



New reference markers can be life-saving tools

By Kim Stich

You're driving down a highway in Wichita and see an accident. Your passenger uses a cell phone to call for help. The accident happened on southbound I-135, but you're not sure exactly where you are. Then you pass a blue highway marker that says S I-135 08/8. By relaying that information to emergency personnel, a life may have been saved.

These blue reference markers were placed in May and June in the Wichita metro area every two-tenths of a mile to assist law enforcement and other emergency agencies to find incidents that happen along the roadway. By knowing an exact

'There's no other way to do it in a highway traffic location like a metro area when responding to a call that requires you to be right on the spot.'

Lt. Sam Mills

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Heath Bissel, left, and Sam Juul, Paul J. Fulsom Construction Company employees, install new route reference markers along US-54 in Wichita.

Lakin Subarea eager to tackle new challenges

"I just tell my guys, 'Here's the problem. How do we solve it?'"

That's how Roger Calkins and his Lakin subarea crew tackle challenges. That approach has led to a lot of inventiveness, from adding a homemade spray boom to the salt brine spreader to building a new spreader rack, complete with a hoist for the tailgate.

One of the latest accomplishments was replacing

the doors on the Leoti salt dome. The standard sliding doors may serve a purpose, but they've proved no match for the fierce western Kansas winds. After the doors got blown off the track a second time, Calkins challenged his crew to come up with a better idea. They did.

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From
Where
I Sit

by E. Dean Carlson

Get involved in process that affects your future

Imagine getting ready to root for your favorite sports team. You're filled with the excitement that comes from anticipating the thrill of competition. You know that the team that plays the hardest and smartest (and a little luck never hurts, either) will come away the victor. So you turn on the TV and... what? No game? Your team has no opponent this week because no one wanted to take them on. They win by forfeit. "A win is a win," you say. But, come on, admit it, it doesn't feel quite the same.

This imagined scenario came to mind as I was reading the reports of how many candidates for the Kansas Legislature will essentially win by forfeit. Statewide, 52 seats (24 Democrats and 28 Republicans) will have no opposition. None. Nada. They filed for the office, and they've won the seat. (Also, in 16 Republican districts and two Democratic districts, the winner of the primary will face no general elec-

tion opposition.) I'm sorry, but I think that's sad.

It's not because I think these candidates are undeserving. Indeed, most of the ones who are unopposed are fine lawmakers who serve the state well. I think it's sad because it flies in the face of what a democracy is supposed to be all about - representative government. How can differing views compete for representation when there is only one person in the race?

This is particularly distressing because the letters-to-the-editor columns and talk radio programs are full of people complaining that the Legislature doesn't listen, doesn't care, or doesn't understand. What these folks are really saying is, "My views are not being represented!" This chorus was especially loud during this past legislative session, so one would expect an army of candidates to take the field. One would be sadly disappointed.

When Ron Thornburgh, Kansas Secretary of State, was asked about the lack of candidates, he told the Associated Press, "That number continues to grow every election. Fewer and fewer people are interested in running for office." When asked why he thought that was so, Thornburgh said: "They don't think they can make a difference. And let's face it, people have busy lives. But this abdication of responsibility is appalling."

Appalling is an apt description. It is even more so in this month when we celebrate our independence, which was won through sacrifice and the courage of conviction. Imagine if those revolutionaries had said, "Let someone else do it." The lack of participation in a fundamental aspect of

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KANSAS DEPARTMENT OF TRANSPORTATION

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Calendar of Events

August 9 - 9 a.m. - Highway Advisory Commission meeting telephone conference call.

August 13 - 11 a.m. - KDOT Employees' Council Meeting, Seventh Floor Conference Room, Docking State Office Building.

August 21 - 2 p.m. - Construction Bid Letting at Topeka Capitol Plaza Hotel.

September 2 - State employees off for Labor Day holiday.



The idea to install new metal doors that swing inward on the salt dome in Lakin proved to be very effective.

