

KDOT Translines

Bureau of Transportation Information

August 2003

KDOT helps cities in time of water crisis

'KDOT absolutely saved our day and we are very appreciative of the sacrifices made by their employees...'
Hillsboro Mayor
Delores Dalke

The need for high quality H₂O made KDOT water tankers a welcome sight when they came to Marion County on June 12.

A potentially toxic blue-green algae bloom had been found in Marion Reservoir earlier in the month, prompting the cities of Hillsboro and Marion to use alternate drinking water sources as a precaution.

The Kansas Department of Health and Environment took samples

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George Luna, Equipment Operator Senior at Marion, stands by a 5,000-gallon potable water tanker which delivered treated water directly into the storage tank for the City of Hillsboro.



Secretary Deb Miller and Area Construction Engineer John Riggins watch an I-70 bridge concrete overlay pour during her visit to District Three. Miller is visiting all the Districts this summer. For more details, see page 2.

Progress is continuing on Harrison Center

By Kim Stich

Incorporating new space allocation plans at the new KDOT headquarters building has delayed the project about two months, but progress is continuing on the Harrison Center renovation with offices tentatively scheduled to begin moving at the end of this year or early next year.

Even with the delays, the move is a positive step for KDOT. "We are going into a better environment and an overall better situation," said Dick Bauman, Headquarters

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- ◆ DEMONSTRATION A SOBERING EXPERIENCE

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- ◆ MAKE JOY YOUR GOAL, ENJOY LIFE'S DELIGHTS
- ◆ KDOT STATE FAIR BOOTH HELPS EDUCATE PUBLIC



Miller's Time

By Secretary
Deb Miller

What I did on summer vacation

I hope you've had an opportunity for some travel this summer. I know that I have and I've loved it! I'm right in the middle of making trips to each of KDOT's six districts. I've had the chance to spend two or three days in the districts meeting with KDOT employees, area civic leaders, and lawmakers.

Even though I'm no stranger to KDOT, I find I'm learning a lot by getting out and about. First of all, Kansas is big. Going out and driving our state roads gives me a new appreciation of the beauty to be found in different parts of the Sunflower State, from the rolling gypsum hills around Medicine Lodge to the wide open sunsets out west, to the vast green farm fields scattered across the southeast. Another thing I noticed: there sure is a lot of road work going on out there. We're right in the heart of the CTP and it shows. In District Four, it seems we drove right from one project to another. And while I'm sure all this work can

seem overwhelming at times, being busy is not only good news for us at KDOT, but also for the Kansas economy.

While out in the communities, I'm hearing again and again about the commitment and dedication of KDOT employees and I had a chance to see some of that for myself. When I stopped by Independence late one afternoon, I spoke with some employees who had stayed out until 3:30 a.m. the night before clearing an accident. During the meeting, some were called away again on a new accident. A number of times, city and county leaders made it a special point to let me know how much they appreciate the cooperative attitude KDOT employees show. It is clear that the district, area, and subarea offices and their employees are an important part of the communities they serve.

I originally envisioned these trips as an opportunity to get out and see operations around the state, meet KDOT employees and hear what's on their minds. And thanks to some frank discussion, I can mark this one "mission accomplished!" Among the things I'm hearing: comments about the new pay advice online system. Some found it frustrating. Others said they thought it was okay and would get easier with time. A big topic across District Four was the use of consultant inspectors instead of KDOT employees which is something I intend to look into further. And as you might guess, money matters are also an issue. From rising health care costs to the step increase freeze, tough economic times are taking their toll. I wish I could say the end was in sight, but it will likely be another tough year ahead. I am optimistic, though, that we will have sufficient funds to complete the CTP and I am confident that we will not have to suffer layoffs like other state agencies have.

This summer tour has also given me an opportunity to see some of the best in KDOT. In Hutchinson, I checked

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KANSAS DEPARTMENT OF TRANSPORTATION

Bureau of Transportation
Information
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Calendar of Events

August 8 — 9:30 a.m. Highway Advisory Commission meeting, Seventh Floor, Docking State Office Building.

August 12 - 11 a.m. KDOT Employees' Council Meeting, Seventh Floor Conference Room, Docking State Office Building.

August 20 - 2 p.m. - Construction Bid Letting, Capitol Plaza Hotel.

September 1 — State employees off for Labor Day.

September 5-14 — 9 a.m. to 9 p.m. - KDOT booth at the Kansas State Fair in Hutchinson. Booth located in the Eisenhower Building.

Drinking demonstration a sobering experience

By Stan Whitley

Sherriene Jones struggled six times to finish her news report, Mike Manns staggered on another trip to the restroom and Chris Gallagher craved a cigarette even though she doesn't smoke. It wasn't a normal day for the Topeka media personalities, but with good reason – they were legally drunk.

