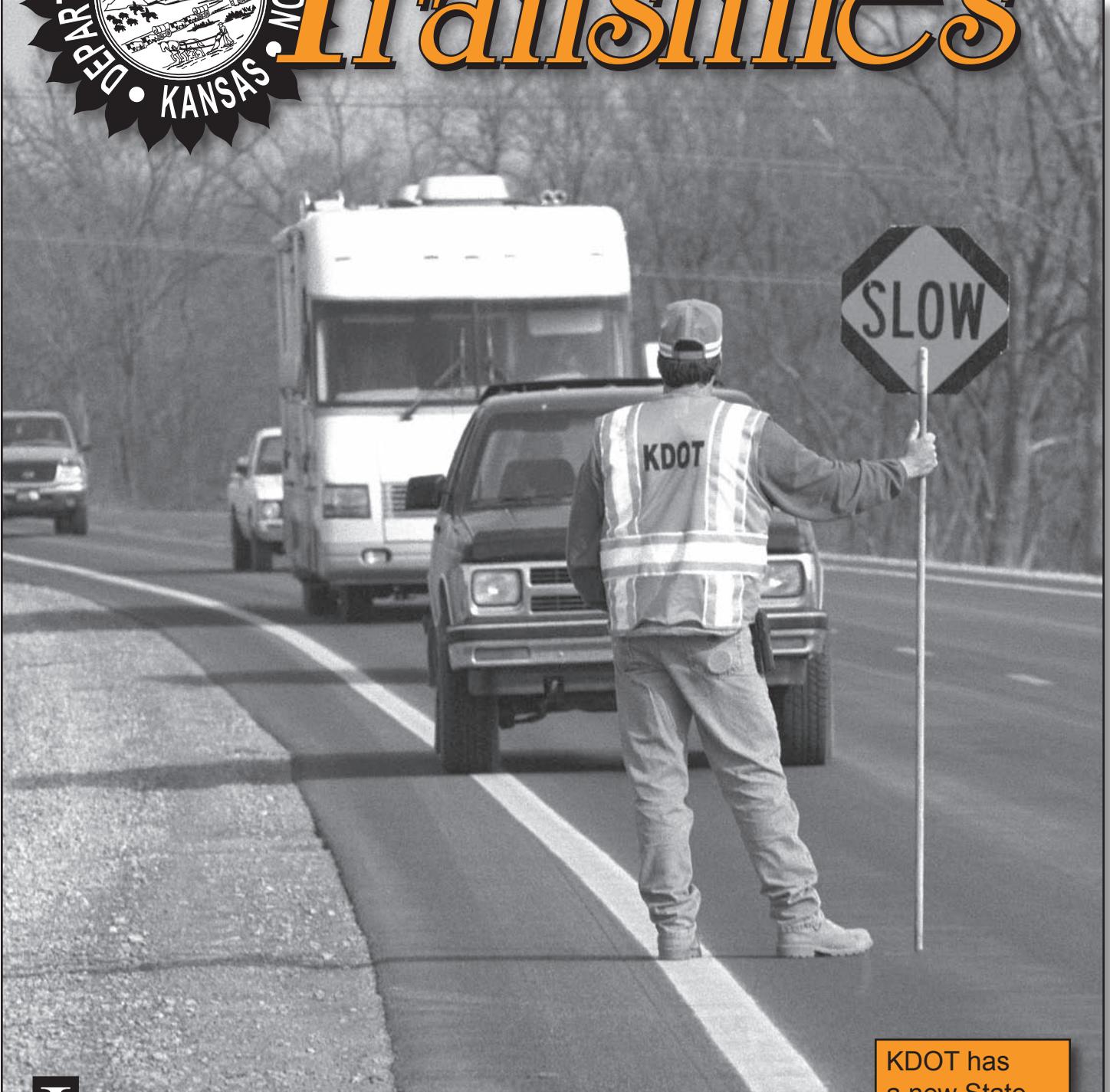




# Translines



## Inside ...

- ◆ *The Driving Force focuses on safety*
- ◆ *Construction continues across Kansas*
- ◆ *Help in searches under water*
- ◆ *When given an opportunity, take it*
- ◆ *Bridge takes a hit*

KDOT has a new State Transportation Engineer.

*See page 3*



## Miller's Time

By Secretary  
Deb Miller

# A drive for change

Highway fatalities are simply the natural consequence of driving on our roads, right?

Wrong.

As drivers, we do have control. Statistics show that 99 percent of crashes are the consequence of driver behavior. Change the behavior and you can change the statistics.

That's our goal and to accomplish it, a special task force – The Driving Force – will meet for the first time on April 7 at Salina to begin crafting a plan that will be used as a blueprint to lower highway fatalities in Kansas. A story about the task force appears on page 3. I believe the work of the task force has the potential to change the way Kansans think about roadway safety and in doing so will reduce highway fatalities and make for a healthier Kansas.

The task force is the next step in the Kansas Safe Driving Campaign that began last year with the goal of reducing highway fatalities. The Kansas Highway Patrol and the Kansas Department of Health and Environment joined with KDOT to raise awareness of the number of people being killed in vehicle crashes. From comments made at a series of community forums throughout the state it became clear that highway fatalities are a multi-faceted problem with no single solution.