Challenges

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“We just started tossing out ideas and we hit on putting up metal doors that swing inward,” said Equipment Operator Richard Bayliff.

“Sometimes it took two guys to open or close the old doors,” said Equipment Operator Dennis Grubbs, “One guy can handle these doors.”

The doors are made from tin and can be locked in place once you open them. An iron bar braces the doors from the inside when they’re closed, so the wind can’t push them in.

As Grubbs puts it, “That keeps the pigeons out, too.”

The project cost about \$500 in materials. Both Bayliff and Grubbs say that they’ve got some ideas for improving the doors if they get a chance to put any more up. They also agree that these doors work much better than the old ones.

“Sliding doors work great when there’s no wind.” - *By Kirk Hutchinson, District Six Public Involvement Liaison*

Authorities work to be prepared in case of bioterrorism attack

By Marty Matthews

The scenario is not one you’d like to think about - the local news breaks in to say that the Homeland Security Alert Level has been raised to Red (Severe threat of terrorist attack), the highest possible level, for Texas, Oklahoma and Kansas. The reason - an al-Qaida operative has been found dead in Dallas, his death caused by some kind of biological agent. Meanwhile, that same night, a Great Bend man arrives at the hospital very ill with a rash. Within 24 hours, it’s been initially confirmed that he has smallpox. Investigation shows he and his family have recently returned from a Texas vacation. On their way home, they spent two days at the state fair in Hutchinson before returning to Great Bend.

Thankfully, this scenario was not real. It was the basis of the “Prairie

Plague 2002” bioterrorism exercise. The exercise brought together more than 700 people from 103 Kansas counties on June 26 and 27 in Topeka to see how well prepared are local, state, and federal authorities to handle a bioterrorist attack. The county emergency management groups were staged at the Maner Conference center, while state agencies manned the State Emergency Operations Center at the State Emergency Defense Building. Those agencies included KDOT, the Kansas Highway Patrol, Kansas Department of Health and Environment, Kansas Department of Corrections, Kansas Department of Social and Rehabilitation Services, and others. The exercise was directed by the Kansas Division of Emergency Management of the State Adjutant

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Top seven leadership guidelines for new supervisors listed

Congratulations, you are the new boss! Building trust and credibility as a leader is like building a house. It begins with a plan, laying a solid foundation and proceeds one step at a time. Whether this is your first supervisory position or you are an experienced manager, you should proceed with your transition methodically the first 90 days on the job. How do you quickly establish yourself with those you lead? What do you do first? Here are a few ideas to consider:

1. Delay making major decisions. Don't allow yourself to be pressured into making major changes or big decisions during the beginning of your transition. Try to take a low-key approach until you are ready for your first group meeting. Gather information, see how things are done and get to know your people before disrupting status quo. Once you gain "acceptance," understand why they do what they do. Then your people will more willingly support you, your changes and your leadership style.

2. Identify the informal leaders. Informal leaders will make you or break you. The first thing I did when taking over a new assignment was to find and try to befriend the informal leaders. Informal leaders are those who control and influence people in your office or organization. In the beginning, they have more power than you do. In some situations, the informal leader is respected by others...sometimes they are irritants. Nonetheless, try to make them your allies so they don't sabotage what you are trying to do. If you work in a unionized environment, make sure you keep union officials informed and involved as much as possible.

3. Find the history. Discover what successes your group is proud of. A leader gains respect when taking the time to know what the group has done in the past. Recognizing accomplishments of the past will help build your credibility for future goal setting.

4. Interview your people. I worked for a leader who personally interviewed everyone in the

organization. This is time-consuming, but paid dividends. It took several weeks, but he immediately established himself, gained the respect of everyone and captured critical information. Since you are new and perceived as neutral, people are more willing to tell you the "truth" about the work environment.

