

## Service Awards

**Congratulations** to these dedicated individuals for their work and continued service with the Department of Roads. They celebrate their service dates in *August* and *September*.

### 40 Years

Jerry Gottula, District 1  
Leroy Juengel, Government Affairs  
Jon Ogden, Information Systems  
William Propst, District 8  
Roger Winkelhake, Project Scheduling

### 30 Years

Teresa Behrends, Controller  
Ray Beeman, District 1  
Faye Hofeling, Planning & Proj. Dev.  
Arline Miles, District 6  
Randy Seybert, District 1  
Donald Woodring, District 7

### 20 Years

Randall Fahrenholz, District 8  
James May, District 6  
Joseph Ruder, District 8  
David Shafer, District 5  
Douglas Shultz, District 1  
Scott Tyrrell, Roadway Design  
Jerry Yeager, District 1

### 10 Years

Douglas Arens, District 3  
Michael Franklin, District 5  
David Fritz, Bridge  
Brad Geisler, District 7  
Richard Goodell, District 4  
Charles Hall, Information Systems  
Joseph Kuehn, District 4  
Michael Lueker, District 1  
Darrell Lurz, District 8  
James Moreau, District 6  
Tyler Schmidt, Roadway Design  
Frank Stepanek, District 4

## the Roadrunner

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# We Are All Important Parts of a Big Picture

By Moe Jamshidi  
Materials & Research Engineer



Moe Jamshidi

What motivates people to work hard, day in and day out? What makes people want to come to work, and actually look forward to doing so? Is it something we are all born with?

These are the kind of questions that thousands of people have tried to answer throughout history. There are hundreds of books written on the subject. So, is it money that motivates people? If so, then why does a billionaire feel the need to work 16 hours a day, but a person without a dime in the bank sleeps in and gets fired from work. The truth is, there are no simple answers to these questions.

I recently read that if people know the work they do is important, they will do a good job. I believe this to be true for most people, but does everyone know how important his or her job really is? Let's take a look at one of the many NDOR activities—constructing asphalt pavement roads. A new asphalt pavement can provide a satisfactory service to the public anywhere between one to twenty years depending on the people who design, test the components of the asphalt, inspect, and construct the pavement.

Here is a list of just a few of the many people who can make or break a project: Pavement designer and all who help provide the design data, specification writer, roadway designers, PS&E people who put the correct package together, construction project managers, inspectors, contractor's mix designer, NDOR and contractor's lab technicians who perform tests on all the asphalt components, truck drivers who bring the asphalt to the site on time and at the right temperature, laydown equipment operators, people who test for density and smoothness, and those in charge of striping and performing the cleanup work.

How important is your job of performing sieve analysis in the lab? If everyone on the above list does a good job, but you don't, a new road will have premature rutting problems that could cost millions of dollars to fix. If what you do is making sure the contractor follows specifications, you are contributing to the success of a project. As you can see, we are all important parts of the big picture. The management of Department of Roads has the important challenge of letting every employee know how important he or she is to the Department. Supervisors need to provide the opportunity for their employees to see how they fit into the big picture.

What motivates us to get out of bed to come to work in the morning is to get a paycheck to pay the bills. What makes us come to work with a smile, however, is different for different people. Yes, there are many people who come to work everyday and look forward to it. If you are not one of them, then you are missing something.

So, what motivates you to do your best?

For several issues the Roadrunner will feature articles from various Division Heads, District Engineers, and the Director's Office. Subject matter will be selected by each guest writer.

### Correction

An article published in the June/July 2002 Roadrunner, "Crack Sealant Experiment Produces Positive Results," contained an error in the table. The information for January 2002, "10-15% Crumb Rubber Polymer Modified Sealant" should have been "Unsealed" in the "Heat Lance, Blow and Seal" section and "Sealed" in the "Rout, Blow and Seal" section. The chart indicated it was sealed in the former section and unsealed in the latter.

# Winter New D-3 Engineer

Kris Winter is the new District 3 Engineer in Norfolk for the Nebraska Department of Roads. Winter, a licensed professional engineer, succeeds Don Cook, who retired July 26 with 38 years of state service, 5½ years as the District 3 Engineer in Norfolk.