Jones, from KSNT-TV, Manns and Gallagher from KMAJ radio, and Cait Purinton from the Topeka Capital-Journal were taking part in a media event designed to educate the public about the dangers of drinking and driving. The event in Topeka was one of seven held across the state conducted by KDOT and the Kansas Highway Patrol (KHP). Assistance for the Topeka event included help from members of the Topeka Police Department and Shawnee County Sheriff's Department.

The participants spent nearly three hours in the Sheriff's Department training room consuming alcoholic beverages while law enforcement officials closely monitored their conditions. They began by drinking either Coors Light or Skyy Blue, a citrus malt beverage, for 1 ½ hours. Then their blood alcohol concentration (BAC) levels were taken and field sobriety testing was performed.

Dave Corp, KDOT's law enforcement liaison in the Bureau of Traffic Safety and a retired KHP trooper, coordinated the testing. Corp said he has administered the tests to more than 1,500 people - including law enforcement officers, judges and reporters - to help them learn first-hand about how alcohol affects drinkers.

"The sobriety tests have been designed scientifically and they have withstood 25 years of judicial scrutiny," said Corp. "The standard tests performed are a walk and turn, one leg stand while counting by thousands and the horizontal gaze nystagmus (eye testing)."

All four of the participants were under the legal limit of 0.08 the first time their BAC was tested, but they were not allowed to know the levels. They performed relatively well in the field sobriety testing, but then after another 1 ½ hours of drinking it was a different story.

Purinton, who consumed four drinks, reached a blood-alcohol level of .089 percent. Jones, with five, got a reading of .092 percent. Gallagher had six beers and reached .103 percent, while Manns consumed 10 and reached .102 percent. Corp said Manns' heavier body weight enabled him to drink more alcohol than the women yet have a similar blood-alcohol level.

The four also struggled and made numerous mistakes as



KSNT reporter Sherriene Jones has her blood alcohol concentration level taken by Dave Corp, KDOT's law enforcement liaison in the Bureau of Traffic Safety. After five drinks, Jones was legally drunk with a 0.92 reading.

they tried to do the field sobriety testing exercises.

Purinton said she felt drunker taking her first BAC test, which registered .054 percent, than her second, which was higher. Corp said it is common for people to feel less drunk as they consume more alcohol.



Mike Manns, KMAJ radio personality, fails the horizontal gaze nystagmus (eye test) after consuming 10 beers.

Jones said afterward that the drinks left her feeling very light-headed and slow to react.

"I know at this point I wouldn't be driving," said Jones. "That's just fine with me because I'm afraid of what might happen."

Drinking demonstrations were also held in Salina, Hays, Pittsburg, Wichita, Garden City and Johnson County. Assistance was provided by KDOT's District Public Involvement Liaisons, KHP Public Resources Officers and Breath Alcohol Unit troopers.

Recently, some drivers in Kansas actually found out what it's like to perform a field sobriety test after they have been driving. Between June 27 and July 13, KDOT funded 21 sobriety checkpoints and saturation patrols and law enforcement agencies statewide conducted independent impaired driving enforcement.

Last year the sobriety checkpoints were effective in removing drunk drivers and contributed to the more than 21,800 DUI arrests in the state. Still, of the 511 people killed on Kansas roadways, 102 died in alcohol-related crashes.

US-36 Meeting



District Three Engineer Chriss McDiffett, District One Engineer Roy Rissky, US-36 Highway Association President Steve Hanes, and District Two Engineer Don Drickey attended the US-36 Highway Association's annual meeting on June 13. The three District Engineers discussed projects that are planned, underway, or have been recently completed on US-36 in their Districts.

Welcome new KDOT employees!

Headquarters

James Anstaett, Engineering Technician, Materials and Research
Deborah Cisneros, Administrative Assistant, Local Projects
Zack Phillips, Information Technology Consultant II, Computer Services
Robert Reynolds, Applications Programmer Analyst II, Computer Services

District Four

Ken Farmer, Engineering Associate I, Pittsburg

District Six

Tammy Hutcheson, Safety and Health Inspector II, Garden City

Gypsum Hills Scenic Byway designated

Signs marking a 41-mile stretch of US-160 between Medicine Lodge and Coldwater were unveiled for the Gypsum Hills Scenic Byway on June 24. It is the sixth Scenic Byway to be named in Kansas.

The route travels through Barber and Comanche counties. There is a scenic overlook about three miles west of Medicine Lodge and a loop/scenic overlook nine miles west of Medicine Lodge on the north side of the road, according to Fred Markham, Landscape Architect II in Design.

"The valley of the Salt Fork of the Arkansas River near the Oklahoma line reminds me of the scenery in an old Roy Rogers' movie," said Markham said. "There are equally scenic drives on well-maintained dirt roads north of US-160 to Lake City and Sun City and points north along the Medicine Lodge River, and southward to the Oklahoma

line in Barber County."

