagues at other state DOTs, I've learned many of them have gone through similar efficiency reviews in the last few years driven by drastically shrinking revenues. Some studies have been done by DOTs on their own initiatives, and some have been required by their governors or by legislative mandates. I am pleased Governor Brownback gave us the opportunity to look internally for our own efficiencies and report back to him on our findings. Deputy Secretary Jerry Younger and I are now in the process of identifying a group of core employees to help define the scope and framework for a large internal efficiency study that will be done with the assistance of an outside consultant. My gut feeling is that we're doing pretty well when it comes to efficiencies. But, we will do a comprehensive, leave-no-stone-untouched review of all our functions to either find ways to operate more efficiently, or be confident that what we are currently doing makes the most sense and generates the best results for the state.

This review will help ensure we deliver on each of the T-WORKS watchwords. It will help us be TRANSPARENT about our operations and ACCOUNTABLE to the administration, Legislature and taxpayers. And finally, it will require us to COLLABORATE with employees, stakeholders, contractors and other agencies to find efficiencies that make sense for the agency.

On another note, we are already well into office realignment at headquarters. The Eisenhower State Office Building was designed for 800 employees, but we are now below 650. We are moving some offices into new areas in order to free up larger areas that can accommodate other smaller state offices. That will improve our own internal communication and free the agency from paying rent for space we don't need.

Jerry and I will keep you informed during each stage of the efficiency process as we travel through this initiative together. I know this type of process makes employees uneasy. KDOT is a smaller, but more efficient agency than it was 20 years ago thanks to creative thinking, better processes and better equipment. After all, finding ways to improve how we deliver a safe transportation system is nothing new for us at KDOT. I hope you will view this agency review as an opportunity to help us get even better and show just how well our agency compares to its peers in our neighboring states.

Photos promote Kansas Byways

The Kansas Byways program is enjoying the early results of a Federal Highway's National Scenic Byway grant to capture photographic images taken along the Kansas Byways.

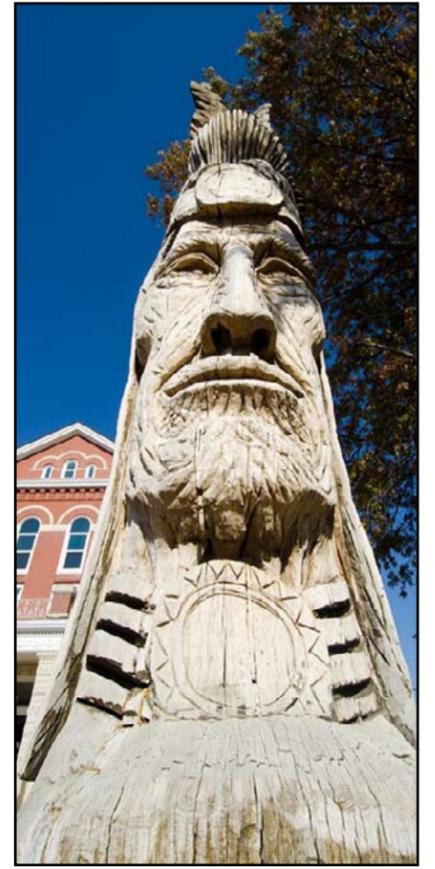
The award of a \$200,000 Digital Media, Website Development and Marketing grant for the Kansas Byways was a shared application with KDOT and the Department of Wildlife, Parks and Tourism for the Kansas Byways program. Each contributed equally toward the 20 percent local match.

Gizmo Productions, Topeka, was selected to shoot still photos and video through

all seasons along the Kansas Byways, and to produce of three-minute vignettes of the sights and activities found along each byway. The still images and videos will be available for use by the local byway committees and the state agencies in brochures, website and media promotions. The goal is to showcase Kansas Byway communities to those interested in sights and activities to see and enjoy in Kansas.



Unique animals and statues can be seen along the Wetlands and Wildlife Kansas Byway and the Glacial Hills Kansas Byway.



Monthly Translines to be discontinued

In keeping with a broad effort toward greater efficiency, we at KDOT are changing how we communicate internally. In January, we launched the weekly Translines Express, which is delivered to KDOT e-mail addresses on Wednesdays.