For 19 years, Winter has worked at the Roads Department in a variety of capacities, including serving as District 8 Engineer in Ainsworth for the past 4½ years. A native of Lincoln, Winter came to NDOR in 1980 as part of a student cooperative program. For 5 years, she worked in District 1 as an engineering associate while attending the University of Nebraska-Lincoln College of Engineering. Winter holds bachelor's degrees in two fields, civil engineering and mathematics. In addition, she recently earned a master's degree in industrial and management systems engineering with an emphasis on engineering management.

In 1985, Winter joined the Roadway Design Division and worked in the Expressway Unit. In 1988, she transferred to the Interstate Design Unit and helped design the Interstate 80/680 project in Omaha. Winter returned to District 1, serving as the assistant construction engineer from 1993-1997.

From September 1997 to December 1997, Winter served as District 8 Construction Engineer in Ainsworth. In December 1997, she was named District 8 Engineer.

During her tenure as District 8 Engineer, Winter said she has enjoyed growing professionally and has taken pride in providing opportunities for employees to reach their personal and professional goals. Winter said she would like to

continue to use the resources available and take the teamwork approach to achieve several goals in her new position.

"After learning about the staff, facilities, highway program and characteristics of the area, I'd like to

help District 3 continue the great work they're already doing in winter operations and perhaps import some of the pavement preservation strategies I learned in District 8."

Winter believes paying attention to the basics, including customer service, high standards for personal and public safety,

personal integrity and competence is critical for NDOR's future success.

"We have a world-class highway system and we're making it better; we need to let people know that."

Winter's family includes her husband, Brad Winter, a dog and a cat. In her spare time, she enjoys vegetable gardening, hiking, walking, running and reading.

A native of Norfolk, Don Cook started his career at NDOR in 1964, serving for 6 years as an inspector, a project manager and a quality assurance manager. In 1970, he became an area engineer at District 8 in Ainsworth. From 1972 to 1978, he served as District 1 Construction Engineer in Lincoln. In 1978, he spent one year as a consulting engineer in a private Lincoln practice before rejoining the Roadway Design Division.

From 1981 to 1997, Cook served as District 3 Construction Engineer in Norfolk. In 1997, he was appointed District 3 Engineer.

Cook joins his wife, Kathy, who retired one year ago as a teacher at Christ Lutheran School. During their retirement, Cook and his wife plan to spend time traveling, camping, fishing and hiking. ♦



Kris Winter

## Surface Transportation Program Announced

Nebraska Department of Roads' Director John Craig has announced the first Surface Transportation Program. This publication reflects how the Department allocates its resources to provide the best statewide transportation system possible to all Nebraskans and the traveling public. It encompasses the "Highway Program," published annually.

The 2003 state highway system construction program, an extension of last year's program, is funded at \$336 million, or \$16 million more than 2002. The local system improvements on city streets and county roads and bridges on the federal-aid system are estimated to cost nearly \$61.5 million.

While the state highway program is increasing by \$16 million, the motor fuel tax remains at its current level, or 24.5¢ per gallon. The increase in the size of the state highway system program is being accomplished through the optimization of state resources, while using innovative financing techniques that work best for Nebraska.

A total of 157 new projects will be let to contract on the state highway system during the next 12 months while at the same time work continues on projects already under construction. Improvement projects will range in size from a small lighting project on U.S. Hwy. 34 in Seward County to a large project beginning the construction to make I-80 six lanes from Hwy. N-370 in Omaha to the Melia Hill rest area, between Omaha and Lincoln. Six-laning the Interstate from Omaha ultimately to Grand Island will take place over many years.

The Department of Roads works diligently to provide a safe, efficient and reliable transportation system to all Nebraskans for the movement of people and goods. Highway construction is at its peak this time of year. It is imperative that all of us who use Nebraska's highways drive with caution, obey the traffic laws, use good judgment and drive and ride with seat belts on. ♦

**Right** - A box culvert was built under the existing Hwy. 35 bridge between Hoskins and Winside while the bridge still carried traffic.