I am pleased that Governor Sebelius recently appointed Jeff Boerger, President of the Kansas Speedway in Kansas City, Kan., and Darlene Whitlock, Trauma Project Coordinator for Stormont-Vail TraumaCare in Topeka, to chair the task force. Both have a strong interest developing strategies that will reduce fatalities and I know they will be excellent

leaders. Members of the task force come from a broad range of backgrounds including medicine, law enforcement, insurance, religion, education, politics and more. The task force will draw on these diverse view points to create an agenda that will keep this effort organized and focused.

The task force will take a fresh approach to developing and recommending a broad-based set of measures to address road fatalities. Their work will be organized around the concept of “before the crash,” “at the crash,” and “after the crash.”

One of the speakers at the first task force meeting will be Rudy Umbs from the Federal Highway Administration. I expect that he will talk about a broader initiative the U.S. Department of Transportation is promoting to lower the fatality rate in the United States. The Federal Highway Administration and others at U.S. DOT are studying the issue of highway fatalities around the world. Other countries have had marked success at lowering their fatality rate. The United Kingdom, for example, cut its fatality rate by more than half between 1980 and 2004. The Australians were able to do the same in roughly the same period.

In those countries and others that have dramatically cut highway deaths, there was a tough approach taken in regard to licensure requirements, seat belts, drunk driving, use of cell phones and fines for traffic offenses. If transportation leaders and workers in those countries can help change a culture that is accepting of even a low number of fatalities, we can too. I challenge all of us to do the same for Kansas and the United States.

It is appropriate that KDOT is the agency taking the lead on this initiative. Our employees are passionate about safety and I think that an aggressive campaign to lower the fatality rate is a passionate way for us to show our concern for safety.

By the end of the year, members of the Driving Force will have written recommendations for how we proceed toward our goal of reducing fatalities. We will keep you informed of the progress the task force is making. I am confident they will produce meaningful results that will help us convince drivers to modify their behavior and that their efforts will save lives.

### KANSAS DEPARTMENT OF TRANSPORTATION

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**Secretary of Transportation:** Deb Miller  
**Chief of Transportation Information:** Steve Swartz  
**Editors:** Stan Whitley and Kim Stich

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

### Calendar of Events

**April 8** – KDOT golf futility event, Lake Shawnee Golf Course. Call or email Karen Peterson, 296-0799, karenp@ksdot.org or Kevin Adams 296-5297, kevina@ksdot.org.

**April 11-12** – Kansas Transportation Engineering Conference, Kansas State University

**April 19** - 2 p.m. Construction Bid Letting, Fourth Floor West Wing, Eisenhower State Office Building.

## Younger named agency's State Transportation Engineer

By Stan Whitley

Jerry Younger has advanced into the position of KDOT's State Transportation Engineer and Assistant Secretary, but he certainly hasn't forgotten the roots that made his career advancements possible.

"I think the KDOT family has ultimately helped me move into this position," said Younger, who assumed his new duties on March 20. "There were a lot of good people along the way that showed faith and gave me opportunities. Jim Richardson and Jim Brewer in Design, Benny Tarverdi in Wichita and Roy Rissky and Mike Crow at Headquarters were the folks that took a chance on me. I would not be where



Jerry Younger

**Continued on page 10**

On the...

## COVER

*Work zone safety is a priority at KDOT. See story on this page.*

*Photo by Sonya Scheuneman*



*KDOT crew members stop traffic and quickly clear limbs from K-4 after cutting down trees near the highway.*

### National Work Zone Awareness Week

## Lives on the line in work zones

By Kim Stich

In the next nine minutes, a work zone crash will happen somewhere in the United States. And on average, three people are killed in work zone crashes every day.

National Work Zone Awareness Week (April 3-9)

focuses on these startling statistics with the goal of reducing crashes and congestion in work zones.

Unfortunately, Kansas has also seen its share of work zone fatalities.

Last year, there were seven people killed in work zone crashes, including KDOT employees Scotty McDonald,

Topeka, and Richard Cunningham, Emporia.

"KDOT employees have always been concerned about the safety of our fellow employees who work

along the highways, but that concern reached an all-time high last summer when Scotty and Richard were killed,"

**'Our agency needs to do all we can to make work zones safer.'**

Secretary Miller

**Continued on page 6**

## The Driving Force focuses on safety

Fatalities and injuries on Kansas roadways are of epidemic proportions. In 2004, 456 people were killed in vehicles crashes in Kansas. Another 2,000 suffered disabling injuries and some 23,000 suffered other injuries.

In response, KDOT, the Kansas Highway Patrol (KHP), and the Kansas

Department of Health and Environment (KDHE) have joined together in a unique cross-agency endeavor, the Kansas Safe Driving Campaign.