Here are questions to ask:

- ◆ What can I do to help you accomplish your job?
- ◆ What is keeping you from doing your best?
- ◆ What makes you feel appreciated?
- ◆ What did my predecessor do that we should continue?
- ◆ What did my predecessor do that we should stop?
- ◆ Are you considering leaving this job for another? Why?
- ◆ What do you see as my role in this organization?
- ◆ What direction do you think we should go?

5. Begin problem-solving. With information gained from the interviews, begin making changes to some of the common issues/problems affecting your group. This will show you are serious about helping make life at work better.

6. Conduct a group meeting. Avoid having a group meeting until you have something specific to say and enough background information to speak with authority. At the meeting, highlight their past successes, some of the issues or problems affecting the group and what you plan on doing. Talk about some of the changes you are considering and why. Here are some other items to cover in this meeting:

- ◆ Your background and experience
- ◆ Just enough personal information to show you are human
- ◆ Your expectations
- ◆ Your pet peeves
- ◆ Your leadership style
- ◆ How they should approach you with problems
- ◆ What to do with new ideas and suggestions

7. Set goals. Now that you have gained the respect and trust of your group, you are now ready to set goals for the future. There are many ways to set goals, but the main thing is don't do it in the dark. If you followed these steps in this article, goal setting will be a piece of cake. Depending on your style of leadership and experience level will dictate the best way. *-Written by Gregory Smith, Management Consulting expert.*

BROWN BAG

LUNCH

Topic: Materials Lab tours

Date: Wednesday, August 7

Time: Noon to 1 p.m.

Place: Materials Research Center, 23rd and Van Buren.

There will be two tours - at 11 a.m. and 1 p.m. Shuttles will depart from the west side of Docking at 10:45 a.m. and 12:45 p.m. respectively. Each tour is about one hour long. Spaces must be reserved in advance.

Since the tour is during work hours, please be sure to receive permission from your supervisor. RSVP before Tuesday, August 6.

To RSVP or for more information, please contact Sherry Durst at Durst@ksdot.org, or Kellie Miller at Kellie@ksdot.org.



The East Topeka interchange project was the biggest project ever let by KDOT. It includes 16 bridges and 39 lane miles of roadway.

East Topeka interchange project is honored by KSPE

KDOT was honored by the Kansas Society of Professional Engineers (KSPE) with an Outstanding Engineering Achievement award for work on the East Topeka interchange project. The Kansas Turnpike Authority was also recognized at the event on June 13 in Wichita.

Being acknowledged by peers in the engineering profession is a tribute to all those involved, said Warren Sick, Assistant Secretary/State Transportation Engineer. Sick accepted the award in Wichita on behalf of KDOT.

“It’s a great improvement for the city of Topeka, Shawnee County, KTA, and KDOT, and it was a real partnering effort

between all four entities,” Sick said.

The project helps through and local traffic by providing safer and more direct connections from I-70 to the turnpike, K-4 and east Topeka; improving traffic flow by using roundabouts at the I-70/Rice Road terminals, and featuring new toll facilities and a service area.

In addition, Sick said, it should be an economic boost to Topeka and Shawnee County by helping to spur growth in the eastern part of the county.

The East Topeka interchange was the single biggest project ever let by KDOT. It is open to traffic; however, landscaping work will not be finished until this fall. *-K.S.*

Welcome
new KDOT
employees!

Headquarters

Rebecca Boswell, Applications Programmer Analyst II, Transportation Planning

Travis Combes, Information Technology Consultant I, Computer Services

Matt Sloyer, Sign Shop Worker, Traffic Engineering

Daniel Wadley, Engineering Associate I, Design

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



The District Public Involvement Liaisons include (front row, left to right) John Swihart (District One), Tom Hein (District Three), Martin Miller (District Five), (back row) David Greiser (District Two), Priscilla Petersen (District Four), and Kirk Hutchinson (District Six).