**Below** - The completed section of Hwy. 35 with new vertical alignment and eight-foot surfaced shoulders.



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Two years of work drew to a close July 1 on Hwy. 35 between Hoskins and Winside in District 3.

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## Hoskins-Winside Hwy. 35 Improvements Welcomed

Work on the 10.7-mile segment of Highway 35 included grading, culverts, work on two bridges and asphalt surfacing.

Originally, work on this segment of highway was actually split into two separate projects in hopes of accomplishing all of the work in one construction season. But Negus-Sons, Inc. of Omaha was the successful bidder on both projects. This meant work had to be spread over several construction seasons.

Grading and culvert work began under traffic in September 2000. In April 2001 the traffic was detoured and work began on bridges and asphalt surfacing.

During this project several curves were improved and two bridges were

improved. One bridge east of Hoskins was replaced with a triple box culvert. The box culvert was built under the existing bridge while the bridge still carried traffic. Once Highway 35 had been closed to traffic, the bridge was removed and new surfacing put into place.

Sight distance was greatly improved with the new vertical alignment on the highway. Eight-foot surfaced shoulders were also added. Over 2 million cubic yards of excavation was accomplished on the two projects. Seeding and landscaping will begin later this summer.

"This segment of Highway 35 was in desperate need of upgrading and repair," according to former District Engineer Don Cook. "Motorists will

get their money's worth out of the current work."

Negus-Sons, Inc. of Omaha was the prime contractor for the \$8.5 million project. Curt Mueting was NDOR's manager for the Winside-South segment, and Jeff Smith was the NDOR project manager for the Hoskins-East segment. Members of their inspection teams included: Amy Wattier and Toni Wolkins were lead inspectors and inspected all earth work; Steve Ronnebaum was lead surveyor and inspected work at both bridge sites; Terry Becker was in charge of the survey crew; Brandon Remm, Chuck Carter, Wade Lawless and Nick Brittell inspected culverts, sub-grade and asphalt lay down. ♦

# Interviewing Process

## Key To Successful Recruitment

By Gloria Eikerman,  
Denice Sears & Lois Schmidt  
Human Resources Division

**Job interviews are an inevitable part of most everyone's life. They can be a pleasant, productive learning experience or a painful, prolonged ordeal, depending on one's outlook.**

One thing is certain—the job interviewing process can be much more successful for both job applicants and job interviewers if some important, but often overlooked advice is followed.

An important tool for interviewers during the job applicant process involves not only using formatted questions and answers, but also includes clarifying questions to obtain further job-related, job-specific information. This technique is sometimes not utilized during the interviewing process and could lead to less than optimal results, if ignored. Here are additional tips for both job applicants and those conducting interviews to help achieve a favorable outcome.

### **Applicant's Responsibility**

- Complete an application or contact the Human Resources Division and request that a copy of your application be pulled and forwarded to another vacancy for consideration.
- Review the vacancy ad and ensure that all of your qualifications relate to the essential duties and requirements of the job you are applying for and that they are listed on the application form as well as any attachments such as

resumes. Remember that the application is a government form documenting your entire employment and educational history, while a resume is an attractive summary of what you have done that would help you get a job. Personal knowledge of an applicant's qualifications cannot be considered—only information submitted in writing on the employment application, resume, etc. which is used to screen the applications and determine who is chosen for an interview.

- Include the vacancy title and position number of the job you are seeking.
- Date and sign the application. A current date is important and assures the interviewers that the information is up-to-date.
- Submit the application to Human Resources or the hiring supervisor or mail it so it will be received or postmarked by the closing date. Ensure all information is included as nothing received after the closing date can be accepted.

### **Supervisor's Responsibility**

- Work with Human Resources-Recruitment Division to develop an application-screening device. This device will be used to screen all applications and determine who will be contacted for an interview.
- Work with Human Resources-Recruitment Division to develop interview questions and appropriate answers along with a scoring device to ensure consistency and fairness.
- Form an interview panel with three members or less. The hiring

supervisor is the chair of the interview panel. The interview panel assists the hiring supervisor by bringing different perspectives to the process and also in recording the applicant's responses to the questions. It would be very difficult for one person to completely capture an applicant's answers if they talk fast or provide a lot of detailed information.