The first step in the campaign was to raise awareness about the number of people being killed and injured on Kansas roadways. Secretary Deb Miller,

KHP Col. William Seck, KDHE Secretary Roderick Bremby, and KDHE Director of Health Dr. Howard Rodenberg hosted several community forums across the state last year to start a discussion with citizens, city/county officials and

**Continued on page 12**

# Construction continues across Kansas

*Highlights of major construction projects in Districts Two, Four and Six are featured this month with information provided by Public Affairs Managers David Greiser, Priscilla Petersen and Kirk Hutchinson.*

## DISTRICT TWO

A variety of projects across District Two are scheduled to either begin or be continued this year.

The reconstruction of the westbound lanes, ramps and bridges on I-70 from the Solomon interchange (266) east to the K-15 interchange at Abilene takes place this year. In 2005, the eastbound lanes were finished. Project completion is scheduled for mid-November, weather permitting. Koss Construction of Topeka is the primary contractor for this project. The project cost is \$32 million.

Reconstruction of US-77 in Marion County from the US-50 junction north to the US-77/K-150 junction will be completed this summer. The project, begun last year, is well under way. This project ties into the first new project for 2006, the creation of a rural roundabout at the intersection of US-77 and US-50 at Florence. Plans call for a one-lane roundabout with five legs tying into it to be completed in September. The roundabout project was let in January. Le Farge North America Inc. based in Fort Collins, Colo., is the contractor on the \$3 million project.

A two-year project is about to get under way in Ellsworth County. K-156 from Holyrood north 15 miles to the K-156/K-140 junction is scheduled for reconstruction. Phase one calls for K-156 from the junction at K-14 north to the K-156/K-140 intersection to be completed this year. The K-156/K-140 intersection is to be completed during Phase one with a 30-day construction schedule. Phase one begins in March of this year and is scheduled for completion in August. Phase two, Holyrood north to the K-156/K-14 intersection, will begin construction in spring 2007 and is scheduled for completion in early November of that year. APAC Shears, Hutchinson, is the prime contractor and the project cost is \$21 million.

## DISTRICT FOUR

US-69 north of Fort Scott - Two tied US-69 projects in Bourbon and Linn counties are on track for completion late this year. These projects will expand the highway to a four-lane freeway from Fort Scott north to just north of Prescott.

The first item of the 2006 construction season for contrac-



*Construction on US-69 just north of Fort Scott is under way.*

tor Koss Construction will be finishing new pavements and crossovers so that head-to-head traffic can be switched to the northbound lanes on the Linn County project. Following the switch, Koss will reconstruct the sub-base, base, pavement and ramps on the southbound side. Beachner Construction Co., a subcontractor, will rework the existing bridges with new deck surface and corral rail replacement.

Removal and reconstruction work is progressing on the south eight southbound miles of the Bourbon County project, since an intermediate crossover has already been constructed to allow this work to begin. Head-to-head traffic is running on the new pavement along this eight-mile section, allowing motorists to take advantage of the safer roadway. The construction costs are approximately \$37 million for the 12.9-mile Bourbon County project, and \$11 million for the 2.8-mile Linn County project.

K-7 from US-400 to K-126 - The project to reconstruct a five-mile section of K-7 in Crawford County is at the winter shutdown phase. According to Bob Gudgen, Pittsburg Area Construction Engineer, the only activity during the month of February has been maintaining access for residences along the project, which runs from US-400 north to the



# Employee hopes invention will help in searches under water

By Priscilla Petersen

Thanks to Iola inventor Mike Hedman, law enforcement officials will soon be able to use a Remote Operated Vehicle (ROV) to conduct underwater searches in the deep mine shafts of southeast Kansas.

Hedman, an Equipment Operator at the Iola Sub-area, said he was inspired to build his ROV after seeing much larger contraptions that helped locate the sunken Titanic. He began working on the device last September in his shop south of Iola.

"I just started on a big poster board with drafting tools and it took me about a month to complete the mechanical drawing," said Hedman, "I then used a metal lathe and milling machine to construct the ROV. There were a lot of modifications during the construction because I was learning by trial and error with no patented design to follow."

The waterproofed aluminum ROV weighs about nine pounds and Hedman hopes it can be lowered to a depth of 500 feet. The ROV video camera has infrared night vision and is outfitted with two off the road lights. The camera can be aimed in virtually any direction – from forward to straight down – and is assisted in its work by eight thrusters that will maneuver and spin the device while it's underwater.

Hedman has equipped his home-made ROV with air tanks for neutral buoyancy, enabling it to hover close to the bottom of the shafts. Air-powered claws will have the capacity to retrieve items and bring them to the surface.

Activity in the water can be monitored by a control panel



*Mike Hedman, Equipment Operator at Iola, shows off his Remote Operated Vehicle (ROV) built to conduct underwater searches.*

that Hedman constructed. The panel can be hooked up to a TV/VCR.

Hedman said his goal in building the ROV is to help the Kansas Bureau of Investigation and other law enforcement agencies locate missing persons while not putting their safety at risk.

"Searching old mine shafts in southeast Kansas is just too dangerous for a human," said Hedman.

"These shafts were vertical passageways to access old underground mines. They are usually only five feet across and are deceptively deep with decomposed rock and adjacent tunnels that can cave-in."