Summer is a busy season for District PILs

“Summertime and the living is easy...” begins the old song lyric. But don’t expect to hear KDOT’s six District Public Involvement Liaisons singing that tune. Summer is one of their busiest seasons. One major reason- they add attending county fairs to their other normal duties such as meeting with groups and organizations, helping local media get the word on projects, and assisting their District Engineers with numerous tasks.

In District One, John Swihart is planning on being at three county fairs: Brown, Jackson and Lyon. He says the fairs do take some effort, but they’re worth it. “It is nice to meet the public and learn what concerns them,” he said. He’ll also be busy keeping up on some major projects in Horton, Emporia, and a major reconstruction of US-36 in Doniphan County.

District Two’s David Greiser has been keeping folks up to date on the K-61 System Enhancement Project, along with Martin Miller in District Five. This has included making presentations to groups such as the Rotary and Chambers of Commerce and helping with the Community Advisory Group.

He’s also keeping people informed about the I-135 work south of Salina, the reconstruction

of K-150, and the final phase of adding two lanes to US-81. He’s got two fairs scheduled, the Morris County Fair and the Tri-Rivers Fair in Salina, and is working on a third location. He says you can’t beat the fairs for true public involvement. “No other venue offers the quality and quantity of one-on-one interactions with other Kansans,” he said.

In District Three, Tom Hein will be getting his first taste of what summer is like for a Public Involvement Liaison. He joined the District Three staff in early June after eight years with the Kansas Department of Wildlife and Parks, and he’s had to hit the ground running. “I am looking forward to meeting the public in my new role as Public Involvement Liaison,” he said. “I have enjoyed the last few weeks of learning about the inner workings of KDOT and hope that I can help our customers learn more about us, too.” He’ll be manning the KDOT booth at the Norton, Graham, and Thomas County fairs. The two projects that will keep him the most busy this summer are in Goodland and Colby.

“County fairs probably take our public involvement program to its most ‘grass roots’ level,” is how Priscilla Petersen of District Four sums up the

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A facilitation fable

A long time ago in the far away kingdom of Dudley, lived a beautiful princess named Snow Anne Eyce. She lived in the glittering castle "Fayme," down by the river. Her beloved Prince Charmin lived in the castle "Gloree," 45 clicks north on the path called Dudley 333 (D-333). They liked to visit each other often, but D-333 was not in very good condition. The lovely Princess thought the path to Gloree was rough. Likewise, the Prince knew the way to Fayme had many twists and turns. The people who lived in the countryside felt the same. One day, the two royals decided to build a better road.

So, they gathered the best minds in all the land, titled them the Dudley Order of Transporteers (DOT), and challenged them to

create a road of which the kingdom would be proud. You see, D-333 was only wide enough for two horses of slender breed or one donkey pulling a freight-laden wagon. The royals wanted a road that could handle their coaches and have room to pass the donkeys at galloping speed. There must also be no sharp curves that would cause Prince Charmin's powdered wig to shift if taken too swiftly. The road would also have to address the concerns of people in the country villages while enhancing safe and efficient travel for all that would use it.

The people of Dudley wanted a better road, too, but feared that it might affect their way of life. Squabbles broke out among them as they argued about what should be done. DOT wanted to listen to the villagers, but had to find a way to sort through all the mixed messages. Communications within the kingdom would be challenging. There weren't enough birds for a random survey by carrier pigeon. News couldn't travel very fast because the union of Criers, Bards, and Storytellers (CBS) was on strike. What could be done? DOT decided to visit groups of people to talk about the road. To help sort through the arguments, they decided to use *facilitated meetings*. These meetings would have commonly understood goals, have a clear process for reaching

the goals, and would help empower and involve the residents. Furthermore, all that attended would learn of the variety of personal issues as well as those pertaining to the road. DOT chose *facilitators* to preside at the meetings, persons who could help the villagers accomplish common tasks; persons who were not quite leaders or chairpersons yet could keep a meeting on focus. These persons knew they had to set aside personal feelings to help the villagers and DOT.