Translines Express provides news in a package and style that is timely and quick and easy to read. For those without easy access to a computer, Translines Express is simple to copy and post on a Subarea bulletin board.

For decades, the monthly Translines was distributed in paper form to KDOT employees, retirees and others – about 5,000 copies in all. A few years ago, in an effort to more efficiently and quickly distribute Translines, as well as save

printing/mailling costs, we reduced the print run by about 1,500 copies. All workers inside the Eisenhower State Office Building, as well as hundreds more outside headquarters, received their Translines by e-mail only. A reduced

number of copies continued to be sent to the Districts for our field workers. Hundreds more were mailed to retirees and others outside the agency.

Because of the early success of the weekly Translines Express, and the continuing effort to identify efficiencies and reduce costs, the monthly Translines newsletter will be discontinued after this edition.

We know that many of our readers outside the agency enjoy reading Translines and will want to continue

to keep up with KDOT news. You can read each edition of Translines Express on our homepage under Publications and Reports. If you'd like to be added to our e-mail-only distribution list, we will make sure you receive Translines Express every Wednesday. No printed copies will be available.

To make Translines Express as useful and informative as possible, we encourage you to let us know if you have news the rest of the agency would be interested to know.

Steve Swartz
Public Information Officer

If you would like to receive an e-mailed Translines Express, send your name and e-mail address to translines@ksdot.org

On the...
COVER

The sun sets on I-70 west of Topeka.



Acting Secretary Barbara Rankin, back row, right; and Assistant Secretary Jerry Younger, back row, left; pose with the members of the Touch-A-Truck team at the ceremony in Wichita.

Team educates kids about KDOT

By Kim Stich

KDOT crew members from the Wichita Subareas worked together to educate and entertain children at the annual Touch-A-Truck event in Wichita.

For their efforts, the Touch-A-Truck team was recognized as an Example of Excellence for the fourth quarter of 2011. Acting Secretary Barbara Rankin and Deputy Secretary Jerry Younger attended the ceremony on Feb. 24 in Wichita.

The Touch-A-Truck event gives kids a chance to meet their hometown heroes who operate the big rigs, various construction vehicles, fire engines and police cars they see on Kansas roadways, said Wichita Metro Engineer Benny Tarverdi.

"Touch-A-Truck is a great family event that kids of all ages enjoy," he said.

"We were honored to participate and represent KDOT. The kids love getting to pretend to drive the equipment, and, of course, blow the air horn."

Team members prepped all the equipment on display, took pictures, answered questions and kept a close eye on all the participants.

"The parents also asked questions about the equipment and what we do, and they showed their appreciation for the State of Kansas employees' hard work and dedication," Tarverdi said.

This event helps showcase careers, especially in the transportation field, Tarverdi said.

"The next time you see a kid waving at you while you are driving or operating equipment, stop and think – this kid may look at you as their hero, so smile and wave back," he said.

"You could make that kid's day."

Members of the Touch-A-Truck team include Roger Brown, Carlen Hansen, Leslie Hullinger, Michael McKee, Miguel Padua, Mohammed Saif and Greg Thomas.

Do you know of a KDOT group, team, unit, or office that has gone above the call of duty? Then nominate them for the Example of Excellence award. All KDOT employees are encouraged to suggest ideas and can now fill out Form DOT 1204. Once it is filled out, the nomination is then sent to the

selected Division Director, Bureau Chief, District Engineer, Area Engineer, or Subarea Supervisor who can then sign the form and submit the nomination to Transportation Information.

Hard copies of the form are available by calling Transportation Information at 785-296-3585 and require the signature of one of the supervisors listed above.

The award is given quarterly with nominations for the first quarter due to Transportation Information by March 31.



Projects advanced to create jobs, save money

By Steve Swartz

KDOT will accelerate \$50 million worth of preservation projects to produce jobs ahead of schedule and to take advantage of low construction costs currently available.

The 32 projects that will be advanced are included in the 10-year, \$7.9 billion T-WORKS transportation program passed by the 2010 Legislature. They are part of the \$4.2 billion set aside under T-WORKS for preservation, which includes work such as the repair and reconstruction of roads and bridges.

