



KDOT's super props were used to support the southbound 18th Street Expressway Bridge allowing emergency repair work to be performed.

KC emergency bridge repair project candidate for national honor

By Stan Whitley

A potential disaster was averted and the heavily traveled 18th Street Expressway Bridge was repaired in only 15 weeks following a train collision in Kansas City nearly two years ago. The combined team effort to repair the structure is now being recognized as a candidate for national honors.

The Kansas City Metro Chapter of the American Public Works Association has nominated the repair work as Public Works Project of the Year. The project has been nominated in the category Disaster or Emergency Construction/Repair less than \$2 million.

The 18th Street Expressway bridge over the Kansas River and the Burlington Northern Santa Fe Railway shop yard is a major arterial in the Kansas City metropolitan area. On October 7, 2000,

Continued on page 6

Exchanging e-mail systems

Get ready for some big changes in how you communicate via e-mail. KDOT is making a switch from the current GroupWise system to Microsoft's Exchange 2000/Outlook. The migration from one system to the other has already begun, with the Bureau of Computer Services having the first offices affected.

Ben Nelson, Chief of the Bureau of Computer Services, says the change is necessary for a number of reasons. "This will save us money by reducing license costs and eliminating the need to maintain two separate systems - Novell (GroupWise) and Microsoft," he said. "But an even more pressing reason is that

Continued on page 11

Local Partnership Program projects announced

State and local funds totaling \$31.6 million were approved recently for 49 construction projects in cities across Kansas through KDOT's Local Partnership Program.

The program financially assists lo

Continued on page 9

INSIDE ...

◆ THE START OF SOMETHING BIG

◆ KEEPING THE PUBLIC INFORMED ACROSS KANSAS

◆ COLDWATER SUBAREA CREW ACCOMPLISHES GOALS

◆ KDOT BOOTH CELEBRATES 10 YEARS AT STATE FAIR

◆ TRAFFIC ENGINEERING TRIVIA AND TIDBITS



From
Where
I Sit

by E. Dean Carlson

Maintaining funding is vital to survival of CTP

As you know, KDOT was very fortunate during the last legislative session to win the support of lawmakers in approving a tax package that shored up funding for the Comprehensive Transportation Program (CTP). I strongly believe that passage was possible only because of the great job you do each and every day. You have consistently shown that KDOT keeps its promises and is a responsible steward of tax dollars.

However, as the battle for the funding package during the last session showed us, there are those who don't see KDOT that way and who don't understand our programs and financial structure. Unfortunately, these people see cutting state funding for the CTP as an easy way to balance shortfalls in the State General Fund. The problem is one of

education - not just of lawmakers but of the people of Kansas. It's been my experience that once someone understands what KDOT has done, is planning to do, and how we manage to do it, they become supporters of the program. Not always, but certainly more often than not.

This is why I'm pleased that Governor Graves has decided to reconvene "Transportation 2000." This is the study group he formed in 1998 to look at transportation issues and whose report on those issues helped lay the groundwork for passage of the CTP in 1999. The group's charge this time is to review the CTP and to make suggestions for its future funding. The group will hold four meetings in October and report to the Governor by the end of the year. It will once again be chaired by Mary Turkington and KDOT will once again be providing support for the group.

Why is this so important? In January, we will have a new Governor and many new faces in the legislature. (Chances are also very good that you'll have a new Secretary of Transportation!) The study group's report will help all of these people understand the challenges we face to maintain the promise of the CTP and will offer suggestions on overcoming those challenges.

But education is an ongoing effort. You remain KDOT's single best bridge to the public. You can help by taking the opportunity to talk with your friends and neighbors about what we do, how we're funded, and why maintaining that funding is vital to the continued economic progress of our state. Their support is imperative if the CTP is to survive.

Thanks, as always, for the tremendous work you do.



KANSAS DEPARTMENT OF TRANSPORTATION

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

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

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

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

Calendar of Events

September 2 - State employees off for Labor Day holiday.