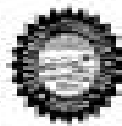
First, the facilitators assembled a team of fleet-footed young men to carry messages to the countryside. They bid these male carriers to place *agendas* at each village tree. The agendas listed the date, time, place, and order of the meetings. They included such items as introductory activities, a review of the agenda, the main topics, announcements, and time to

evaluate the meeting afterward. Then,

when it came time to meet, the facilitators greeted the participants and directed them to sit upon wooden milking stools

carefully arranged in a half moon shape. At the start of each assembly, the facilitators *set forth rules* for the meeting and asked if the group had other rules to which they all might agree. They *reminded* the assembly of its purpose and how its work would be used. During each meeting, one facilitator worked with the participants and sought to *clarify* their discussions when needed. The facilitator was careful first to discover the people's *concerns and issues* so they might be addressed in the road's plans. Then, knowing many people had *ideas about the road*, those ideas were solicited, perchance some of them would be useful. Another facilitator, meanwhile, listened carefully to the spoken words and *scribed notes* about them on *large sheets* of paper for all to see. In so doing, the villagers were assured that their thoughts were accurately heard. As each meeting closed, the people were promised that future messages would keep the villagers *informed* of the road's progress. Though some of the villagers were unsure of the

Communication: A Key to Success



Kansas Department
of Transportation

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Prepared

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General's office.

Why was KDOT involved? "We're there to provide support services as requested by the other agencies," said Susan Barker, staff engineer with the Bureau of Construction and Maintenance, who serves as KDOT's Emergency Preparedness Officer and acts as the liaison with the Kansas Division of Emergency Management. "Those requests could be for trucks or equipment, to place barricades, or even special signing," she said.

A member of KDOT's Bureau of Transportation Information was also on hand to provide help with news releases or information gathering that might be necessary as part of the coordinated public information effort.

Everyone involved in the exercise hopes they never have to deal with a real bioterrorist incident. But they also know it's true what Tom Ridge, Homeland Security Director, said in videotaped remarks to the participants. He recalled the old adage coaches use, "You play like you practice." The practice of Prairie Plague 2002 gave Kansas an edge should it ever have to play a real game of life and death involving bioterrorism.

Retirees

The following employees officially retired from KDOT on July 1.

Headquarters

Jerry I. Daigh, Right of Way Agent I in Right of Way - 38 years of state services.

Mary H. Deiter, Senior Administrative Assistant in Personnel Services - 12 years of state service.

Gary R. Koontz, Chief Geologist in Materials and Research - 37 years of state service.

Gene D. Nicely Sr., Right of Way Property Appraiser I in Right of Way - eight years of state service.

Duane A. Nigus, Change Order Technician in Construction and Maintenance - 49 3/4 years of state service.

nance - 49 3/4 years of state service.

District One

Leroy D. Jackson, Highway Maintenance Superintendent at Wamego - 42 years of state service.

Edwin D. Ireland, Engineering Technician at Atchison - 40 years of state service.

District Two

Henry L. Jones, Equipment Operator at Marion - 33 years of state service.

District Five

Troy L. Pribbenow, Engineering Technician Senior at Wichita - 32 years of state service.

Dear Mr. Drickey (District Two Engineer),

I am writing to express my appreciation for the condition of K-9 from Concordia to Beloit.

Our family recently made a late night trip home to Concordia from Woodston. We had traveled this road many times in the past month, but not at night. When we got on K-9 at Beloit, I almost immediately noticed the nice WIDE white stripe on the side of the road. Also, I noticed that the road seemed to have an allowance to the side, that made me feel safer. The rock edging also seemed to give even more of a margin for error if I needed it.

Many thanks to your crews for their unending efforts to keep us safe and traveling.

Please forward this thanks on to your dedicated staff.