"Flowerpot Mound" and "Twin Peaks" are two geological formations that can be found along the route. Other points of interest include the Carry Nation Home in Medicine Lodge, the Stan Herd Gallery in Protection, and Herd outdoor murals in Coldwater, Protection, and Wilmore. Wildflowers can be seen along much of the scenic route.

The Sunflower Resource Conservation and Development Area office coordinated the nomination for the scenic byway. To become a scenic byway, groups must provide a mile-by-mile evaluation of the route in both directions as well as a corridor management plan and other information involving how they intend to preserve, enhance, and promote the route for economic



Local and state officials gather after the unveiling of a new sign marking the Gypsum Hills Scenic Byway.

development and tourism.

All the information is reviewed by the Kansas Scenic Byways Committee. For more information, contact Deborah Divine, Kansas Scenic Byways Program Manager, at 1-800-684-6966. **-K.S.**

Keep on swinging

By Kirk Hutchinson, District Six
Public Involvement Liaison

Yesss! Put one in the win column. I thought my little league baseball team was never going to win. We weren't even close - getting pummeled by scores of 15-3, 15-1, 12-0, and so on. When we fielded the ball, it looked like a giant pinball game - the ball was ricocheting everywhere. When we hit, we were dinking little dribblers at the infielders. When the other guys hit, they all looked like Barry Bonds.

But last week, for one night, we were George Brett and the 1980 Kansas City Royals. It felt great to finally get a win.

There have probably been days when the KDOT team overseeing the K-27 reconstruction in Morton County wondered if they'd ever get a win. Despite their best efforts, they couldn't seem to win for losing.

The reconstruction of K-27 north of Elkhart is a major undertaking that began last year and will continue through November of this year. It calls for replacing two bridges, rebuilding several miles of roadway while rehabilitating other stretches, and re-routing the highway around the north side of Elkhart instead of running straight through town. County roads are few and detouring

traffic on state routes can turn a 10-mile trip to Elkhart into a 50-mile marathon ("Use the bathroom before we leave, because we're not stopping for an hour"). Compounding the challenges, the highway runs through the Cimarron National Grasslands, virtually eliminating the possibility of putting traffic on shoofly detours.

The original plan called for closing the highway during the most

completed sooner than planned, but a key subcontractor wasn't readily available to tackle the accelerated schedule and that led to delays. Second, equipment that would have been needed later was needed now and had to be forced into working condition. Then it rained... and rained... and rained. Suddenly Morton County looked like southern Louisiana - there was water everywhere and it turned the K-27 roadbed into a swamp. There was no way anybody was getting through.

Then came the phone calls from anxious farmers wanting to know if they'd be able to get their wheat to the grain elevators using K-27. Of course, farmers aren't the

only ones who use K-27. People who work or shop or just want to visit someone in Elkhart didn't want to continue driving an extra 40 miles. I took several complaints over the phone and I know Rod Nix, Engineering Technician Specialist from Liberal, and his team of inspectors sustained a barrage of verbal (and some visual) objections out on the job site.

In baseball movies, you just keep swinging until something good happens. Sometimes that works in the real world, too (witness the 2003 Kansas City Royals). The contractor on the K-27 job had no choice but to keep swinging and like a determined coach KDOT kept pushing the team until the goal was reached. The road opened to traffic (with a 24-hour pilot car operation) in time for wheat harvest.

I call that a win.

And that's the view from here.

Communication: A Key to Success



Kansas Department
of Transportation

intensive phase of the project. That was scheduled for this summer and we held two public information open houses - one last spring and one this spring - to warn people about the road closure. We didn't create much of a stir last year, but this year, with the road ready to close and farmers desperate for a decent wheat harvest, the local folks pushed to change the plan.

So we did. Working with the contractor, KDOT came up with a plan to close the road for a few weeks instead of a few months. The goal was to get the road open to traffic (even if that meant running a pilot car operation around the clock) by June 16 - just in time for wheat harvest in Morton County. It was doable, if nothing went wrong. When was the last time that happened?

First, the contractor had to scramble the schedule to get work

Internal Survey aids Partnership Project

Editor's note: To keep you informed about the progress of The Partnership Project, watch for updates each month in Translines.

Did you take part in KDOT's 2002 Internal Survey? Then you're a part of the Partnership Project. The project team plans to use information gathered in the survey as part of its data in the top-to-bottom review of the agency. The Partnership Project is focusing on how the agency can work better and more efficiently with its internal and external partners. The final report from the Internal Survey Implementation Team (ISIT) provides an important source of information and ideas gathered from KDOT employees.

More than 1800 of KDOT's 3200 employees completed the survey and after careful analysis, ISIT came up with a number of recommendations based on the four agency-wide priority initiatives created after the 2002 internal survey. The four initiatives are: 1) KDOT will examine and ensure that our processes and systems for external business partner accountability are adequate and effective.