September 6-15 - KDOT booth at the Kansas State Fair in Hutchinson. Booth located in the Eisenhower Building.

September 10 - 11 a.m. KDOT Employees' Council Meeting, Basement meeting room #2, Docking State Office Building.

September 11 - 2 p.m. - Construction Bid Letting, Wichita Airport Hilton.

September 12-13 - Highway Advisory Commission meeting field trip in Goodland. Presentations by District Three and District Six engineers.



Secretary E. Dean Carlson, fourth from left, is pictured with Coldwater Subarea crew members (left to right) Greg Delaney, Richard Thompson, Klete Hackney, Martyn Howard, Wade Sherman, Dan Ferrin, Greg Schultz, and Darrel Bilyeu.

Coldwater crew accomplishes goals

By Kim Stich

Having a place to keep equipment safe is important. A new equipment storage building needed to be constructed at the Coldwater Subarea office while maintaining the normal maintenance tasks. The Example of Excellence award was presented to the Coldwater Subarea crew for accomplishing these goals.

“They performed their duties with confidence, enthusiasm, and positive attitudes,” said Richard Henning, Area Engineer in Pratt. “This additional work was carried on while the crew maintained their area maintenance duties with minimal delays.”

Organization played a big part in helping the crew to finish the project in an efficient manner. “They assembled all the resources before beginning the building, and they followed all the safety policies, procedures, and regulations that affected their work,”

Henning said. “They completed the job in a very short time.”

There were two keys to the

success of this project, according to David Fosberg, Area Superintendent in Pratt – outstanding leadership from Richard Thompson, Subarea Supervisor, and the outstanding crew members at the Subarea office. “The remarkable abilities of this

‘This additional work was carried on while the crew maintained their area maintenance duties with minimal delays.’

Richard Henning



Subarea crew can only be described as a fine example of excellence,” Fosberg said.

For their efforts, Secretary E. Dean Carlson presented a plaque to the group and certificates to each person at a gathering on August 2 at the Subarea office in Coldwater.

In alphabetical order, those KDOT employees receiving certificates were Darrel Bilyeu, Greg Delaney, Dan Ferrin, Klete Hackney, Martyn Howard, Greg Schultz, Wade Sherman, and Richard Thompson.

This group was nominated during the second quarter in the Example of Excellence program. The award is given quarterly with the third quarter nominations due to the Bureau of Transportation Information by September 30.

Division Directors, Bureau Chiefs, District Engineers, Area Engineers, and Subarea Supervisors are encouraged to nominate any group, team, or office that goes above the call of duty. And now to make it even more convenient, nomination forms can be completed and submitted electronically on KDOT’s Intranet. Just go to the Forms Warehouse, Form DOT 1204, Example of Excellence/Employee Recognition Form. Hard copies of the form are also available by calling Transportation Information at (785) 296-3585.

The start of something big

By Ron Kaufman

Far below us, the lights of New York City seemed as distant as the stars on a clear prairie night. We peered in awe at the Statue of Liberty anchored so far below that it was almost unrecognizable. It was so tiny that it looked like a dimly lit toy soldier standing in the dark on a bedroom floor. From our vantage point, it was easy to imagine being a bird soaring lightly above the bustle of the city. The dinner before us was sumptuous and delightful. The lights were dimmed, soft music calmed the harried soul, and candles flickered all around. Save for a myriad of muted conversations and the muffled sounds of silverware dancing on fine china, we would have thought we were alone in the clouds. There we were, a young midwestern couple, dining at the top of one of the towers of the World Trade Center.

We joked about it during our meal, but it was truly beyond imagination that such massive structures could ever tumble to the ground. Some 20 years later, thousands of people who worked at the World Trade Center

and the towers themselves, like my own recollections of that romantic evening, are only a memory.