"T-WORKS projects not only enhance the safety of travelers and support the state's economic goals, they create jobs. By starting these projects ahead of schedule, we can create hundreds of construction jobs sooner than planned and provide an economic benefit to thousands of other Kansans and businesses," said Gov. Sam Brownback.

Many of the 32 preservation projects were to be scheduled for 2013; others had yet to have a start date. KDOT is able to move the projects ahead of schedule partly because of savings captured in recent project lettings.

"We will get these projects under contract this spring and summer so we can take advantage of the great bid prices," said Acting Secretary Barbara Rankin. "And, accelerating the schedule means more workers will be receiving paychecks before the end of the year."

Advancing the project schedule was suggested last month by the Democratic legislative leadership during a news conference focusing on jobs.

"When Representative Davis and I announced our Kansas Jobs First plan last month, more than 50,000 Kansans were still unemployed. Accelerating T-WORKS projects will not only improve our state economy, it will give hope to hundreds of Kansas families still struggling to make ends meet," said Senate Democratic Leader Anthony Hensley.

"I'd like to thank the Governor and KDOT for moving forward on this important endeavor. This is the right thing for Kansas because it's the right thing for Kansas workers."

"Job creation must be the first priority of the 2012 legislative session. This is a simple, revenue neutral action that will help get Kansans off the unemployment rolls and onto a payroll," said House Democratic Leader Paul Davis.

"Kansans expect their leaders, whether they're Republicans or Democrats, to work together to move the state's economy forward, and I think the announcement is a great example of how we can work together to create jobs," the Governor said.

The list of projects to be advanced, as well as all other T-WORKS projects, can be viewed on the T-WORKS website at www.ksdot.org/TWorks/.

Clarkson Construction awarded BNSF roadway work

By Stan Whitley

Clarkson Construction Co., Kansas City, Mo., has been awarded four related projects to construct a new interchange at I-35 and Homestead Lane in southwest Johnson County. The projects totaling approximately \$33 million were awarded in KDOT's January letting.

Major work will involve the construction of a new diverging diamond interchange at I-35 and Homestead Lane in Southwest Johnson County. The new interchange at Homestead Lane is necessary to address increasing traffic and planned development within the area including the new BNSF Intermodal Facility and Logistics Park, which is under construction.

In addition to the new interchange, a new section of

Homestead Lane will be constructed as a paved road from 199th Street north to the intersection of 191st Street as part of this project.



The Homestead Lane and 191st Street work is being done to prepare for the BNSF intermodal facility in Edgerton. Work on the intermodal facility began in earnest in 2011 and a 2013 opening is anticipated.

In Saline County, a major project was awarded for surfacing work on Interstate 70 from the Lincoln-Saline county line east 14.7 miles. APAC Kansas, Inc., Shears Division, Hutchinson, will be in charge of the \$6.9 million project.

Overall, 28 projects were awarded in the January letting. A list of all the awarded projects can be found on KDOT's website at www.ksdot.org.



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District News...

Bridge work continues

Progress on the U.S. 77 Big Blue River bridge replacement project in Marshall County is progressing. The new bridge and realigned U.S. 77 roadway is being built east of the existing bridge and highway, along with a portion of K-9 that will be realigned to tie into the new roadway.

The new bridge will be 40-foot wide, with two 12-foot lanes and eight-foot shoulders. In addition, project work will include a deceleration lane for northbound drivers turning east onto K-9 and an acceleration lane for eastbound drivers on K-9 turning north onto U.S. 77.



Construction continues on replacing the U.S. 24 viaduct in Clay Center.

Crews have completed all three piers for the new bridge and are now placing the steel girders. Grading and earthwork for the new roadway alignment is also under way.

District One

United Contractors of Johnston, Iowa, is the primary contractor on the \$7.6 million project. Construction began last August on this T-WORKS project and it is scheduled to be completed in late July.



Work on the new U.S. 77 bridge in Marshall County continues.

U.S. 24 traffic detoured

The viaduct on U.S. 24 (Crawford Street) in Clay Center is being replaced.