### **The Interview**

- Interview questions are job-related and based on the vacancy ad and requirements of the job. No personal information should be asked of the applicant or volunteered. The hiring supervisor should immediately end questions or discussions pertaining to personal information such as health, physical limitations, marital status, ethnic, race, age, gender, etc.
- Each applicant is asked the same questions. Follow-up questions may be asked only to clarify an applicant's job-specific or job-related answers.
- Only the applicant's answers are documented and scored. Personal knowledge by any member of the interview panel of an applicant's qualifications cannot be considered.
- The applicant should answer the questions as thoroughly as possible and may ask to have the interview questions repeated and take as much time as they need to answer the question.

**By following these job-interviewing tips, greater success is assured for both the job applicant as well as for those conducting the interview. ♦**

# The Security Blanket\*

**By Ron Woerner**  
Information Security Officer  
Information Systems Division

If you look at any computer trade magazine, you'll see an article on security. In the Information Systems (IS) world, it's been the talk of the town. People want to make sure their stuff is as secure in the cyber world as it is in the real world. The Nebraska Department of Roads is no different.

That's where I come in. As the Information Security Officer, my job is to guide NDOR in protecting information assets such as computers, servers, network, databases, and, of course, information. In the six months I've been here, I've been helping the department develop policies, procedures, standards and guidelines to better secure our critical information infrastructure.

## Protect Your Computer

- ✓ **Lock your workstation** when you leave. On Windows 2000 systems, it's as easy as pressing the CONTROL-ALT-DELETE keys at the same time, then select Lock Computer or press <ENTER>. This is the same idea as locking car doors.
- ✓ **Pick a hard-to-guess password.** It should be unique (not the same as anyone else's) and should not be a common word or name. Just as you wouldn't want 1,000 people to have the key to your car, you don't want others to have the key (password) to your computer accounts.
- ✓ **Be aware.** Don't open e-mail attachments (especially programs) from people you don't know. If you see something that looks fishy, ask your technical support person. Then if needed, they can contact the Information Security Officer.

One policy that everyone within the department should have seen and read is the Information Systems Acceptable Use Policy (ISAUP for those who need an acronym). Developed between the Information Systems Division (ISD) and Human Resources (HR), the ISAUP outlines the acceptable use of computer resources at NDOR. These rules are in place to protect NDOR's employees, contractors, consultants, users and the department from illegal or damaging actions by individuals, either knowingly or unknowingly. This policy is not meant to be inflexible concerning the use of NDOR information system resources. The intent is to create an environment where communications will flow freely and require a minimum of policing.

## IS Acceptable Use Policy Major Points

- NDOR employees should use IS resources for NDOR business only. What this means is that you should treat IS resources like any other resource owned by NDOR. It's really no different than checking a car out from the motor pool. You don't use that car to go joy riding or for personal use. It's the same thing with computer resources; use it only for NDOR business.
- All IS users are responsible for the security of their passwords, accounts, or systems and are responsible for any use or content associated with their account. Again, it's the same thing as using a NDOR car. You're responsible for the car. You should lock it when you leave it. Same thing with a computer. You're responsible for computer assets entrusted to you. At the end of this article, I'll list some things you can do to help protect computer assets entrusted to you.
- There is no right to privacy in any matter created, received or sent on State owned Information Systems

and employees should not consider any information created or disseminated through the use of these Information Systems to be private. Sorry, but if you use a NDOR computer, it belongs to NDOR.

- Users of department IS resources must not make any attempt to decode programs, access controlled files, crack passwords, monitor, scan or "sniff" the network, or use department IS resources in any other way(s) to gain unauthorized access to data, information, networks or computers, whether owned or not owned by NDOR. This is an all-inclusive no-hacking clause.
- Using nonstate-owned or licensed hardware or software resources at department work sites is prohibited without prior written approval. This clause prohibits IS users from using personal computer programs or equipment within the department. It also means that you can't download applications found on the Internet without getting approval.

If you have questions on any part of the ISAUP, you can contact me at 402-479-4562 or Diane Holtus in Human Resources at 402-479-4580.