Today, we're witnessing the start of something big and a monumental public involvement campaign to help plan it. The Lower Manhattan Development Corporation (LMDC) and the Port Authority of New York and New Jersey are preparing concepts for rebuilding the Trade Center. They are combining their resources for the public involvement activities. The Port Authority owns the land and LMDC owns the rights to develop it. The people of New York, the U.S., and many foreign countries own the memory of our nation's great tragedy. A lot of them want a say in the future of the site. A massive "town hall" meeting was held in July to show six preliminary concepts for the rebuilding of Ground Zero. I put "town hall" in quotes because 5,000 people attended. Few people liked the concepts, so they're going to revise them based on public feedback.

There are no fewer than six web sites devoted in some measure to ensuring that people have a chance to make a comment about the redevelopment, yet only one is the official site of the Port Authority and LMDC. Other high-tech tools include 3-D computer generated imaging to help

people visualize the different concepts and Internet feedback forms and discussion forums. I can't imagine the number of comments they must be receiving. Comments ranged from "do nothing" to "rebuild 'em like they were and show those ?#%\$&*! who's boss." Nearly all agree that some form of memorial should be built. In fact, all the concepts being developed include such a tribute.

Watching such large-scale public involvement activities unfold provides a glimpse into the future of citizen participation in government decision-making. The technological tools are becoming more widely available and are the only practical way to reach large numbers of people. The day will come when it is common practice to help people visualize through creative animations, to collect comments and distribute responses electronically, and to

be able to involve whole cities or regions in decision-

making. Large public involvement efforts may have to involve professional event planners. It wouldn't surprise me if professional event planners helped with staging New York's "town hall."

I would encourage every-

one to take a look at the proposals and review the process for determining the future of Ground Zero. It's not often that we get a chance to see such a colossal public involvement campaign unfold. Start your visits at these two web sites: www.renewnyc.com, the official web site of the Port Authority and LMDC, and www.listeningtothecity.org, the web site of the "town hall" meetings. You'll also find links to other related public involvement web sites and information resources.

I remember the days after 9/11 when broadcasters were noting that people gave the original World Trade Center low marks when it was built. *Bland, eyesores, money pits*, were some of the words used to describe the towers. Today, people wish they were still here. What were once described as wasteful had become global symbols and the pride of New York. Whatever new structures grow from the site will have big shoes to fill. They'll be steeped in memories before they're even finished. I hope there's a good restaurant at the top. I'll be looking out the window, not at the ground, but to the skies.

Communication: A Key to Success



Kansas Department
of Transportation

Traffic Engineering trivia and tidbits

Here's some trivia questions relating to KDOT's Traffic Engineering office. Hopefully these answers will help you next time you are on the highway. This is just for fun to test your roadway knowledge. The answers can be found on page 11.

- What was the *maximum* speed limit in Kansas on rural highways, county, and local roads in 1957?
 - Reasonable and prudent
 - 70 mph in the day, 60 mph at night
 - 85 mph
 - Unreasonable and imprudent
- How long are the dashed white lines on a divided highway?
 - 5 feet
 - 7 feet
 - 10 feet
 - 20 feet
- When you are driving on a 4-lane divided highway, what is the color of the solid line on the left?
 - Taupe
 - White
 - Purple
 - Yellow
- How tall are the light towers at interchange exit ramps?
 - 100 feet above the pavement
 - 50 feet above the pavement
 - Just taller than a semi
 - 227 feet above the pavement
- What's the diameter of a traffic signal lens?
 - 9.25 inches
 - 16 inches
 - 23 inches
 - 12 inches
- How are traffic signals alerted that a vehicle is there?
 - By honking really loud
 - By motion detectors
 - Typically, sensors in the road create an electromagnetic field and sense the metal in the vehicle
 - Usually by the infrared light beam directed at the lanes
- Which Interstate will take you west?
 - I-25
 - I-30
 - I-W
 - I-55
- How much water needs to be on a road before causing a water hazard?
 - 1/1,000 inch
 - 1/8 inch
 - 1/4 inch
 - 2 inches
- According to the sign above, on which side of the road will the exit be when driving in the center lane of a divided highway?
 - Left
 - Either
 - Right
 - Neither
- When was the first four-way traffic signal used in the United States?
 - 1935
 - 1930
 - 1925
 - 1920
- On a 25-mile trip, if you drive 65 mph instead of 55 mph, how much time will you save?
 - 4 minutes
 - 8.5 minutes
 - 12 minutes
 - Several hours
- You just started traveling on I-98 and notice that the mile marker numbers are increasing. Which way are you traveling?
 - East
 - West
 - North
 - South
- You're driving along and see this marker. What is this marker telling you?
 - There's a huge pothole, be careful
 - There's an obstruction near the road, drive to the left
 - There's a car stalled in the highway, watch out
 - Someone painted the lines crooked.
- What is the name of a circular intersection that allows entering traffic to yield the right of way to the circulating traffic?
 - Fred
 - Traffic circle
 - Exit ramp
 - Roundabout