The ROV has already been tested successfully in shallow water and Hedman is hopeful it will get a trial run in the southeast Kansas mine shafts later this spring.

***'Searching old mine shafts in southeast Kansas is just too dangerous for a human.'***

**Mike Hedman**

**Road Warriors**



*Below, a worker from Hess Services of Hays uses a torch to cut the boom from a tracked excavator that broke through the deck of the Hall Street Bridge over Interstate 70 at Hays. At left, a 45-foot section of the damaged bridge was removed, allowing eastbound traffic to resume on I-70. At Translines press time, KDOT and King designers were in the process of analyzing the work that needed to be done to repair the bridge.*



## Bridge takes a hit

An eastbound tractor trailer hauling an excavator struck and severely damaged a section of the Hall Street Bridge located over Interstate 70 just west of Hays on Feb. 13. The arm of the excavator hit the overpass, forcing four miles of eastbound lanes to be closed along I-70.

While travelers were re-routed around the south part of Hays along a temporary detour, KDOT maintenance crews oversaw the initial clean-up and a team from KDOT's Bridge Management section assessed the damages during the days that followed. King Construction of Hesston quickly responded in removing a 45-foot section of the bridge with the help of local Hays contractors APAC – Kansas Inc., Shears Division.

The closed eastbound lanes of I-70 were re-opened Feb. 24, four days ahead of schedule. "The target date for reopening the eastbound lanes was March 1," said Area Engineer Kevin Zimmer. "But we had great cooperation from King Construction. Their work progressed very quickly and they

brought in extra crews. We were pleased with the local coordination of city officials and county officials as well as our local Kansas Highway Patrol in helping facilitate the detour as well as opening I-70 back up to traffic."

Currently, KDOT designers and King Construction are in the process of analyzing what needs to be done to repair the bridge. Until that time, a large portion of bridge is missing – but KDOT's commitment in quickly resolving the repair is not.

## Work zone safety

**Continued from page 3**

said Secretary Deb Miller. "Our agency needs to do all we can to make work zones safer. We can do this as an agency by properly training and equipping our employees, promoting awareness weeks and by supporting legislation. We can also make work zones safer as individuals by being more cautious when we work or drive in work zones."

There were also 461 people injured in work zone crashes last year in Kansas with a total of 1,394 work zone crashes across the state.

"Safe driving can mean the difference between life and death in work zones," said Col. William Seck, Superintendent, Kansas Highway Patrol. "The Patrol works hard to enforce laws on all highways, but especially in areas where work is taking place near traffic. We want everyone to get home safely each and every night."

KDOT is continuing its participation in the Give 'Em A Brake campaign, which focuses on improving work zone safety. A part of this campaign is a joint effort between KDOT and the KHP to increase enforcement in selected work zones across the state.

With almost a 50 percent increase in work zone fatalities between 1997 and 2004, work zone safety must be the top priority for not only highway workers, but motorists as well. In fact, 85 percent of the people killed in work zone crashes are motorists.

Several tips to keep in mind when driving in work zones include:

- ◆ Pay attention to the signs and obey road crew flaggers
- ◆ Don't tailgate and don't speed
- ◆ Expect the unexpected
- ◆ Stay alert
- ◆ Be patient.



By \_\_\_\_\_

**David  
Church**

**TRANSPORTATION**

**TALK**

## When given an opportunity, take it

A number of years ago, while working under Linda Voss and Jim Tobaben (at that time Senior Traffic Engineer and State Traffic Engineer), they would stop by my office (and my co-workers') to present me an "opportunity."

Word had spread throughout the office that when Linda and Jim stopped by with an "opportunity," you hid under your desk or ran down the hall because you knew additional work was involved. Usually it involved taking on a new project, presenting in front of a city council, giving a presentation at a conference or some other new challenge. As with most people, I was hesitant to say "yes," but I almost always did. Thinking back, I'm thankful they trusted me and my co-workers enough to give us those opportunities.

They helped us grow both personally and professionally. Linda told us that she wanted us to experience her day-to-day job duties, so if she ever left the bureau there would be a good pool of candidates to pick from to fill her shoes. She would invite us to meetings with the Secretary of Transportation, the State Transportation Engineer, city councils and other committees that she was involved with. Sitting in on these important meetings was not only a learning experience, it was also the first step in getting involved in the discussion and eventually presenting at future meetings.

We were given opportunities to be on the Transportation Engineering Conference and Safety Conference planning committees. Linda encouraged us to get involved with community and professional groups. When our Employees' Council member stepped down, I volunteered to become our bureau's representative. This is definitely one of the most beneficial experiences I have had with KDOT. Being a member of the council gave me experience with running a meeting, planning events, making decisions, working with a budget and being able to work with a diverse group of

people to eventually reach consensus on a decision.

Without the support of my supervisors and managers, I may have not had the "opportunity" to become involved in these areas. The idea of using meetings, conferences and committees as professional growth tools to help produce future KDOT leaders is something that is expected within the agency today.