2) KDOT will continue to emphasize meaningful performance feedback and to hold supervisors/managers accountable for reacting to poor employee performance. 3) KDOT will encourage its employees to use resources wisely. 4) KDOT supervisors/managers will provide a work environment that encourages all employees to excel.

Among the recommendations from ISIT are some which get right to the heart of what the Partnership Project is all about. For example, one suggestion is to develop a post-construction review program. This idea would have construction, maintenance, and design personnel follow a procedure to physically inspect projects after completion to allow KDOT to learn from past experiences and apply that knowledge to future projects in a more consistent way. Another recommendation suggests developing a formal process for thorough, consistent feedback to KDOT's external business partners and internal field staff on construction project issues. A goal of the process would be to help more clearly define the term "partnering" and the role it should play in a project. ISIT also has a recommendation for internal operations. It suggests that the Division of Operations look for more opportunities to inform, educate, and involve maintenance employees before, during, and after construction contracts.

When it comes to improving efficiencies within the

Info Line expands

The Partnership Project is tapping into the resources of KDOT's employee Info Line as another way for employees to give their input. The Info Line is a pilot project that gives KDOT employees a toll-free way to get answers on work-related issues and questions. Now that same number will also offer a way to submit Partnership Project ideas.

When calling the toll-free number, employees should let the receptionist know that they have a Partnership Project idea. The information, opinions, or suggestions will be recorded and entered into the project's database and kept confidential.

This new role means the Info Line pilot project will be extended until September. In addition to submitting Partnership Project ideas, KDOT employees can continue to call the Info Line to speak with human resources professionals on work related issues.

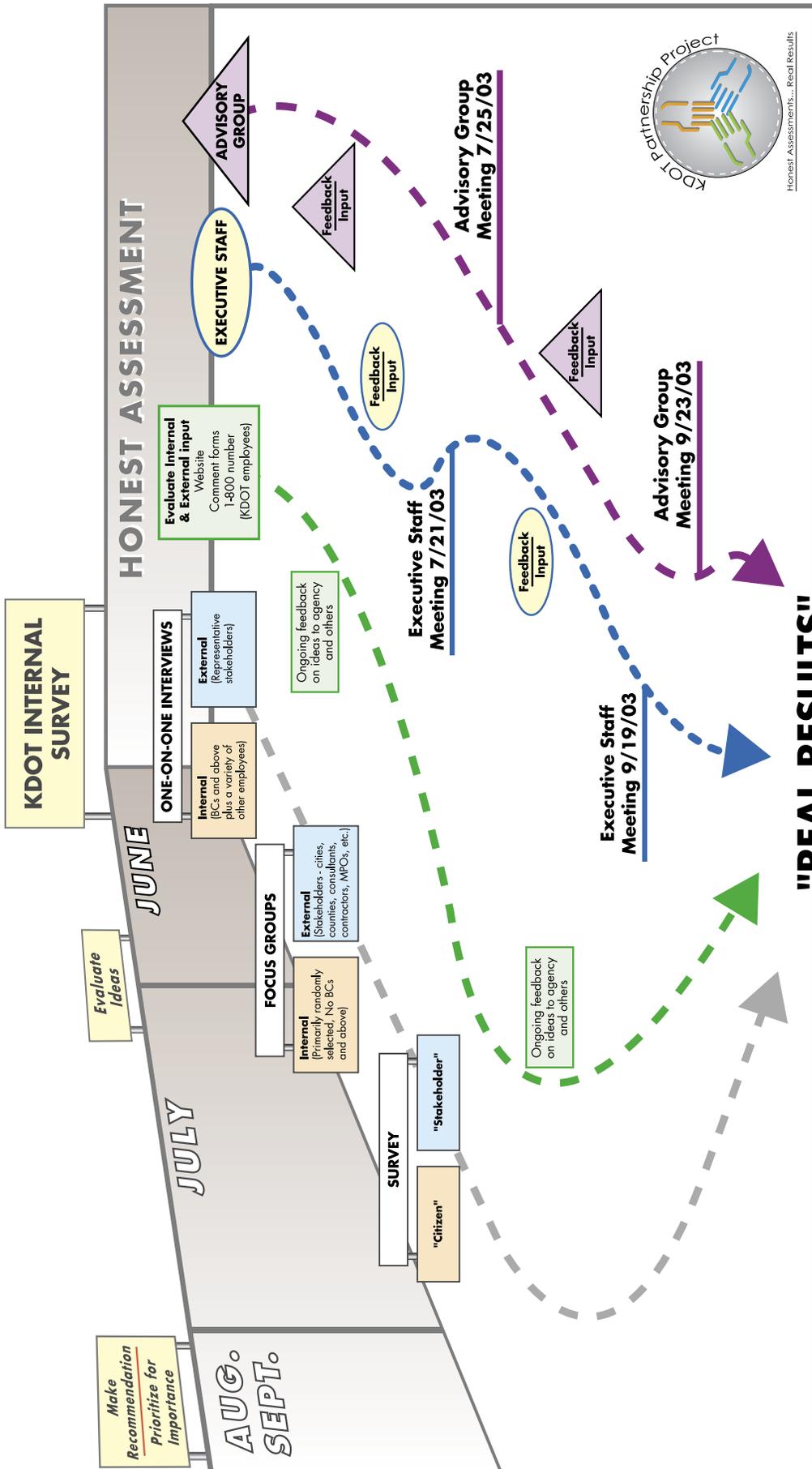
The info line number is (866) 222-1506. It is staffed from 8 a.m. to 5 p.m. Monday through Friday. Partnership Project ideas can also be submitted through the Honest Assessment forms available on the project Web site. You can get to it by clicking on the project logo on KDOT's internet (www.ksdot.org) or intranet pages.