Information provided by David Church, Traffic Engineering, and the Federal Highway Administration

Keeping the public informed

At right, promotional items and informational materials were available for the public during the Jackson County Fair at Holton.



Dennis Kuykendall, Area Supervisor at the District Four Iola office, dispensed cups and other goodies along with answering a multitude of questions about KDOT at the Allen County Fair in Iola.



At right, Bob Loveless, Equipment Operator Senior, points out the highlights of the road rage literature available at the Tri-Rivers Fair in Salina.

Bridge

Continued from page 1

several westbound BNSF freight cars loaded with cement derailed and knocked down the east column below the southbound bridge. The top of the west column shifted about two feet, causing the west girder to fall off its steel rocker bearing and to bear directly on the edge of the west column top.

With the east column gone and the west column displaced, the bridge girders sagged noticeably. That's when the team comprised of KDOT, primary consultant HNTB Cor-

poration, and primary contractor APAC Kansas Wilkerson-Maxwell Division went to work.

KDOT Bridge Management Engineer Dan Scherschligt was early on the scene after receiving a Sunday morning call from District One Maintenance Engineer Clay Adams informing him the bridge sustained a major hit.

"Our job was to assess the damage, stabilize the structure and determine what repairs were needed," said Scherschligt. "The southbound bridge was heavily damaged. It was initially closed by the Highway Patrol and it was clear it needed to

'Our job was to assess the damage, stabilize the structure and determine what repairs were needed.'

Dan Scherschligt

remain closed. We allowed freight and passenger trains to go under the bridge at a slow speed to reduce vibration."

A decision was made to use KDOT's

Continued on page 7



Left to right, Paul Jimenez, Engineering Technician Senior; Teresa Rios, Engineering Technician Senior; and Linda Gomez, Office Assistant, talk shop before opening their booth at the Sedgwick County Fair in Cheney in the photo above.



Above, Bryce Marble, Almena, examines bike safety information during the Norton County Fair.



In the photo at left, Sublette Subarea crew members Archie Patrick (left) and Ed Bates, help provide information on KDOT projects at the Haskell County Fair booth in Sublette.

Continued from page 6

super props to initially support the structure. Erection of the super props began Sunday evening with crews working through the night until the erection was complete on Monday. Don Whisler, Ed Burdick, and Clem Boos in KDOT's Bridge Management Section, who had previous experience erecting super props, were on the scene to assist APAC in the erection. The baton was then passed to Terry Fleck, KDOT Senior Design Squad Leader.

Fleck's squad worked with a design-build team of APAC Kansas and HNTB Cor-

poration to make fast-track repairs on the structure. Emergency funding was used for damage assessment inspection, structural stability analysis, pier design, falsework installation, superstructure jacking operations, structural steel heat straightening, weld repairs and pier reconstruction. The facility was reopened to traffic on January 19, 2001.