As supervisors and managers we have an obligation to give our employees a well-rounded experience within their profession. This includes encouraging our employees to expand their horizons by taking a leadership role in meetings, conferences, committees and teaching opportunities. The best way to become an expert on any subject is to learn it well enough that you can teach it to others and they can understand. Committing to teach a materials/inspection class at KSU Salina or a night class on the side at Baker University is a great way to become an expert in your field

As employees, we should take advantages of the opportunities presented to us in order to become better leaders. One of the major benefits is expanding the group of people that you know inside and outside your profession. When an issue arises, you have a network of people to contact with whom you have already established a relationship. This can improve work performance dramatically.

Accepting an opportunity is always a risk. You can either succeed or fail. Many times we can learn much more from a failure than a success because it helps us grow as a person and we learn not to make the same mistakes. Too many times I have seen employees given an opportunity for growth only to hear the phrase "that's not part of my job" or "I don't have enough time to do that." This is a lost chance for growth that can eventually lead to stagnation.

I can't imagine how long it would have taken Major League Baseball to be integrated if Jackie Robinson hadn't had the courage to seize his opportunity to become a member of the Brooklyn Dodgers in 1947. Despite the hardships and prejudices, Jackie won the National League Rookie of the Year award. Accepting a challenge in the right circumstances can change the culture of an organization, just as Jackie Robinson changed Major League Baseball.

It takes a lot of courage and ambition to accept an "opportunity" from a supervisor or manager. It takes a lot of trust and confidence to give an "opportunity" to an employee. We need both to continue to develop and keep great leaders within this agency. Many challenges exist beyond the Comprehensive Transportation Program in 2009 that will need competent leaders to make hard decisions about the future of transportation in Kansas. Take those opportunities presented to you and run with them so that you are ready to tackle those tough challenges in the future. Think about your next response when presented with an "opportunity."

Are you willing to take the risk?

*Church is the Bureau Chief of Traffic Engineering.*

★ ★ ★  
**KDOT salutes our troops**  
★ ★ ★

*KDOT would like to recognize its employees who have returned home from military service since January 2003 in support on the war on terror. Following is a list of those employees by district and their branch of service.*

**Headquarters**

**Allen K. Humphrey**, Public Service Executive III, Army  
**Kirk D. Meyer**, Information Resource Specialist I, Army  
**Sharon L. Smart**, Administrative Assistant, Army

**District One**

**Earl N. Chism**, Equipment Operator Senior, Army  
**Devra D. Harrison**, Equipment Operator, Army  
**Gilbert C. Kness**, Equipment Mechanic, Army

**Kenneth M. Ruppel**, Engineering Technician, Army  
**Mark A. Suddock**, Equipment Operator, Army  
**David L. Vantuyl**, Equipment Operator Senior, Army  
**Bradley S. Yocum**, Equipment Operator, Air Force

**District Two**

**Terry L. Jones**, Equipment Operator Senior, Army

**District Three**

**Brian F. Wolf**, Equipment Operator Senior, Army

**District Four**

**Lewis P. Buckley**, Equipment Operator Trainee, Navy  
**John L. Short**, Engineering Technician Senior, Army

**District Five**

**Tracy L. Barragan**, Equipment Operator Senior, Army  
**Walter W. Eggers**, Equipment Operator Senior, Army  
**Edward A. Herl**, Equipment Operator Senior, Navy

**Kenneth R. Kester**, Equipment Operator, Army  
**Edward F. Niemczyk**, Engineering Technician, Navy  
**David D. Stone**, Equipment Operator Trainee, Army

**District Six**

**Jerry A. Curry Jr.**, Equipment Operator, Army  
**Jose M. Mendez**, Equipment Operator, Army

*The Bureau of Personnel Services supplies military information to Translines.*

*If you don't like the weather, just wait...*



*Photos by Mark Davis and Kirk Hutchinson*



*it will change.*

*Dry conditions raised the threat of grass fires (top left) in western Kansas in mid-March in Hodgeman County. District Six sent three trucks (top right) and several personnel from Jetmore, Dodge City and Cimarron to haul water for the fire fighters battling two fires. Pictures are Kelly Houseman, Cimarron, and Roy Trisler, Dodge City. The next week, dry*

*turned wet with several inches of snow falling across southwest Kansas. Denver Donovan and Edwin Dellinger, Garden City (bottom right), clear snow on US-50 near Garden City Regional Airport while a line of trucks slowly works its way eastward (bottom left).*

## Step Back in Time



*Workers pose for a 1955 picture during construction of the Willard bridge over the Kansas River in Shawnee County.*



## KDOT Computer Training

*– from the KCTC*

### **MISTY IS BACK IN ESOB**

Trainer Misty Rodriguez has successfully delivered four weeks of classes in Districts Three, Four and Six. It has been a pleasure working with these folks and plans are underway for delivery of future classes!

### **SPECIAL PROJECTS...**

Misty is working with the development and training of some special projects starting late March. We will continue to schedule high demand classes as we can. Misty's regular full schedule of KCTC classes will resume in June if not sooner. The KCTC will keep you informed!