Honest Assessments...Real Results

agency, ISIT offers several ideas. One deals with looking for ways to establish clearer purchasing guidelines to simplify doing business at the local level. Another suggestion points to the need for proper planning of work tasks and projects for the wise use of resources. In addition, ISIT says the agency needs to find ways to encourage and reward efforts to recycle, reuse, or reclaim surplus property for a more efficient use of our resources.

These suggestions and more are all part of the 2002 Internal Survey Final Report from ISIT. The plan is for KDOT managers to begin using the results as a resource when looking for areas of improvement. The Partnership Project will incorporate the survey ideas as part of its data gathering and will have its final list of recommendations later this year.



Keep Ideas Flowing

Plenty of ideas are making their way into the Partnership Project from many different sources. The project team has put together a chart (on the left) to help explain how it hopes to keep ideas flowing through the process.

Input sources include one-on-one interviews, focus groups, the Honest Assessment inputs (Web site forms, comment forms, and the 800-number), and surveys. Project data will also incorporate recommendations from the KDOT 2002 Internal Survey (see story on page 6).

The project team will then compile the raw data from all the internal and external sources. That information will be processed through the Partnership Project Advisory Group and KDOT's Executive Staff. A final Partnership Project report outlining recommendations and priorities to achieve Real Results is expected in late Fall 2003.

With this tight timeline in place, time is running short to submit your ideas to the project. You can get to the Honest Assessment Input Form by going to either the KDOT internet (www.ksdot.org) or intranet sites or you can call the KDOT Info Line (see story on page 6).

Dear Sir:

Would you please pass along to those involved our thanks and congratulations on jobs well done. We had the occasion to travel through Kansas on I-70 from the border to Salina, I-135 to Wichita, US-400 to Parsons, and US-59 out of the state. In Goodland we picked up your 2003-2004 Official State Transportation Map of Kansas for the real experience. We followed the Physiographic Provinces as we traveled. If you check our route, you will see how many of the areas we covered.

We found it most interesting to watch for the changes. My husband graduated with a degree in geology, so he was able to add to the enjoyment of the trip. Then we stopped at the rest area that is northeast of the intersection of US-400 and US-169. There you have created a short interpretive walk about the prairie grasses and with the wildflowers at their finest. This proved to be a wonderful break from our driving. It was there I decided that I wanted to let someone know that your work is enjoyed and appreciated.

Sincerely,
Kathy Fidler



LETTERS TO THE EDITOR

Dear Gary Moulin (Area Superintendent),

On June 18, I had the opportunity of working with several of your employees at a fatal collision on US-24 at approximately Milepost 360. Due to the large amount of traffic and the accident scene itself, a decision was made to request the assistance of the Kansas Department of Transportation and their personnel for traffic control. US-24 had to be shut down for approximately eight hours due to this accident.

Not only did your personnel respond quickly but, upon arrival, immediately set up and relieved other law enforcement officers in their traffic control duties. Their arrival in approximately 33 minutes after the request was made is and of itself, amazing.

I wish to thank the following gentlemen for their help at that accident, and to let them know that all the officers at the scene did truly appreciate their enthusiasm and help: Kenneth DeLong, Larry Rohr, Jeff LaCrone, Frank Ortega, and Scott Crawford (from Area Four in Topeka).

Once again, please let them know we truly appreciate their help.

Sgt. Michael Marnach
Topeka

Move

Continued from page 1

Relocation Manager. "Our offices will be consolidated into one building and we will also have more resources in the Harrison Center. With all the work that's being done to upgrade the infrastructure and the new finishes such as new paint, carpeting, and ceiling tiles, the facility will have a much better working environment."

Bauman said Gould Evans Associates, the project architect, reviewed the state space standards developed by Department of Administration and found that one floor could be opened for another tenant in the building by using the new standards. The space layouts are being revised and will be reviewed with KDOT managers before construction activities on offices recommence.

"Construction activities are still going on regarding infrastructure and common use areas," Bauman said.

Some of the space standards for offices and cubicles differ from the original plans, some do not. It's not a

blanket statement that all offices will be smaller.