"This project was a true partnership effort," said Ken Hurst, KDOT Engineering Manager of the State Bridge Office. "Using a design/build agreement allowed construction to proceed without delay, one step behind the design process."

The stabilization and repair of the 18th

Street Expressway bridge was a challenging project, but by all measures was a successful undertaking. Several key points to the success included:

- ◆ Initial stabilization efforts were completed in a timely manner, preventing the potential collapse of the structure.

- ◆ The structure was repaired while substantially in position, without demolition and reconstruction of the bridge deck.

- ◆ The nearly 17,000 vehicles that travel the southbound route daily were quickly and safely diverted to restore traffic flow.

Kids taking a tour of the Materials and Research Center look at a piece of rebar that was broken to test its strength.



Kids get an up-close look at KDOT

Kids had a chance to learn more about jobs in the transportation field during the “Bring Your Kids to Work Day” event on July 26. The event was sponsored by the Employees’ Council.

“I think it’s great,” said Vicky Harding, Employee Relations Manager in Personnel Services. “It’s good for him to learn more about what the roads are made of and also the different kinds of jobs that people do like chemists and people who make signs.”

Besides spending time in the office, tours at the Materials and Research Center and at the KDOT Sign Shop took place. Harding’s son, Craig, had a chance to see how large the speed limit signs actually are. “I thought the signs

were really small but when I saw them up close, they were really big,” Craig said.

Aaron Burger, son of Charles Burger, Road Design Technician in Local Projects, spent his time “watching Dad work and doing stuff.”

Aaron said he enjoyed the two tours. “I learned how the signs are made and I learned how they crush concrete and test it,” Aaron said.

Charles liked having Aaron come in and see him at work. “It was interesting for me to go on the tours, too, because although I used to take cylinders out to the lab when I was in the field, that was a long time ago,” Charles said. **-K.S.**

BROWN BAG LUNCH

Topic: Transportation - Yesterday, Today and Tomorrow
Speaker: Secretary E. Dean Carlson
Date: Wednesday, September 4
Time: Noon to 1 p.m.
Place: 4th floor conference room
All employees are invited to attend

Welcome
 new KDOT
 employees!

Headquarters

Dawn Baxter, Senior Administrative Assistant, Chief Counsel
Dyann Berglund, Applications Programmer Analyst IV, Computer Services

Edward Eneihen, Engineering Technician, Materials and Research

Terri Kirwin, Administrative Assistant, Construction and Maintenance

Jessica Knight, Legal Assistant, Chief Counsel

Michael Miller, Right of Way Agent I, Right of Way

District One

Joyce Robinson, Senior Administrative Assistant, Topeka

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

Deaths

Condolences to the family and friends of former KDOT employee **Claude E. Brummett**, who passed away July 16 in Hutchinson.

Brummett, 77, served the agency for 40 years before he retired. He was District Maintenance Superintendent at Hutchinson when he retired.

He is survived by his wife, Margaret, two sons and one daughter, eight grandchildren and eight great-grandchildren.

Memorials may be made to the First United Methodist Church or the Hospice of Reno County in care of Elliott Mortuary, 101 S. Pioneer, Hutchinson, 67554.

Local Partnership

Continued from page 1

cal governments in making needed road improvements on city connecting links and other city and county roads. It's divided into three categories - City Connecting Link (KLINK) Resurfacing, Geometric Improvements and Economic Development.

City Connecting Link projects are on city streets that connect two rural portions of the state highway system and are for resurfacing the existing roadway. Geometric improvement projects are designed to help cities widen pavements, add or widen shoulders, eliminate steep hills or sharp curves and add needed acceleration and deceleration lanes. Economic development projects are intended to enhance economic development in the state.

Most cities with City Connecting Links of the State Highway System within their boundaries are eligible to apply for KLINK and Geometric Improvement funds. Any local unit of government or state agency may be considered for Economic Development funds for a highway or bridge construction project that has the potential to enhance and increase the area's income, employment, and land values.