Sincerely,
Lois Tracy & Family
Concordia

Dear Kansas Department of Transportation:

My wife and I recently enjoyed your state on our way to Yellowstone National Park. We took I-35 north to Wichita, US-54 west to Dodge City, US-283 north to WaKeeney and I-70 west to Colorado. The folks in your tourist information center were most helpful and friendly. Your rest areas were clean and well kept and I don't remember seeing any trash on your highways.

Thank you for helping make our trip a memorable one.

Vance Payne
Center, Texas

Markers

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location, there can be a quicker response time in an emergency situation.

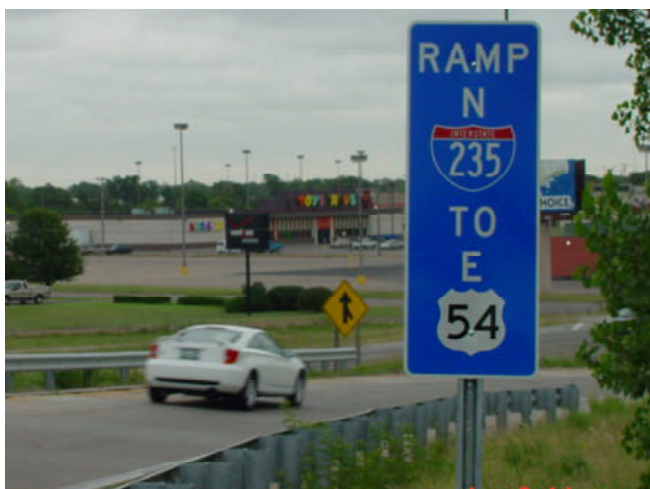
“If someone calls 911, the dispatcher will know exactly which interchange they are between,” said Don Snyder, Field Engineering Administrator in Wichita. “Sometimes there’s been emergency personnel driving up and down a road looking for the accident.”

The signs were placed along about 86 miles of highway in the Wichita area including I-135 from the turnpike to the Harvey/Sedgwick county line, I-235 from the south I-135 junction to the north I-135 junction, US-54 from west of Goddard to Andover, and K-96 from west of Maize to the US-54 junction. They also were placed on ramps at the major interchanges on I-135 and I-235. Snyder said a total of 940 signs are being installed – a few of the signs will not be installed until reconstruction projects on those sections of roadway are complete.

Most of the signs are placed on the outside shoulders on each side of the roadway. Some of the signs will be placed on concrete median barriers where available or banded to light poles on bridges. All the signs tell the direction being traveled, the route, the mile marker, and then the tenth of a mile number is below the horizontal line.

Paul J. Fulsom of Cedarvale is the contractor on the \$68,000 project in Wichita.

Paul Gripka, Field Engineering Administrator in Bonner Springs, believes the reference markers have been very beneficial in the Kansas City area. These markers were placed on



Route markers on ramps will be a big help for motorists to know their exact location in the Wichita area.

‘If someone calls 911, the dispatcher will know exactly which interchange they are between.’

Don Snyder

Emergency personnel would then respond to all the calls only to find out it was just one accident. “Steve Schlagel (Engineering

Associate) was going west-bound on I-70 recently and saw someone had hit a median barrier so he called it in,” Gripka said. “By being able to give them the exact location, they said the accident had already been called in.”

The markers have also been useful for highway maintenance projects, Gripka said. They are used to identify exact locations where patches or joint sealing needs to take place.

Kansas Highway Patrol Lt. Sam Mills, Troop A in Olathe, said the reference markers have worked exceptionally well.

“There’s no other way to do it in a highway traffic location like a metro area when responding to a call that requires you to be right on the spot,” Mills said. “Two tenths of a mile can mean the difference of which ramp to take to respond the quickest.”

The markers can also help prevent accidents. “If we know an object is in the road and know an exact location, we know when to slow down and start looking for it and can find it much easier,” Mills said. “It’s an excellent response tool.”

Fable

Continued from page 7

future, most respected DOT for having listened.