"You've got to look at each individual situation," Bauman said. The Executive Committee did reduce their office sizes even further than what the standards indicated.

No significant changes have been made to the work rooms, conference rooms, or break rooms. The KDOT library, exercise room, auditorium, and cafeteria also will stay the same.

Parts of the renovation are complete including removing and storing the Hayworth furniture and removing the asbestos. Replacing the electrical service/transformer, portions of the plumbing system, and telecommunications wiring are all underway. Lighting controls with sensors will be installed as well as sprinklers, a new fire alarm system, security system, and building management control system that will allow for better temperature control and overall environment.

"It will be zoned so that if there's a hot or cold area, that zone can be change as opposed to trying to control

the whole floor," Bauman said.

The parking lot will receive a new overlay and will be restriped with new lighting and security to be added. There are 550-600 parking spaces available.

DFM is working with Rehabilitation Services for the Blind to select a vendor for food service. Bauman said the plan is to serve breakfast and lunch and have food available in vending machines. Lunch offerings will include soups, sandwiches, prepared salads, and possibly one entrée per day.

The chilled water system pump is being replaced with a new pump. That pump has the capability to filter the water going into the drinking fountains.

"We will also provide filtered water at the faucets in the break rooms. So we'll have access to filtered water in the drinking fountains and also on the break room faucets. We are trying to avoid bottled water use by filtering as much as possible," Bauman said.

Each office has selected a move coordinator to provide communications to the group. Pre-move and post-move

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Make joy your goal, enjoy life's delights

"I just want to be happy," but happiness is fleeting. It comes when certain things happen and goes when they don't. Joy, on the other hand, is a life style that does not depend on circumstances or people. Joy comes from evoking our power to live life on our own terms. As we make choices which result in health and satisfaction, joy fills us and we experience happiness as a reward.

Joy is a mindset - a powerful, all-encompassing optimism that strengthens our families and workplace, as well as lengthens our lives. It does not come from things, circumstances, or entertainment. It comes as we consciously choose life strategies that produce a "health of the soul." It comes as we accept and appreciate what we have.

Joy comes from realizing the importance of today. We probably take the gift of life for granted unless we've been shaken by a disaster recently. Worrying about yesterday's mistakes or tomorrow's possibilities can keep us from appreciating the here and now. We all have unlimited opportunities to experience wonderful things when we take the time to appreciate today. "Many of us miss out on life's big prizes - the Pulitzer, the Nobel, Oscars, Emmys. But we are all eligible for life's small pleasures - a pat on the back, a kiss behind the ear, a four-pound bass, a full moon, an empty parking space, a crackling fire, a great meal, or a glorious sunset. Enjoy life's tiny delights. There is plenty for all of us."

Joy comes from appreciating what we have. Counting our blessings is practicing an attitude of gratitude, but we must consciously focus our minds on the positive lest we forget how good we have it. It's important to remember if we have food in the refrigerator, a roof over our heads, clothes on our backs

and a place to sleep, we are richer than 75 percent of the people in this world. If we have money in the bank or even change in a dish, we are among the top 8% of the worlds' wealthy. If our teenager is watching TV instead of doing the dishes, he is at home and not on the streets. There is plenty to be grateful for if we choose to look.

Joy comes from staying in control of our reactions and emotions. Tragedy can make us bitter or better. Most of us experience times when we think things are terrible, but we eventually find the good in those events if we look. If we want to do more than survive, we must push on to thrive. Remembering that life is a circle of the good, the bad, and the ugly gives us strength through the rough times and helps us affirm the positive even when life doesn't feel good. Joy always returns as we begin to recognize what felt like the end turn into a beginning.

ALL ABOUT ATTITUDE

By
Carla
Mumma

Joy comes from accepting the inconveniences of life and stepping over them. "Men do not trip on mountains; they stumble on stones." It is the small things that drive us crazy—the rude coworker, the traffic jam, or the meeting that is a total waste of time. It is the day-to-day living that wears us out if we don't learn to deal

with the irritants. We can get the meeting back on track, ask rude coworkers to come back later, or sing happy songs in slow traffic. It is within our power to maintain a positive attitude and lift the atmosphere around us in spite of the "small stuff."

Joy comes when we get out of our rut and do what we love—painting, reading, fishing, gardening, woodworking, etc. When we stop making time to do those things we love, it can cause us to stop enjoying anything. Make time for these important things that bring satisfaction, and do what has given you joy in the past. Do what you love and love what you do.

Joy and optimism add life to our years and years to our life. Joy extends life by lowering blood pressure and reducing cholesterol. Research shows optimists live longer. Optimism actually does more good than exercise! So take charge of your attitude - affirm life. Make joy your goal, and you'll find happiness along the way.

Move

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handbooks will also be distributed.

"We will hire a contractor to do the actual move," Bauman said. "Employees will pack up their offices and cubicles and will be responsible for moving their personal items. The contractor will move everything else into offices that are already set up."