### **DID YOU KNOW?**

#### **Tips & Tricks:**

◆The Help Desk can better help you by having this information ready when you call:

- 1) Identify your name, Bureau or Office
- 2) Tell them if you are working on a desktop or laptop computer
- 3) Know your computer's name (right click on My Computer and click Properties, click on the Computer Name Tab and write down the Full Computer Name)
- 4) Point out any recent changes to your computer such as program installations or configuration settings
- 5) Let them know if you've had this problem before and
- 6) Let them know if error messages or codes are generated.

*This tip brought to you by the Bureau of Computer Services.*

**Enroll by e-mail** [kctc@ksdot.org](mailto:kctc@ksdot.org) or call Ingrid Vandervort 785-296-8993. **Questions are welcome!** Supervisor's approval to enroll is necessary.

## Construction

### **Continued from page 4**

K-126 junction. Starting in early March, contractor Heckert Construction will begin paving the side road and entrance approaches to the project. The final lift of bituminous base and the lift of bituminous surface contain the high grade asphalt cement PG70-28 which, Gudgen explained, is "incredibly difficult to work with when the nighttime temperatures drop below 50 degrees."

Weather permitting, the project mainline will be completed this spring with the 2½-inch lift of base and 2½-inch lift of surface. The reconstructed highway will feature two 12-foot wide driving lanes with 10-foot shoulders, acceleration and deceleration lanes at major crossroads, and signing and guard fence. The cost of construction is approximately \$6.1 million.

### **DISTRICT SIX**

#### **New Four-Lane West of Liberal**

- Work will begin this year on a new four-lane divided highway section of US-54 from the Kansas/Oklahoma line to the west city limits of Liberal. Project 54-88 K-7283-01 calls for building almost 4.5 miles of new four-lane highway on a new alignment south and east of the

current US-54. J & R Sand Company, Inc., of Liberal, is the primary contractor for this \$20.3 million project. The new four-lane highway will feature one interchange near the Kansas/Oklahoma border and an at-grade intersection just west of the Liberal city limits. Construction should be completed by early 2008.

**Meade Major Modifications** - Two projects to rebuild US-54 on the west and east sides of Meade will begin this spring. Project 54-60 K-7410-01 calls for the complete reconstruction of US-54 for three-fourths of a mile beginning at the west edge of town where the highway widens from two lanes to four. This includes replacing the existing asphalt with concrete, rebuilding curb and gutter and the sidewalk, and moving the city's water line from under the highway. Project 54-60 K-7411-01 will begin on the east side of Meade and run east about 1.3 miles to where the highway narrows back to two lanes. This portion includes replacing two bridges. APAC Kansas, Inc., Shears Division, of Hutchinson, is the primary contractor for the two projects at a combined contract cost of \$10 million. Construction will require two construction seasons and should be completed by the end of 2007.

## Fun Facts and Trivia

### Do you know?

#### Interstate Facts:

**Oldest Segments:** A portion of the Grand Central Parkway in Queens, New York, opened in 1936 and was later incorporated into the Interstate System as I-278; The Pennsylvania Turnpike between Irwin southwest of Pittsburgh and Carlisle west of Harrisburg opened in October, 1940, and is now I-76 and I-70.

**Interchanges:** 14,750 (approximate)

**Bridges:** 55,512 (as of December 2004)

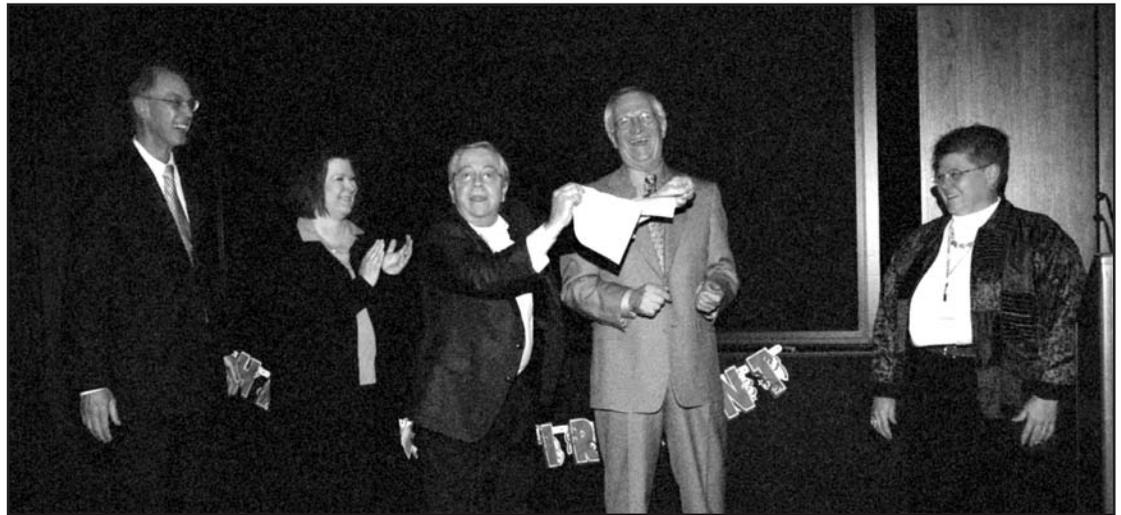
**Tunnels:** 82 (104 bores).