Until next time, stay cyber-secure. ♦

## NDOR Help Desk

**402-479-4644**

6:00 a.m. to 9:00 p.m.

on regularly scheduled work days

The NDOR Help Desk is your first point of contact with the Information Systems Division (ISD) and will assist you with your computer needs or questions. Those who have a Tech Support person in their District/Division should contact that person before calling the NDOR Help Desk.

\* The name was "borrowed" from the State of Iowa's Information Technology Department's Security Office.

## Leave Our Landscape Litter-free

### ■ Be responsible when it comes to the outdoors.

Go for a walk, and there it is. Head to the lake, it's there, too. Drive to the next town, and you'll likely encounter numerous examples of it along the way.

"It" is litter, trash, refuse. Whatever you call it, it's an offense to anyone who enjoys the outdoors.

This is the time of the year when more of us can get outside—barring extended days of triple-digit weather—and the irresponsible behavior of the winter makes itself known.

Cigarette packs and losing scratch-off tickets seem to be among the most popular litter-fodder decorating our finely-manicured neighborhood lawns.

Dirty disposable diapers, beverage containers and broken glass can make a trip to the beach disgusting and hazardous.

Explore a roadside right-of-way, and you would be amazed at the flotsam and jetsam of the modern motoring era.

Rural roads are festooned with all manner of rejected household furniture and appliances, placed there by scofflaws too careless to dispose of them properly.

It's no wonder our rural neighbors take a dim view of some "city" folk.

But what can be done?

For a start, how about setting a good example for our children? Make sure that gum wrapper goes into the car's waste basket instead of out the window. That cigarette? Tossing it out the window could ignite a major conflagration in current conditions. Better yet, drop the habit altogether.

And the lake? Most public beaches have trash containers available. Use them. See that your friends and neighbors do, too.

Are you in a service club or organization? Take part in the Nebraska Department of Roads Adopt-A-Highway program.

In April, some 477 Nebraska groups, comprising 5,950 volunteers, cleaned 1,908 miles of highways. That's more than twice the number of miles cleaned of trash only three years ago.◆

# Rewards & Recognition

April, May, June 2002

## Employees & Managers of the Quarter

### Employees

### Managers

#### District 1

**Fred Laber**  
Auto/Diesel Mechanic  
Beatrice

None

#### District 2

**Hawood "Gene" Willis**  
Hwy. Maintenance Worker Sr.  
Omaha

**Doug Teachman**  
Hwy. Maintenance Supervisor  
Elkhorn

#### District 3

**Troy Shotkoski**  
Hwy. Construction Tech I  
Columbus

**Curtis Mueting**  
Engineer III  
Norfolk

#### District 4

**Robert Borchers**  
Hwy. Construction Tech III  
Hastings

**Robert Munoz**  
Hwy. Maintenance Supt.  
Grand Island

#### District 5

**Sylvia Hilderbrand**  
Hwy. Construction Tech III  
Bridgeport

None

#### District 6

**Lance Wallin**  
Hwy. Construction Tech III  
North Platte

None

#### District 7

**John Metzger**  
Auto/Diesel Mechanic  
Benkelman

None

#### District 8

**Carlene Burrows**  
Staff Assistant I  
Ainsworth

None

#### OE 100-200 Divisions

**Jean Todd**  
Hwy. Agreements Specialist II  
Rail & Public Transportation

**Jim Walker**  
Hwy. Electronics Manager  
Logistics

#### OE 300 Divisions

**Tammy Williams**  
Staff Assistant II  
Planning & Project Development

**Mark Osborn**  
Engineer IV  
Roadway Design

*Awardees receive a certificate, pin and a  
monetary award of \$250 before taxes.*

# Fredrickson Receives Extra Mile Award

Karl Fredrickson, NDOR Highway Contract Lettings Manager, received an Extra Mile Award at the quarterly Rewards and Recognition ceremony held recently at Central Headquarters in Lincoln.

Karl was responsible for the sculpture design of the memorial to honor employees who have lost their lives while working for the Roads Department. After a committee of former members of the Rewards and Recognition Agency Panel, with the help of Barb Kohles, former Landscape Architect in Roadway Design Division, designed the memorial, Karl sculpted the original plaque, creating the artwork and mold. He did this on his own time for the cost of material only. He signed the art piece, let NDOR keep the mold and completed the project in a timely manner.