The new bridge will provide wider lanes and will be closer to the height of the adjoining highway offering better visibility to drivers. All traffic is being detoured around the construction area.

District Two

Preparations for the detour for this project started last September. Traffic will follow the signed detours on Meadowlark Road, Court Street, Third Street and Sixth Street. Detoured traffic on Court Street will see new signal lights at the Fourth Street/Court Street intersection and a new pedestrian signal midblock at Apollo Towers.

K-25 project discussed

The upcoming closure of K-25 in Logan County was the focus of a Feb. 9 open house in Winona.

Through practical improvement measures, the roadway will be reconstructed from Russell Springs to the U.S. 40 junction this spring.

“Many of the folks were mainly concerned about how they could access their fields and livestock throughout the construction timeframe,” said District Three Construction Engineer Travis Scott. “They now know that we aren’t going to leave them ‘landlocked’ and most people understand that the project’s phasing, as well as the county road system, will provide these points of access for them.”

Bus routes, mailbox relocations, the project timeline and residents’ concerns were the main topics discussed.

“We’ve been building a true partnership with the county officials, especially the road and bridge department in Logan County,” said Area Four Engineer Mathew Withington. “They know there will be increased traffic on the county roads, which will serve as an unofficial

Continued on page 7

District News

Continued from page 6

detour for many of the local residents.”

The project includes removing the existing pavement, stabilizing the soil beneath the asphalt and constructing a new, wider pavement. At the same time, a bridge project on K-25 three miles south of Colby is scheduled to take place.

District Three

The bridge replacement will utilize the same detour as the K-25 practical improvement rebuild.

T-WORKS project outlined

KDOT staff and consultants met with nine members of the U.S. 166 Advisory Committee at Baxter Springs in late January to review the U.S. 400 Corridor Study and discuss the T-WORKS U.S. 166/400 expansion project.

The group examined project boundaries, reaching consensus in favor of a freeway/partial expressway from the Kansas-Missouri border northwest for two miles to the U.S. 166/K-26 junction. It was also recommended that this junction be converted to an interchange. Remaining project funds would be applied to corridor preservation in Cherokee County.

District Four

Advisory Committee member Alan Mauk of the Quapaw Tribe in Oklahoma announced improvements the Quapaw plan to make at the first interchange on I-44 in Missouri. Mauk said the projects on both sides of the border would positively impact regional economic development.

The \$38 million T-WORKS expansion project is scheduled to start in 2017.

Details of the U.S. 166/400 expansion project are outlined in a meeting with the U.S. 166 Advisory Committee.



New Area Four Engineer Mathew Withington (left) meets with members of the public during a K-25 project open house in Winona on Feb. 9.

Work to reduce congestion Safety efforts recognized

For nearly a decade, the City of Wichita has been looking for ways to alleviate congestion for drivers crossing the Wichita-Valley Center Floodway on the west side of town. Much of the floodway runs parallel to I-235 and there are a limited number of bridge crossings and even fewer access points to I-235. Rapid expansion on the northwest side of the city has greatly increased traffic volumes.

Later this year, bids will be accepted for the estimated \$50 million project that will include two bridges over the floodway plus access to southbound I-235 and a ramp from northbound I-235 to West 13th Street. A break in access study was completed and the project was approved by KDOT and the FHWA.

The two-year project will be financed with Wichita’s part of the Sedgwick County 1 percent sales tax. Construction inspection will be completed by the Wichita Metro construction offices.

District Five

The Liberal Construction office and the Syracuse Subarea have been cited for exceptional safety in 2011, according to Tim Cruz, District Safety Specialist.

Both crews can boast no equipment accidents or personal injuries in 2011, along with good facility reviews. What separated the two were total hours worked, with the Liberal Construction office reporting 12,090 hours worked and the Syracuse Subarea reporting 11,777 hours worked.

District Engineer Larry Thompson thanked the work groups for their efforts to create a “safety culture” in District Six. “These results show that we are all working to send everybody home at the end of the day without injury to themselves or damage to our equipment. I’m glad for the opportunity to recognize their achievements,” he said.