When the meetings were concluded, the transporters *reviewed* the villagers’ words and thereby knew their work on the road was meaningful. They were able, thus, to address the concerns and issues. They even read an idea or two that might be developed for the new road. Six fortnights later, the plans were presented for all to see. DOT

could now say how their plans addressed many of the villagers’ concerns and could *point to a few places* where some of the villagers’ ideas were adapted. Thus, the villagers knew DOT had been listening. And so it came to pass. Fourteen full moons later, the road was finished. Princess Snow Anne Eyce and Prince Charmin were delighted. The villagers were proud. The kingdom flourished. They all lived happily ever after. And that, dear reader, is how the kingdom of Dudley used *facilitated meetings* to help build a straighter, smoother road to Fayme and Gloree. The End.

Step Back in Time



The old deck of the Intercity Viaduct in Kansas City is removed during a bridge rehabilitation project in February of 1963.

Kansas recognized for online trucking services

Kansas has received national recognition for its online trucking services from the Federation of Government Information Processing Council (FGIPC). The 2002 FGIPC Intergovernmental Solutions Awards were presented to outstanding information technology innovators at the Management of Change XXII Conference in New Orleans in June.

The Information Network of Kansas (INK) and the Kansas Department of Revenue (KDOR) were recognized for the Kansas Online Trucking Portal and Motor Carrier Permit System located at www.truckingks.org. This service serves as a “one-stop-shop” for most trucking permits and information. Several new services will be added to the portal this year.

“TruckingKS is a leading example of providing government services online,” said KDOR Secretary Stephen Richards. “This application was designed in cooperation with the motor carrier industry in Kansas, partnering business with government. It represents the best in capturing and utiliz-

ing the flexibility and convenience of private sector-government electronic services.”

The portal is a multi-agency effort between INK, KDOR, KDOT, the Kansas Corporation Commission, Kansas Motor Carriers Association, and others. KDOT officials participate in the efforts of the Commercial Vehicle Information Systems and Networks (CVISN), a national trucking project.

“Receiving the Intergovernmental Solutions award is particularly gratifying because this portal represents a significant partnering effort among private and public entities,” said Secretary Carlson. “This successful partnership created an electronic gateway for the trucking industry to conduct business in Kansas that is now benefiting all the partners as the portal streamlines administration processes for both government and motor carriers.”

Awards were presented to IT solutions that successfully met all of the following criteria:

1. Intergovernmental — provide a ser-

vice involving two or more levels of government;

2. Value Added — new-business process reengineering/automated processes;

3. Existing Components — uses existing applications linked for better “seamless” government processes;

4. Tangible - Must have at least a prototype system that gets results, e.g., provides a new service not presently available;

5. Implementation — work has been implemented by March 31, 2002.

6. Availability — must be available and accessible regardless of economic or disability status.

7. Transferable — can be used by Americans regionally, but most favorably, nationally.

8. Use of Technology — Innovative or emerging technologies that have efficiently improved or changed a business process.

More information about the awards can be found at the FGIPC Web site: www.fgipc.org.

PILS

Continued from page 6

summer effort. She had the Kansas Sampler Festival in Independence in May, and will also be at the Allen County Fair. "Setting up our booths and talking with people at these fairs, although long and hot work, has its rewards. We've been able to quell some rumors and get the straight stories out regarding some of our projects - but mostly people just seem pleased that KDOT took the time and effort to be available. Plus, all ages love the free items and maps we provide!"

She's been keeping the media informed on a slew of projects in southeast Kansas, including the Parsons Bypass System Enhancement project, the US-169 widening project and some Major Modification work on I-35.