A total of eight bronze sculptures were made out of the original mold that was created and have been set in a large boulder at each of the eight districts. As a result



Karl Fredrickson, center, accepts the Extra Mile Award. He is pictured with Monty Fredrickson, NDOR Deputy Director, and Nancy Loos, Hwy. Contracts Supervisor, Construction Division.

of Karl's completion of this very intricate and detailed work, NDOR saved thousands of dollars in making the memorial a reality. The department is very fortunate to have an employee as talented as Karl, who willingly shared his talents. ♦

# Hunzeker Elected NSGC/NMA President

Bruce Hunzeker, Office Services Manager in the Communication Division at NDOR, has been elected as the new president of the Nebraska State Government Chapter of the National Management Association (NSGC/NMA). Hunzeker's one-year term started July 1. He served as president-elect the previous year.



Bruce Hunzeker

NSGC/NMA is an organization of state employees that provides leadership and professional development opportunities. Chartered in 1984, NSGC/NMA also provides the opportunity for members to exchange ideas on state government and encourages cooperation and interaction among managers at all levels of state government.

There are currently about two-dozen NSGC/NMA members from NDOR, several who are committee chairs. Hunzeker said he plans to continue the strong tradition of

involvement NDOR has established through his leadership activities during the year. Some goals for the coming year include providing ongoing training and management development opportunities, maintaining contact with the Chapter Advisory Board,

increasing chapter membership and increasing membership participation.

## Certified Manager Program

One of the benefits to NDOR members of the NSGC/NMA is the availability of financial assistance to complete the Certified Manager Program. According to Steve Olson, Human Resources Division, the cost to complete the class will be supported by his office. Interested persons should contact Olson's office for additional information.

The Certified Manager Program is offered through the Institute of

Certified Professional Managers (ICPM). The program recognizes achievement of professional standards in areas of personal, administrative and interpersonal skills and is open to all applicants who meet application standards. An objective evaluation of managerial competency involves completion of a three-part examination, which is available on-line. The examination process is designed to encourage and assist in developing vital leadership skills. ♦

## A Rewarding Thought

*"Knowing that what you do is important and appreciated is the best reward."*

- John Ball

American Honda Motor Company

Brought to you by the Rewards & Recognition Agency Panel.

Nomination forms can be found on the Intranet at <http://www.dor.state.ne.us> on the Human Resources page.

# District 2 Open House Draws Crowd

By Natalie Clark  
District 2

NDOR's District 2 and Nebraska State Patrol Troop "A" held their first "Public Awareness/Open House" at the District 2 Headquarters in Omaha on Saturday, July 27, with a successful turnout of over 200 people.

A wide variety of equipment was set out for display by maintenance forces, including a 1935 original State truck, which was restored by Tom Miller, a D-2 employee. Construction and maintenance personnel gave PowerPoint slide presentations. Lab personnel demonstrated how to test asphalt and break concrete cylinders. State Patrol displayed SWAT team equipment, patrol cars and a helicopter.

Local vendors graciously donated over 180 items that were raffled off and all attending enjoyed a lunch of hot dogs, chips and sodas.

One of the main attractions for the kids was the speed machine. Kids competed for prizes, racing to see who could set the machine off. The highest speed set off was 17 mph.

Even though it was a very hot and humid day, everyone who attended had a great time and enjoyed all of the activities. The knowledge gained from our first open house will help us to improve future events. ♦



NDOR trucks and tractors were a popular attraction during District 2's open house July 27 in Omaha.



## Signs Identify Highway Improvement Projects

Blue and white highway improvement project signs showing a Nebraska Department of Roads logo, the anticipated completion date and the contractor's name and phone number have become an increasingly common sight along Nebraska roadways.