Several other crews and offices had no equipment accidents or personal injuries in 2011, including the Dighton, Cimarron, Ness City and Dodge City subareas, along with the district crew, district paint crew, Garden City office and shop, Syracuse office and shop, and the District Six materials lab. Cruz said the district office and the district lab have now gone five consecutive years with no equipment accidents or injuries.

District Six

Information for the District news briefs section is provided by the District Public Affairs Managers.

Construction starts across Kansas

District One

Project: I-35 at Homestead Lane (Johnson County interchange project)

Scope of Work: Construct a new Diverging diamond interchange at I-35 and Homestead Lane to provide access to planned development within the area including the new BNSF Intermodal Facility and Logistics Park. In addition to the new interchange, the project will construct Homestead Lane as a paved roadway to the north from I-35 to 191st Street.

Cost: \$30.6 million
Completion Date: Fall 2013

Project: Johnson County Gateway: I-435/I-35/K-10 interchange project

Scope of Work: The Yellow Project is the first phase of the four-phase interchange project. The Yellow Project will add two

auxiliary lanes to both northbound and southbound I-35 between 119th Street and I-435.

Cost: \$16 million
Completion Date: Fall 2012

District Two

Project: U.S. 24 bridge replacement
Scope of Work: Replacing the Crawford Street Bridge (U.S. 24) over Huntress Creek. Work began in September 2011. The detour went into effect and demolition began Jan. 11.

Cost: \$5 million
Completion Date: December 2012

Project: I-70 improvements
Scope of Work: Mill six inches of asphalt and replace with six inches of concrete on I-70. Two construction projects on I-70; one beginning one mile west of the K-14 north junction then east to the Ellsworth/Lincoln county line, and the other begins at the Ellsworth/Russell

County line then east 8.3 miles.

Cost: \$30.5 million
Completion Date: December 2012

District Three

Project: I-70 reconstruction in Sherman County

Scope of Work: Removal of the existing pavement, stabilization of the sub-grade and placement of new concrete pavement. Also included is the upgrade of bridge rails, the installation of new guard



The Neosho River Bridge will be replaced this year.

fence and replacement of lights at five interchanges. Work began in June 2011 on the crossovers and the preparation of the bridges in the eastbound lanes for two-way traffic. Thanks to the mild winter, grading work has continued.

Cost: \$46.5 million
Completion Date: October 2013

Project: U.S. 36 reconstruction in Norton County

Scope of Work: Reconstruction on existing alignment. Work will begin early this spring to extend or replace drainage structures. This work will continue through the summer along with earthwork, which will allow for flatter shoulders. The box bridge adjacent to the intersection of U.S. 36/K-67 will be reconstructed in two phases. The prime contractor is Venture Corporation of Great Bend.

Cost: \$4.9 million
Completion Date: January 2013

District Four

Project: K-47 in Wilson and Neosho counties

Scope of Work: Tied projects to reconstruct 10 miles of K-47 from U.S. 75 on the west to U.S. 169 on the east. The new roadway will be 40 feet wide with eight-foot shoulders. K-47 is closed during the project and traffic is detoured.

Estimated cost: \$21 million
Start: Spring 2012 (In February letting)
Completion Date: September 2012

Project: K-47 in Neosho County; Neosho River Bridge located three miles east of U.S. 59

Scope of Work: The project will replace a narrow truss bridge. The new bridge will be constructed on an adjacent alignment. The existing bridge will remain open to traffic until late in the project, when

the bridge will be closed and motorists detoured on state routes.

Estimated cost: \$6.5 million
Letting: February 2012
Start: April 2012
Completion Date: April 2013

District Five

Project: U.S. 50 four-lane expansion
Scope of Work: Grading, bridges and concrete pavement on U.S. 50 west of the K-61 junction east to east of Yoder/Airport Road in Reno County, including two new U.S. 50 interchanges at Airport/Yoder Road and K-61. This project is adjacent to the Salt City Business Park in Hutchinson.