**Highest Elevation:** Eisenhower Memorial Tunnel, Clear Creek/Summit counties, Colorado 11,012 feet (east) and 11,158 feet (west).

**Lowest Elevation:** Interstate 8, El Centro, California, 52 feet below sea level.

*For more information on interstates in Kansas, check out KDOT's web site at [www.ksdot.org](http://www.ksdot.org) and click on the 50th anniversary logo.*

### In his honor



*Gene Robben, Gretchen Gleue, retiree Bill Watts and Vicki Johnson honor retiring Assistant Secretary/State Transportation Engineer Warren Sick by "retiring" a Standard Operating Manual provision during a reception March 10 in Topeka.*

### Younger

#### Continued from page 3

I'm at today without their support and the support of other folks within the agency."

Younger accepts his new position after serving a year stint as the District One Engineer in Topeka. He started working for KDOT in 1986 following graduation from the University of Kansas with a bachelor's degree in Civil Engineering. He was initially in the Engineer in Training program and was a Civil Engineer I and later a Civil Engineer II in Road Design. In 1990 he was promoted to Squad Leader in Road Design and he remained there six years.

Younger left Headquarters in 1996 and accepted a position as Field Engineering Administrator in District Five at Wichita. He moved back to Topeka and was promoted to the Topeka Metro Engineer position in 1999 and remained in that capacity until he was promoted to District One Engineer.

"I believe my work in the field and office has prepared me for the challenges that go along with this position," said Younger. "I've had a lot of positive experiences and good people to work for during my 20 years at KDOT. What I have been exposed to will be beneficial in helping me manage day to day activities of the agency."

Younger said an evolving change he has seen at KDOT during his career is the "youth" of KDOT are being trained faster and given more responsibilities sooner.

"In the past 15 years we have had to put young employees in more and more responsible positions," said Younger. "The down side is they are put in situations where their comfort level is stretched, but the upside is it exposes young employees quickly to the processes and responsibilities KDOT manages everyday."

The biggest challenge for KDOT is ensuring commitments made under the Comprehensive Transportation Program are delivered as promised, according to Younger.

"It's going to take everyone's efforts to make it possible," he said. "There will certainly be challenges from financial and scheduling standpoints if it's going to become reality. It's my expectation that the people of KDOT will meet that challenge and successfully deliver the CTP."

The new STE and Assistant Secretary believes planning for the future of KDOT will also be an important priority.

"We'll have some plan in place for life after the CTP and it will always be on the radar screen to craft and obtain support for another program. The next priority is to have a plan that will preserve, maintain and protect investments we have made over the last two programs."

Younger, who also holds a master's degree in Civil Engineering from KU, lives in rural Douglas County. He has two sons, Garrett, 25, and Adam, 22.

Younger succeeds Warren Sick, who retired after a 39-year career with KDOT.

## Transportation Briefs

### W.H. estimators seeing red

White House estimates released in February show that the Highway Trust Fund could have approximately \$2 billion less in gas tax revenues than originally anticipated when SAFETEA-LU, the highway reauthorization law, was drafted. A U.S. DOT official noted that the projections on which the budget are based are volatile in terms of receipts, making it difficult to estimate money coming into the fund. She expressed confidence that the "relatively small" shortfall would be covered by the end of SAFETEA-LU. The spokeswoman also said the trust fund will likely be completely spent by the end of FY 2009. — *Washington Letter of Transportation, Feb. 21, 2006*

### Oklahoma governor wants 'lockbox'

Oklahoma Gov. Brad Henry wants an additional \$520 million investment in his state's highways — and a lockbox to keep the money from being used for other state needs. According to the Oklahoma DOT, more than 1,600 bridges are in need of replacement or rehabilitation and about a fourth of the state roads are in need of replacement or rehabilitation. Creation of a constitutional lockbox to hold traditional transportation funding, such as gas tax, would prevent future legislatures from diverting transportation funds to other areas over the 10-year life of the program. It would be modeled on a similar mechanism in the state lottery and would require both legislative and voter approval. The road repair money would be implemented without raising fees or taxes. — *The AASHTO Journal, Feb. 17, 2006*

### Rail passengers screened

In a 30-day test that began in February, rail commuters heading to Manhattan from New Jersey were required to go through airport-style screening — including running bags through X-ray machines. The \$1 million test was a response to a congressional directive inspired by the terrorist attacks on the London and Madrid commuter rail systems. If the test is deemed a success, rail commuters throughout the country could someday face similar screening. — *Government Security, February 2006*

### MoDOT spending: you make the call

A challenge on the Missouri Department of Transportation's Web site ([www.modot.org](http://www.modot.org)) gives players the chance to try their hand at allocating the state's transportation funding. The online simulation provides information on the system's different components, including arguments for increasing or decreasing spending in those areas. The simulation is part of MoDOT's Missouri Advance Planning (MAP) initia-

tive, which is a long-range planning effort based on public participation. To be ready to play, make sure you have a Missouri ZIP code in mind. — *Midwest Contractor, Feb. 27, 2006*

### Traveling on the Autobahn

Here are a few facts about driving on the German Autobahn to consider:

- ◆ There is no speed limit on about half of the 7,500-mile highway (80 mph is suggested).
- ◆ Drivers can pass on the right.
- ◆ There are fines for running out of gas on the highway.
- ◆ Vehicles must carry a first-aid kit and warning sign.
- ◆ Drivers are monitored by automatic photo radar units and fines can be issued.
- ◆ Freeze-resistant asphalt or concrete is used to keep vehicles rolling in cold weather.
- ◆ Tolls are charged per unit of weight for trucks. A special GPS/cell phone onboard unit keeps track.
- ◆ The accident and death rates on the Autobahn are lower than those in the United States.