Martin Miller, in District Five, has had his hands full keeping the public informed about road closures and detours created by the U.S. Women's Open in Hutchinson as well as helping Newton area residents understand that city's new roundabout, and working with District Two's Greiser on the public involvement efforts for the K-61 System Enhance-

ment Project. He'll be setting up the booth at the Sedgwick County Fair in Cheney, which will be manned by people from the Wichita Metro Area office. "Going to the county fairs gives us an opportunity to meet with local residents

'We've been able to quell some rumors and get the straight stories out regarding some of our projects - but mostly people just seem pleased that KDOT took the time and effort to be available.'

Priscilla Petersen

in a more relaxed setting than our public meetings and we can talk about many KDOT projects that may affect their area," he said. "We also have the chance to provide other information such as seat belt usage brochures and state maps, so it is a good place to communicate with our customers about a wide variety of topics and to hear back from them."

District Six's Kirk Hutchinson is fitting in four fairs this summer, in Clark, Ford, Haskell, and Morton counties. "Our being at these fairs lets people put a face on KDOT and talk to real people about their concerns, questions, and complaints," he said.

A couple of high-profile projects are also on his plate- the Mary Street Interchange in Garden City and the US-54 project southwest of Liberal. He's also working on the public involvement effort for the US-50 System Enhancement Project west of Garden City.

All of the PILs agree that the KDOT presence at county fairs gets a big boost when local KDOT employees help man the booth. Hutchinson put it this way: "When our local employees participate in the fair, it reminds the public that the people working on the roads are their neighbors. This is a great opportunity to be more than a big state agency to the people we serve."

If you're interested in participating, give your local District PIL a call. They may be busy this summer, but they'll gladly take the time to talk with you!

M I L E S T O N E S

KDOT salutes its employees celebrating anniversaries in July

10 YEARS

- Michael Blau Garden City
- David Cronister Topeka
- Christopher Duling Erie
- Russell Howard Larned
- Ralph Isbell Oskaloosa
- Roland Malone Cimarron
- Victor Michel Garden City
- Donald Patrick Olathe
- Louis Thompson Topeka
- Keith Snyder Shawnee

20 YEARS

- John Clayton Great Bend
- Sharon Dodson Pratt
- Donald Taylor Topeka
- Rodney Yates Lamar

30 YEARS

- Dan Armstrong Topeka
- Gary Grollmes Holton

40 YEARS

- Allen Grunder Winfield

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

Albert Runnion in Garnett celebrated 33 years of service last month, not 40.

Secretary

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democracy is dreadful at a time when so many of our men and women are in harm's way around the world protecting our freedom. Imagine if they said, "Sorry, got a busy life, can't go fight right now."

It may be too late to do anything this year, but keep it in mind next time there's a filing deadline. Find that person who's always griping about the system and get them to run. Support someone who agrees with your views with your time and money. They may win. They may lose. But at least there will be competition, and our state is a better and stronger place when winners emerge from the battle of ideas instead of through forfeits.

Finally, you still have plenty of time to pursue another fundamental of democracy - make sure you vote!

Promotions/Transfers

Headquarters

Helen Bassett, Senior Administrative Assistant, Personnel Services

Brad Henry, Engineering Technician, Traffic Engineering

Robert Henthorne, Geologist IV, Materials and Research

Daniel Kahler, Senior Administrative Assistant, Chief Counsel

Brad Wilde, Engineering Technician Senior, Local Projects

District One

Michael Lyhana, Highway Maintenance Supervisor, Marysville

Kevin Palic, Engineering Associate III, Seneca

District Two

William Johnson, Engineering Technician Senior, Salina

Douglas Lind, Engineering Technician Senior, Marion

District Four

Frederick Mills, Engineering Technician Senior, Iola

District Five

Thomas Huffman, Engineering Technician, Hutchinson

Daniel Ochs, Highway Maintenance Supervisor, Hutchinson

District Six

Richard Coghill, Engineering Technician Specialist, Garden City

James Pittman, Professional Civil Engineer II, Garden City

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

Training Opportunities

◆ **New Employee Orientation**, August 1, September 5, and October 3, 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**, August 13-15, Topeka; September 24-26, Chanute.

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.*

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