Cost: \$31.9 million
Completion Date: Fall 2013

Project: U.S. 54 four-lane expansion
Scope of Work: Grading, bridges and concrete pavement on U.S. 54 from five

Continued on page 9

Upcoming KDOT Training Courses

Classes at Headquarters

- ◆ New Employee Orientation, March 8
- ◆ BEST Week 1, March 12-16
- ◆ You'll Catch On, March 27-28
- ◆ BEST Week II, April 9-13
- ◆ ART, April 24-26
- ◆ Effective Customer Service, May 3
- ◆ New Employee Orientation, May 10

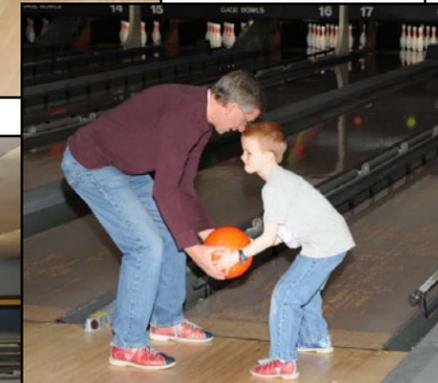
Classes at District Offices

- ◆ On Second Thought, March 6, Chanute
- ◆ Transition to Leadership/Ethics, March 20-22, Topeka
- ◆ Transition to Leadership/Ethics, April 3-5, Hutchinson
- ◆ You'll Catch On, April 17-18, Topeka
- ◆ You'll Catch On, April 25-26, Hutchinson
- ◆ Transition to Leadership/Ethics, April 30-May 2, Salina
- ◆ You'll Catch On, May 15-16, Salina



Crazy Bowl

Sixteen teams participated in the annual Employees' Council Crazy Bowl event in Topeka Feb. 19.



Construction

Continued from page 8

miles east of the Pratt/Kingman county line through the Bryan Walker Wildlife Area to one mile west of the K-14 junction. This eight-mile project connects to a 10-mile, four-lane section of U.S. 54 recently completed in the Comprehensive Transportation Program.

Cost: \$40 million
Completion Date: August 2014

District Six

Project: Preservation on U.S. 56

Scope of work: Gray County, from Haskell/Gray county line, east to the east city limits of Ensign, 24.8 miles.

Two-inch surface recycle and ultra-thin bonded asphalt surface in rural sections from county line to west city limits of Montezuma; two-inch cold mill and inlay in Copeland. Two-inch cold mill and 1½ inch overlay in rural sections from Montezuma to Ensign; two-inch cold mill and inlay in Montezuma and Ensign. The project restricts work within



Dirt work is under way on U.S. 50 in Reno County.

Copeland, Montezuma and Ensign during harvest.

Cost: \$4.7 million
Start dates: Starts April 30 to May 10, with 100 working days

Project: Preservation on U.S. 50 (advanced work from 2013)

Scope of work: First resurfacing action on this section of U.S. 50 since major modification project completed in 2001.

Project calls for two-inch surface recycle and ultra-thin bonded asphalt surface. U.S. 50 in Hamilton and Kearny counties, from east city limits of Syracuse to west city limits of Lakin, 26.3 miles.

Start dates: To be let April 2012

Step Back in Time



Highway workers remove snow during a winter blizzard in March of 1957.

Calendar of Events

March 13 – 11 a.m. KDOT Employees’ Council Meeting, Third Floor, Eisenhower State Office Building.

March 21 – 1 p.m. Construction Bid Letting, Fourth Floor, Eisenhower State Office Building.

Retirees

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

Jerry A. Richecky, Equipment Mechanic Specialist

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

John J. Engel, Public Service Administrator I, Norton

Mike A. Ponton, Equipment Operator Senior, Bonner Springs

Fun Facts and Trivia

Kansas Fun Facts

1. In square miles, what is the smallest Kansas county?
2. Martin and Osa Johnson of Chanute had interesting careers in the early 1900s. They were:
 - A. Chefs to three U.S. Presidents
 - B. Olympic champions in bobsledding
 - C. Pioneering wildlife filmmakers, authors and explorers
 - D. Husband and wife who served as sheriff and deputy for 21 years
3. What is the biggest intact meteorite you can see at the Kansas Meteorite Museum in Haviland?
 - A. 3 pounds, 9 ounces
 - B. 74 pounds
 - C. 389 pounds
 - D. 1,200 pounds