Enactment of the Comprehensive Transportation Program by the 1999 Legislature allowed continuation of the three local partnership programs, which have been in existence since 1986. As part of the new program, funding for these local partnership programs increased.

Following is a list of approved cities, highways, and Local Partnership Program projects.

Economic Development - 8 projects

Edwardsville - I-435 and Woodend Avenue interchange, widening and reconstruction; **Marysville** - Junction of 11th Road and North Street west 0.6 mile, reconstruction; **Goodland** - K-27 from 16th Street to 19th Street, reconstruction; **Cherryvale** - Liberty Street between the north and south US-169 bypass access points, overlay; **Frontenac** - East McKay Street from Santa Fe Street east 0.4 mile, reconstruction; **Lebo** - Ogden Street from the south city limits to the north city limits of Lebo, mill and overlay; **Conway Springs** - Parallel Street between Third and Fifth Streets in Conway Springs, reconstruction; **Wichita** - K-2/K-42, Hoover Road from Harry Street to south of 31st Street South, reconstruction.

Geometric Improvement - 13 projects

Atchison - US-73 at Shannon Industrial Park, deceleration lane construction; **Leavenworth** - Intersection of US-73/K-7 and 10th Street, widening; **Manhattan** - Intersection of Kimball Avenue and Tuttle Creek Boulevard, construct second northbound left turn lane; **Abilene** - K-15 north of I-70 north to Roller Coaster Road, widening; **Clay Center** - US-24 from the U.S. 24/K-15

junction east through Eighth Street, curb and gutter, sidewalk and overlay; **Junction City** - Intersection of US-40B and Golden Belt Boulevard, construct roundabout; **Atwood** - US-36 from east of Fourth Street to east of Seventh Street, reconstruction; **WaKeeney** - US-283 from the south city limits of WaKeeney north 0.4 mile to the south I-70 interchange ramps, curb and gutter; **Arma** - US-69 Alternate from Washington Street north to the north city limits of Arma, mill, overlay, curb and gutter, storm sewer; **Kiowa** - K-2 from Barnes Street to Hardtner Street, curb and gutter; **Cimarron** - US-50 from Chestnut Street east 0.2 mile, reconstruction; **Dighton** - K-96 from First Street west to Fourth Street, reconstruction; **Garden City** - Crestway Drive to the northbound ramps at the junction of US-50/US-83/US-400, widen to five lanes, curb and gutter, overlay.

City Connecting Links Resurfacing - 28 projects

Atchison - US-73 from south city limits of Atchison to the intersection of 10th and Main, patching and surfacing; **Kansas City** - K-32 from the junction of Old Kansas Avenue to 600 feet west of the I-635 ramps (eastbound lane only), reconstruction; **Lawrence** - US-40 from Industrial Lane to the north city limits and from Learnard Avenue to Silicon Avenue mill, patch and overlay; **Leavenworth** - US-73/K-7 from Limit Street to Pennsylvania Street, mill and overlay; **Wamego** - K-99 from Valley Street to Fourth Street and from Eighth Street to US-24, mill, patch, seal and overlay; **Westwood** - US-169 from Shawnee Mission Parkway to 47th Street, mill, overlay and concrete pavement; **Concordia** - K-9 from Cedar Street to Broadway Street, mill and overlay; **Enterprise** - K-43 from the south city limits of Enterprise to the Smoky Hill River bridge, recycle and seal; **Colby** - K-25 from the westbound I-70 ramps north to College Street, mill and overlay; **Junction City** - K-57 from 10th Street to 18th Street, mill, recycle and overlay; **Phillipsburg** - US-183 from State Street to Walnut Street, mill, overlay and concrete pavement; **Coffeyville** - US-169 from 1,000 feet south of 15th Street south 3,500 feet, concrete grinding and joint seal; **Girard** - K-57 from the west city limits to the east city limits of Girard, mill, patch and seal; **Independence** - US-75 from Morningside Drive to Rajah Road, mill, repair and overlay.