According to Randy Peters, NDOR Traffic Engineer, Districts 1, 4 and 7 were first-year pioneers in using the signs during the 2000 construction season, with one sign used in each district for an urban project. The signs were instituted to help the public identify road construction projects as NDOR projects. Particularly with

urban projects, it is sometimes difficult to know whether it is an NDOR project or a city project. The phone number gives the traveling public a reference point for requesting more information on the project. Also, the signs provide more ownership of NDOR projects to the contractor.

Peters said the signs have been used in all eight NDOR districts throughout Nebraska, and they are primarily used for urban projects of higher complexity



This highway improvement project sign is located at the I-80 North Platte interchange for construction of the new ramps.

and longer duration. Multiple uses are gained from the signs by simply changing the year of completion on a new project that has the same contractor the following year.

Peters said favorable feedback has been received and plans are to continue to use the signs. ♦

# "Amazing Effort" Opens I-80 Near Ogallala

**"It's amazing. I've never seen anything like this in my 30 years with the State."**

NDOR District 6 Project Manager Rich Morrell's observation of the teamwork and cooperation he witnessed during the aftermath of a flash flood in the Ogallala area was echoed by others over the next several days. The efforts of NDOR employees and contract workers to repair the damage unleashed by the flood will not soon be forgotten.

The July 6 deluge in western Nebraska caused the closure of a 7-mile stretch of Interstate 80, between the Ogallala and Brule Interchanges, while bridge approaches that washed out in the weekend flood were repaired.

What began as a 10-inch torrential rain within a short period of time one Saturday morning quickly accelerated into a massive effort to mobilize forces and begin repairing the damaged bridge approaches. After

NDOR Director John Craig declared that fixing I-80 was "Priority No. 1," 50 workers from 5 different contracting companies and 30 NDOR employees worked together to replace embankments and the approaches to two I-80 bridges that were washed out.

"They've all come together working under one umbrella, to get this done. And they're working 24 hours a day," Morrell said during repair efforts.

District 6 Construction Engineer Gary Thayer said cooperation was the key. "There were more contract company owners, division managers and superintendents on sight than I've ever seen. It's amazing what we've accomplished."

District 6 Engineer Les O'Donnell agreed. "It's just an unbelievable effort

on a lot of people's part."

O'Donnell said as soon as the flooding receded the following Monday, engineers determined that the bridges were structurally sound and only the approaches needed rebuilding. Because Governor Mike Johanns quickly declared the area a disaster, the Roads Department was allowed to forgo the usual bidding process to find a contractor. O'Donnell had worked previously with Dave Neill, project manager and 28-year employee of Paulsen Construction Co. in Cozad, and knew he was someone who could get things done. With an estimated completion date, the following Monday, and an estimated repair cost of less than \$1 million, the work began.

While Paulsen was the primary contractor, the project was a cooperative effort by several contractors, including Western Engineering of Harlan, Iowa; Perrett Construction of Valentine; Van Kirk Brothers Contracting of Sutton; and Garcia-Chicoine of Lincoln. Others involved included Carl Whitney Sand & Gravel, T & F Sand & Gravel, Odessa



Nebraska State Patrol officers survey the damage created when bridge approaches washed out.



Above - As heavy machinery brought in the fill dirt, front-end loaders (below) put it in place.

Sand & Gravel, Knight Brothers (all four hauled fill material) and Nitro Construction (hauled riprap).

Equipment was mobilized from across the state and lights were erected so work could continue through the night hours. Six massive floodlight units were brought in.

On Tuesday, heavy equipment was used to break up the massive slabs of concrete that dropped into the Western Canal when the ground beneath it was carried away, severing one of the nation's busiest cross-country freeways. Before Saturday morning's flood, an estimated 19,000 vehicles per day traveled that stretch of Interstate.

On Tuesday and Wednesday, workers hauled in the tons of dirt needed to fill in the washed-out approaches. More than 14,000 cubic yards of fill—the equivalent of about 600 truckloads of dirt—were required for the job. This job was expected to take three days. According to Neill, more than 25 trucks were hauling at one time. There were also 12 loaders, 2 excavators and 2 or 3 bulldozers. Neill noted there was lots of give-and-take during the entire process. Woody Falkena, Vice President and General Manager of Western Engineering, agreed.

"The cooperation and teamwork between contractors who are used to working on their own has been great. It helped us to stay ahead of schedule."