Hayworth furniture purchased

from the building will be set up for offices moving in phase one, which will include all those offices in Thacher Building, and phase two. The Herman Miller furniture in Thacher will then be moved to the new building for phases two and three. Phase two will primarily be the offices moving to the west wing of the new building and a couple floors of the tower. Phase three will be the Division of Engineering and Design and any remaining bureaus.

Although both types of furniture will be in the building, Bauman said they plan to install only one type of furniture on each floor.

Additional articles with updates on the move will be published in future editions of Translines. The Headquarters Relocation site on KDOT's Intranet will also be updated with current information when the redesign of the offices is complete.

Secretary addresses contractor concerns

By Jim McLean

Secretary Deb Miller, in a speech to key stakeholder groups, discussed the differences between the Comprehensive Transportation Program (CTP) and its predecessor the Comprehensive Highway Program (CHP).

During a special meeting held the day before the June lettings were announced, Miller told contractors, consultants, and other members of Economic Lifelines that the emphasis of the CTP is different from that of the CHP because of the success of the first program and the changing needs of the state highway system. She said when the Kansas Legislature authorized the CHP in 1989 the surface condition of many roads in the system was deteriorating. But because so much attention was paid to correcting those problems in the CHP, the priority needs had changed by the time the CTP was passed, dictating that more reconstruction and geometric improvement work be done in the



Secretary Miller takes time to meet with individuals and answer questions following her presentation at the Kansas Contractor's Association meeting in Topeka.

second program, she said.

"We did a great job in the CHP of restoring the surface condition of the state highway system after years of neglect in the 1980s," Miller said. "Because of that, we've been able to address other urgent needs in the CTP."

To illustrate her point Miller said

that non-interstate major modification projects totaled 205 miles during the CHP. Much of that was resurfacing work. But non-interstate major modification projects are expected to total only 75 miles during the CTP

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KDOT State Fair booth helps educate public

What's round, orange, and weighs 200 pounds? How much butter does it take to build a life-size horse? Where is the only place you can find a Pronto Pup?

The answers to these questions and more can be found at the Kansas State Fair in Hutchinson. This year's event will take place from September 5 to 14.

The KDOT booth will once again be located in the Eisenhower Building in the middle of the fairgrounds giving people the opportunity to learn more about transportation in Kansas. Operational hours will be from 11 a.m. to 10 p.m. on opening day, 9 a.m. to 9 p.m. Sunday through Thursday, and 9 a.m. to 10 p.m. on Friday and Saturday.

In addition, this year the KDOT booth will be one of the stops on the Great Hunt for Your Health and Environment's scavenger hunt. The hunt takes participants to all corners of the state fairgrounds to learn more about organizations and activities that take place to help the environment.

"KDOT works hard to recycle materials such as asphalt. The agency also focuses on ways to help the environment while accomplishing its goals," said Krista Roberts, Public Information Officer. "The scavenger hunt will help

increase overall awareness of ways companies strive to be environmentally friendly as well as things people can do to recycle and protect the environment."

As always, the booth helps to educate the public about KDOT programs such as "Give 'Em A Brake" and "Safe. Not Sorry," provide project information, and safety-related information. People who stop by the booth can also play a trivia game to learn more about transportation. Promotional items highlighting agency programs and important informational numbers will also be available.

KDOT personnel from Transportation Information and District Five work together to staff the booth. "The success of our booth comes from the outstanding assistance by the many volunteers from the District Five office," Roberts said. John Wiens, Engineering Technician Senior, works with the volunteers to help coordinate the operation of the booth.

The KDOT Safety Belt Education Office and the KDOT Drunk Driving Prevention Office will share the booth to provide additional safety information.

This will be the 91st year of the State Fair. — **K.S.**

Miller's Time

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out a system they're using that burns waste motor oil for heat. At the East Wichita Subarea, I saw an example of KDOT community cooperation where instead of building a salt dome, we came up with an underground salt "bunker." Plus in Pittsburg, I got to check out one of KDOT's new wash bays. And in Norton, I saw how we're helping improve small airports that are so critical to their communities.

One area of concern as I make my way around the state is about the Partnership Project. Even though there is a lot of information out there, it seems some people still don't know much about this project that I see as vital for the future of KDOT. It is a real opportunity for us to take a sincere look at what we're doing and how we can do it even better. I encourage you to learn more about it through articles in Translines, your district newsletters, weekly e-mail updates on the Intranet and on the Internet project web site: <http://www.ksdot.org/public/kdot/partner/partnership.htm>.

As I continue my summer tour - future districts beware - a bit of a bar has been set. Whether it was fabulous pie in Yoder, our steaks from the singing chef in Thayer or the chance to dine over the "Rooftops" of Hays, I'm developing a real taste for Sunflower State cuisine and I look forward to experiencing the flavor of your communities as well.