— *Better Roads, March 2006*

## M I L E S T O N E S

### KDOT salutes its employees celebrating anniversaries in April

#### 10 YEARS

\*Ron Feldkamp . . . . . Topeka  
 \*George Gier . . . . . Hutchinson  
 \*Danny Parks . . . . . Sharon Springs  
 \*David Pillar . . . . . Altamont  
 \*Harold Washburn . . . . . Hutchinson

#### 40 YEARS

\*Mitchell Holz . . . . . Topeka

#### 20 YEARS

Michael Baker . . . . . Kansas City  
 Charles Bradley . . . . . Topeka  
 James Brennan . . . . . Topeka  
 \*Ronald Duryea . . . . . Seneca

#### 30 YEARS

\*William Vicory . . . . . Topeka

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

*\*denotes state service anniversary also*

## Driving Force

**Continued from page 3**

legislators about traffic crashes and the impact they have on the lives of Kansans.

This year, a task force named the Driving Force, will explore the issues raised in the community forums and produce a series of recommendations that can be implemented to reduce fatalities and injuries on Kansas roadways.

The first meeting of the task force will be April 7 in Salina.

Jeff Boerger, Kansas Speedway, and Darlene Whitlock, Stormont-Vail Hospital, are the co-chairs of the task force.

Member of the Driving Force include: Greg Amos, Shawnee (Amos Family Funeral Home); Holly R. Higgins, Manhattan (Director, Safety & Agriculture Education, Kansas Farm Bureau); John Calhoun, Atchison (Atchison County Sheriff); Vernon Chinn, Pratt (Pratt County Sheriff); Sheri Christy, Salina (Landstar Ranger Trucking Co.); Tara Eubanks, Overland Park (State Farm External Relations, Kansas Market Territory); Rep. Oletha Faust-Goudeau, Wichita; Mary Getto, Meriden (Direc-

tor of Curriculum & Education, USD 430); Dawson Grimsley, Wichita (President, Davis Moore Auto Group); Jim Hanni, Topeka (Executive Vice-President, AAA of Kansas); Mitch Jewett, RN, Newton (Emergency Department Manager, Newton Medical Center); Michael Johnston, Wichita (President/CEO, Kansas Turnpike Authority); Heather Jones, Ottawa (Franklin County Attorney); Roy Keller, Topeka (AARP Kansas); Lt. Russ Lamer, Salina (Salina Police Department); Jim McLean, Topeka (Vice-President for Public Affairs, Kansas Health Institute); Angie Nordhus, Topeka (Executive Director, State Child Death Review Board – Office of the Attorney General); Tina Ortiz, Liberal (Seward County Health Department); Bob Prewitt, Garden City (Director, Finney County EMS); Rev. Carol Rahn, Colby (Colby First Presbyterian); Lance Saylor, (President and General Manager, Southeast Broadcasting); Gena Stanley, Grainfield (Superintendent, Wheatland USD 292); Mark Wendt, Chanute (Family Medicine and ER Medicine in Chanute & Emporia); and Tom Whitaker, Topeka (Executive Director, Kansas Motor Carriers).

## Promotions/Transfers

### Headquarters

**David Nagy**, Professional Civil Engineer II, Local Projects

**Greg Schieber**, Professional Civil Engineer I, Materials and Research

**Lindsey Stephens**, Employment Specialist, Personnel Services

**Ben Woodward**, Information Resource Specialist, Computer Services

**Gordon Worthing**, Engineering Technician, Materials and Research

### District Three – Northwest

**Michael Jones**, Engineering Technician Senior, Hays

### District Four – Southeast

**Michael Kalb**, Engineering Associate III, Iola

### District Six – Southwest

**Larry Fears**, Equipment Mechanic, Garden City

**Welcome  
new KDOT  
employees!**

### Headquarters

**Sally Bosak**, Engineering Associate I, Design

**Randy Hester**, Applications Developer I, Computer Services

**Rita Hodges**, Systems Software Specialist, Computer Services

**Denise MacEwan**, Senior Administrative Assistant, Transportation Information

**Tealee Manger**, Administrative Assistant, Fiscal Services

**Erin Miller**, Administrative Assistant, Fiscal Services

**Steven Schroder**, Engineering Associate I, Traffic Engineering

### District Five

**Mike Minnis**, Equipment Planning Technician I, Wichita

### District Six

**Jon Medina**, Storekeeper Specialist, Garden City

### Kansas Department of Transportation

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

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