4. What are the Arikaree Breaks?
 - A. Steep-sided, rugged canyons that have formed near St. Francis
 - B. Limestone formations near Satanta
 - C. Natural rock configurations that enclose parts of Wilson State Lake
 - D. None of the above
5. Kaw Point Park in Kansas City commemorates –
 - A. The first full-sized steam ship that docked there in 1833
 - B. The Lewis and Clark expedition that stopped there in 1804
 - C. The first barbeque cook-off in the region in 1841
 - D. Where the steamboat Arabia sank
6. You can find a mile-wide sinkhole, bison herd and a smaller sinkhole that is home to St. Jacob’s well here.
7. The Cross Timbers State Park is near Toronto. How old are some of the oak trees in this area?
 - A. More than 100 years old
 - B. More than 170 years old
 - C. More than 280 years old
 - D. There are no oaks in this area, just Mockernut Hickory

8. What were formed 280 million years ago, 650 feet below the surface?
9. Where is the Birger Sandzen Memorial Gallery?
 - A. Lindsborg
 - B. Sedan
 - C. Hoxie
 - D. Syracuse
10. What percent of the corn grown in Kansas is eaten as corn?
 - A. 1
 - B. 14
 - C. 25
 - D. 48
11. About how many caves are in Kansas?
 - A. 228
 - B. 328
 - C. 428
 - D. 528
12. What town in Kansas was hit by tornados on May 20 of three successive years – 1916, 1917 and 1918?
 - A. Dodge City
 - B. Ellsworth
 - C. Codell
 - D. Andover
13. Susanna Madora Salter was elected the first woman mayor in the United States in what Kansas town?
 - A. Argonia
 - B. Pittsburg
 - C. Concordia
 - D. Wellsville
14. Which is higher, the Kansas State Capitol or the U.S. Capitol in Washington, D.C.?

Answers on page 12

Welcome new KDOT employees!

Headquarters

Eric Bailey, Right of Way Property Appraiser I, Right of Way

Regis Campbell III, IT Project Manager, Computer Services

Ray Hauck, Procurement Officer III, Fiscal Services

Jessica Ransone, Program Consultant II, Transportation Safety and Technology

Scott Schiller, Applications Developer II, Computer Services

Joel Ramsdell, ETA Class Series, Topeka

Gary Crawford, ETA Class Series, Topeka

Mark Wendt, Environmental Scientist II, Design

District One

Greg Branlage, Engineering Technician Associate, Topeka

Tamara Brown, Senior Administrative Assistant, Topeka

Isaac Willems, Engineering Associate II, Topeka

Jason Woodward, Equipment Mechanic Senior, Bonner Springs

District Four

Jonathan W. Viles, Equipment Operator Trainee, Louisburg

District Six

Jeremy Cox, Equipment Operator Trainee, Garden City

Ray L. Hadley, Equipment Operator Trainee, Dodge City

Richard D. Harrell, Equipment Operator Trainee, Syracuse

Toby J. Medina, Equipment Operator Trainee Ulysses

Arrick G. Weis, Equipment Operator Trainee, Dodge City

Document details winter operations

Four million gallons of salt brine, 103,000 tons of salt and 574 snow plows are just a part of what it takes to keep the Kansas highway system safe and open for travel during an average winter season.

“Managing Snow and Ice,” which is posted on the Kansas Department of Transportation’s website, includes these facts and much more about operations on the state’s nearly 10,000-mile system (which comprises more than 25,000 lane miles) during snow and ice season.

“On an average February weekday, the Kansas interstate and state highway system carries more than \$175 million in goods, as well as commuters earning \$30 million in daily wages,” said Acting Secretary Barbara Rankin.

“It is essential that KDOT prioritize both its snow and ice operations and our highway maintenance positions so these important economic activities are uninterrupted.”

The guide also includes information



about which roads are plowed most frequently during a storm, considerations that can result in closing a road and the many other non-winter activities that occupy road crews throughout the year.