BROWN BAG

LUNCH

Topic: Capitol Complex Renovation

Speaker: Barry Greis, Statehouse Architect

Date: Wednesday, August 6

Time: Noon to 1 p.m.

Place: 4th floor conference room, Docking State Office Building
Employees are invited to attend.

Water crises

Continued from page 1

from the reservoir and verified they contained three species of algae that may create a toxin when it dies. The algae blooms result from the presence of nutrients in the water, nitrogen and phosphorus along with temperature and other environmental conditions stimulating the algae growth.

Looking for help from the state, Marion County officials requested equipment and manpower from KDOT to cope with the disaster. District One supplied the equipment and District Two, Area Three, the manpower.

"KDOT absolutely saved our day and we are very appreciative of the sacrifices made by their employees to haul water around-the-clock for 13 days," said Hillsboro Mayor Delores Dalke. "We could not have made it through this crisis without the help of KDOT. Everyone at KDOT that was involved with helping us deserves a pat on the back."

Two 5,000-gallon water tankers were sent to Marion County to haul water, according to KDOT Area Engineer Joe Palic. They were put to good use hauling water until testing was completed and a plan devised to treat the water.

"We hauled potable water directly into the storage tank for the city of Hillsboro from two different locations,"

said Palic. "We hauled from a rural water district storage tower about three miles northwest of Hillsboro and then switched to hauling treated water from McPherson to allow the rural water district to refill its tower."

KDOT crews hauled water non-stop for 13 days to help Hillsboro, which required 160,000-200,000 gallons of water a day to maintain the city water supply.

Marion had a back up source of water, but KDOT hauled water to the city for 12 hours a day to help supplement its supply. Palic said non-potable water was hauled from Marion County Lake, located about three miles southeast of Marion, to the city water plant for treatment.

All mandatory water conservation in Marion County ended June 27 and pumping began using Marion Reservoir as the water source.

Pumping resumed after officials received results of more than a week's worth of testing of algae-infested reservoir water processed using a new treatment procedure that Hillsboro's and Marion's waterworks implemented.

The treatment involved injecting powdered activated carbon, normally used to improve water's taste at one point in the treatment process, during a different step in the process to remove unsafe quantities of the blue-green algae and its toxins.

M I L E S T O N E S

KDOT salutes its employees celebrating anniversaries in July

10 YEARS

Janet Cook Topeka
Chris Huffman Topeka
Shane McConnell Hutchinson
Harlow Vader Ulysses
Manuel Valadez El Dorado

20 YEARS

Benny Pontious Marion

40 YEARS

John Kleinschmidt Topeka

30 YEARS

Mike Crow Topeka

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

Promotions/Transfers

Headquarters

Terry Blackwell, Engineering Technician Senior, Topeka
Chriss Huffman, Professional Civil Engineer II, Traffic Engineering
Steve Rockers, Professional Civil Engineer II, Design
Eric Rooker, Engineering Technician Associate, Right of Way
Ronnie Swogar, Highway Maintenance Supervisor, Emporia
Kathleen Twombly, Engineering Technician Senior, Topeka

Terry Wood, Right of Way Agent II, Headquarters

District One

Bret English, Engineering Associate III, Olathe
Ben Naastad, Engineering Associate III, Topeka

District Two

Paul Mutschler, Highway Maintenance Supervisor, Minneapolis
Stephen Schlagel, Professional Civil Engineer I, Ellsworth

District Three

Douglas Hecker, Equipment Operator Specialist, Russell

District Four

Robert Miller, Engineering Technician Senior, Independence

District Five

Dennis Hermanson, Professional Civil Engineer II, Hutchinson

District Six

Frank Hipp, Highway Maintenance Supervisor, Garden City

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

Concerns

Continued from page 10

because the work being done includes more reconstruction, she said.

A good example of the kind of work being done in the CTP is the planned reconstruction of US-59 between Lawrence and Ottawa, Miller said.

Miller assured contractors that the state's budget problems haven't caused the Department to slow down its work. She said that the \$1.8 billion that had been spent through Fiscal Year 2002 in the CTP was only \$22 million short of

original projections.

"We haven't slowed down a bit and we don't intend to," Miller said. "There are some good years ahead for contractors."

Because of budget cuts already sustained, KDOT's cash-flow projections show a \$350 million operating deficit by the end of the CTP in Fiscal year 2009. Still, Miller said she is confident that by doing things such as revising interest rate and investment earnings assumptions to reflect actual experience the Department can still complete all of the announced

projects in the CTP. But as she has said in presentations to legislators and civic groups across the state, Miller warned that if the Department suffers additional cuts in the 2004 legislative session the CTP would have to be scaled back.

"I don't want to do that and neither does Governor Sebelius," Miller said. "We intend to work with transportation supporters in the Legislature to ensure that we keep the promises we've made to the citizens and communities of this state."

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