Ottawa - US-59 from Logan Street to south of the Burlington Northern Santa Fe Railroad bridge, mill and overlay; **Parsons** - US-400 from 23rd Street to 32nd Street, mill and overlay; **Waverly** - K-31 from Sixth Street to Pierson Street, overlay; **Anthony** - K-179 from the south city limits of Anthony to Main Street, asphalt seal; **Arkansas City** - US-77B intersection of Maple Avenue and Summit Street, mill and overlay; **El Dorado** - State Street to Jones Street on Central Avenue and Post Road to McCollum Road on Main Street, mill, patch and overlay; **Great Bend** - US-56 from Adams Street to Main Street, mill and overlay; **Harper** - US-160 from the junction of US-160 and K-14, east 0.6 mile, mill and overlay; **Hutchison** - K-61 from the junction of US-50 to 1,050 feet north of 30th Avenue, pavement repair; **Kingman** - US-54 from the west city limits of Kingman to Elm Street, mill and overlay; **Wellington** - US-160 from High Street to Poplar Street, slab replacement and joint repair; **Garden City** - US-50B from Eighth Street to Main Street, reconstruction; **Leoti** - K-96 from the intersection of K-96 and K-25 west 500 feet, reconstruction; **Liberal** - US-83, 1/2 mile east of Western Avenue east to Clay Avenue, reconstruction.

Step Back in Time



Without today's sophisticated equipment, early highway construction in Kansas was often a tedious task.



KDOT booth celebrates 10 years at the 2002 Kansas State Fair

Every September, KDOT is given the opportunity to reach an audience of thousands for 10 straight days. They learn about agency programs and projects, ask questions, and even receive promotional items. The experience is called the Kansas State Fair.

KDOT will be celebrating its 10th year at the Fair in Hutchinson when it opens September 6 and runs through September 15. The informative and educational KDOT booth will be located in the Eisenhower building. Operational hours will be from 11 a.m. to 10 p.m. on the opening day, 9 a.m. to 9 p.m. Sunday through Thursday, and 9 a.m. to 10 p.m. on Friday and Saturday.

"The Fair has provided excellent exposure for the agency during the past 10 years," said Marty Matthews, Chief of Transportation Information. "The one-on-one opportunity for communication lets the public know KDOT cares and that's helped create a positive image of the agency."

The booth will help educate the public about KDOT programs such as "Give 'Em A Brake" and "Safe not Sorry," provide project information, safety-related information, and will be staffed by KDOT personnel who are available to answer questions from the public. Promotional

items highlighting agency programs and important information numbers will also be available.

The KDOT Safety Belt Education Office (KSBE) will once again be part of the booth. The KSBE will provide information pertaining to safety belts and child safety seats.

"KDOT volunteers at District Five have played an invaluable role in making our Fair booth possible by working hundreds of service hours every year," said Matthews. "Without the support of the District Five folks, it would not be possible to have a booth in operation for the 10 days of the Fair."

John Wiens, Engineering Technician Senior, has helped coordinate the Fair operation at Hutchinson the past 10 years. He said there are usually about 35 District Five Headquarters personnel that volunteer to work shifts every year spending nearly 200 total hours in the booth.

District Five Headquarters is responsible for staffing the booth during the weekdays and joins with Transportation Information and the KSBE to handle weekend booth duties.

This State Fair, which will be in its 90th year of operation, annually attracts 350,000 visitors.
- S.W.



People attending the Transportation Research Board Landscape and Environmental Design committee's midyear meeting listen to John Blair, Professor of biology at Kansas State University, while at the Konza Overlook located south of Manhattan. The committee works to protect, conserve, restore, and enhance the environment and man-made elements related to transportation systems.

Microsoft Exchange

Continued from page 1

third party vendors are currently writing their new applications to support and integrate with Microsoft Exchange 2000. There has been a sharp decline in application development for the GroupWise system."