Promotions/Transfers

Headquarters

Crystal Ackerman, Professional Civil Engineer I, Transportation Safety and Technology

Ryan Barrett, Professional Civil Engineer I, Design

Dan Bergeron, Engineering Technician Specialist, Design

Clements Boos, Engineering Technician Specialist, Design

Robert Herman, Engineering Technician Specialist, Design

Kelly Hovey, Professional Civil Engineer I, Design

Travis Malone, Professional Civil Engineer I, Design

Robert Pierson, Engineering Technician Specialist, Planning

Brandyn Schwartz, Accountant IV, Fiscal Services

Tabitha Weigel, Accountant IV, Fiscal Services

District One

Angela Cormier, ETA Class Series, Topeka

Howard Lubliner, Professional Civil Engineer I, Olathe

District Two

George Luna, Equipment Operator Specialist, Marion

District Three

Mathew Withington, Professional Civil Engineer II, Oakley

District Five

Nicholas Baker, Equipment Operator Specialist, Kinsley

Michael Jenkins, Equipment Operator Specialist, Hutchinson

District Six

Rodney Kennemer, Engineering Technician Specialist, Garden City
The Bureau of Personnel Services supplies information for promotions/transfers to Translines.

KDOT Computer Training

– from the KCTC

PowerPoint - A great presentation

We were recently enjoying a little laugh over the YouTube hit “Life After Death by PowerPoint” by Don McMillan. His latest version expands on his funny portrayal of PowerPoint mishaps filmed in previous years.

We can all probably use a little review - here are some tips:

- ♦ Know your audience – be creative but don’t be silly, make slides easy to read
- ♦ Don’t overcrowd – limit points to 3-6 per slide, limit text and don’t cram information
- ♦ Slide design elements – repeat elements on each slide, use consistent title and text spacing, no sentences and avoid all caps
- ♦ Use bullets effectively – bring points in one at a time, gray out points when finished and be careful with special effects
- ♦ Design – avoid busy backgrounds, use bold, italics and color, use no more than two fonts, keep elements in the same location
- ♦ Clip art – should enhance, is usually unnecessary, try to use same style of clip art and avoid most motion clips
- ♦ Drawing elements – use thicker lines, use alignment function and grids, and keep consistent placement
- ♦ Conclusion – create a summary slide, focus on final impressions and emphasize main points
- ♦ Don’t read – use shorter sentences, action verbs, simple grammar and keep notes short

Check out ongoing classes via the Outlook shared calendar - KCTC.
 Contact the KCTC kctc@ksdot.org or call Ingrid Vandervort 785-296-8993.

Kansas Department of Transportation
Bureau of Transportation Information
 Eisenhower State Office Building
 700 SW Harrison, Second Floor, West
 Topeka, KS 66603-3754

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NOTE: This information is available in alternative accessible formats. To obtain an alternative format, contact Transportation Information, Eisenhower Building, 700 SW Harrison, 2nd Floor West, Topeka, KS, 66603-3754, or (785) 296-3585 (Voice)/Hearing Impaired - 711.

M I L E S T O N E S

KDOT salutes employees celebrating state anniversaries in March

10 YEARS

John Gatz II. Pratt
 Charles Huehl Lincoln
 Carol Lambrecht-Harvey Topeka
 Linda Martin Leavenworth

20 YEARS

Nathan Anstey Americus
 Eric Idol Topeka
 Dale Kirmer Topeka
 Scott Shields Baldwin City
 Emmett Tooley Saint Marys

30 YEARS

William Bartron Topeka
 Christine Belknap Garden City
 Steven Gerber Garden City
 Donald Hart. Chanute

40 YEARS

Charles Espinoza. Topeka

State service anniversaries are compiled by Personnel Services. Employees and home towns are included in this list.

Answers

1. Wyandotte
2. C. Pioneering wildlife filmmakers, authors and explorers
3. D. 1,200 pounds
4. A. Steep-sided, rugged canyons that have formed near St. Francis
5. B. The Lewis and Clark expedition that stopped there in 1804
6. Big Basin Preserve in Clark County
7. C. More than 280 years old
8. The salt deposits at the Kansas Underground Salt Museum
9. A. Lindsborg
10. A. 1 percent
11. D. 528
12. C. Codell, in Rooks County
13. A. Argonia
14. The Kansas State Capitol.