Nelson also said that more and more companies are choosing the Microsoft system. "When KDOT first installed e-mail, GroupWise had the largest install base of any e-mail system. It now has just 2 percent of the install base while Exchange grew to 50 percent last year and 58 percent this year," he said. He added that the Exchange 2000/Outlook is the system that experts recommend for an organization of KDOT's size and function.

This edition of Translines has a special insert to answer your questions about what the change will mean to you and what you'll need to do to get ready for it. Computer Services will be sending out a series of e-mails with more details about the migration in the weeks ahead.

"We know that this change will cause some minor disruptions in the way folks do their day-to-day work, but it's a change that benefits everyone in the long run," said Nelson. "We truly appreciate their patience and understanding as we go through this process."

M I L E S T O N E S

KDOT salutes its employees celebrating anniversaries in August

10 YEARS

Neil Croxton Abilene
 Myra Greenberg Topeka
 Gene Ingwerson Topeka
 Debra Knight Garden City
 Donald Lile Garnett
 Lott Metzler Hutchinson
 Kenny Peitz Hutchinson
 Opal Rodenbaugh Topeka
 Larry Snyder Topeka

20 YEARS

Michael Raymer Great Bend

30 YEARS

Reinhold Deckness Olathe
 David Norman Topeka
 Scott Pfler Chanute

40 YEARS

William Batesel Topeka
 Kenneth Johnson Marysville

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

ANSWERS TO PAGE 5:

- | | |
|---|---|
| 1. B | 8. A |
| 2. C | 9. A, the mile marker sign is on the same side as the exit |
| 3. D | 10. D, in Detroit |
| 4. A | 11. A |
| 5. D | 12. A, mile marker numbers run from west to east, and from south to north |
| 6. C | 13. B |
| 7. B, even numbered Interstates run east and west, odd numbered Interstates run north and south | 14. D |

Promotions/Transfers

Headquarters

Leonel Alvarado, Engineering Technician Senior, Construction and Maintenance

Kenneth Hallgren, Engineering Technician Senior, Materials and Research

Tamela Kirwin, Information Resource Specialist II, Computer Services

Anita Madill, Graphic Designer, Support Services

Eilene Ramsey, Right of Way Property Appraiser, Right of Way

Steve Rockers, Professional Civil Engineer I, Program Management

District One

Terry Daniels, Engineering Technician Senior, Horton

Ronald Hornick, Engineering Technician Senior, Olathe

Rick Wright, Equipment Operator Specialist, Marysville

District Two

Jeremy Vath, Equipment Mechanic, Salina

District Four

Richard Ryan, Geologist III, Chanute

District Five

Greg Bayless, Highway Maintenance Superintendent, Anthony

District Six

Brett Beard, Equipment Mechanic, Syracuse

Jon Halbgewachs, Professional Civil Engineer I, Dodge City

Kelly Housman, Equipment Operator Specialist, Cimarron

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

Training Opportunities

◆ **New Employee Orientation**, September 5, October 3, and November 14, Topeka.

◆ **Conducting Effective Performance Reviews**, October 8, Hutchinson.

◆ **Basic Effective Supervisory Techniques**, September 10-13 and October 15-18, Topeka.

◆ **Smart Tips for Interviewing Success**, September 10, Salina.

◆ **So You Think You Want to be a Supervisor?** September 11, Salina.

◆ **Transition to Leadership**, August 6-8, Topeka; August 13-15, Garden City; October 1-3, Chanute.

◆ **Leadership Basics**, September 24-26, Chanute.

◆ **Leadership Forum**, November 5-6, Topeka.

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

KDOT
Bureau of Transportation Information
915 Harrison - Room 754
Topeka, KS 66612-1568

PRE-SORTED STANDARD
U.S. POSTAGE
PAID
TOPEKA, KS
PERMIT No. 157