On Wednesday evening, workers finished the embankment required for the bridge abutments. They also hauled in asphalt milling for the embankment. About 560 tons of asphalt was needed to replace the roadway.

On Thursday morning, a 3-inch asphalt "lift" was laid, and later another 4-inch lift was laid. The final 2-inch lift was in place by midnight Thursday, for a total of 9 inches of asphalt pavement. Cooler weather aided the asphalt placement to run ahead of schedule. Also on Thursday, concrete riprap was laid to stabilize the canal banks.



The force of flash flood waters uprooted trees and washed out fields leading into the damaged I-80 bridge approaches.

On Friday, the guardrail was placed. After some finishing touches, I-80 was completed and opened Friday at 8:00 p.m. Mountain Standard Time, two days before the one-week target.

Governor Johanns expressed his deep appreciation to NDOR officials, crews and contractors for their rapid success in reopening the stretch of I-80.

"I couldn't be more proud or appreciative of the efforts of the Nebraska Department of Roads and their subcontractors," Governor Johanns said. "These folks have worked tirelessly since this terrible disaster occurred. They've shown a tremendous amount of determination and teamwork." ♦

*Omaha World-Herald, July 17, 2002*

## A Lifeline Restored

The repairs recently made to Interstate 80 near Ogallala made the effort seem almost like a mini-Normandy invasion, minus enemy ordnance.

Given the nature of the disaster (appropriately declared by Gov. Mike Johanns), all thought of the lowest bidder was out the window. The reason is simple. The bustling east-west roadway is Nebraska's master paved lifeline for freight, tourism and general passenger traffic.

In 2001, lodging sales in the 15 counties along its path totaled \$200 million. Average summer vehicle traffic carried by it in the middle of the state tops 20,000; near Omaha, the figure is almost double that. (And that addresses just Nebraska. I-80 spans states from

**Quick work  
on crippled I-80  
was essential  
to Nebraska's  
economic  
well-being.**

California to New Jersey.) In commercial terms, and in terms of taxes generated by motel rooms, fuel sales and varied retail operations, this is an asset not to be treated lightly.

As most Nebraskans know by now, it wasn't. The time from the July 6 washout to Friday night's repair completion was well under a week. It took hard night-and-day labor, a thousand truckloads of fill material and hundreds of tons of asphalt.

(Are there lessons in this for city officials in Omaha, where even the most uncomplicated street repairs too often seem to be measured in seasons, not days or weeks?)

On I-80, it was worth every bit of it. Those who worked this minor miracle deserve the whole state's thanks.

# Ogallala I-80 Traffic Control Challenging, Successful



After closing a section of Nebraska's busiest highway, Interstate 80, due to flash floods in the Ogallala area July 6, NDOR officials had a dual challenge: repair the roadway as quickly as possible and ensure that traffic was diverted in the safest manner, with the least amount of disruption, until the work was completed.

Once Governor Mike Johanns declared a state of emergency, the governor's emergency fund was made available to provide state assistance and help pay for public damage. This included assistance with traffic control.

The Nebraska National Guard sent 62 service members to help direct traffic and provide security at flooded areas. According to Master Sgt. Les Larsen, of Sidney, personnel were sent to 13 area checkpoints, mostly around the closed section of interstate and along the detour routes, including the north and south sides of the Ogallala interchange at R.P. 126, highways US-26, N-27, US-30 and N-61. Personnel also provided assistance at an Ogallala trailer park that had sustained major damage.

National Guard personnel were on 24-hour duty, and worked 8-hour shifts. According to Larsen, personnel reported directly to the Nebraska Emergency Management Association.

They were based at the Ogallala Armory, and came from several towns, including Broken Bow, North Platte, Ogallala, Sidney, Scottsbluff and Gering.

The Nebraska State Patrol provided 12 troopers every day during the I-80 closure. According to Sgt. Phil Thalken, Ogallala State Trooper, there were at least 4 troopers working on each 8-hour shift. They primarily controlled access for construction workers, controlled traffic for the public and coordinated visiting news media. Safety was the foremost consideration. Delays were kept to a minimum, although occasional delays occurred on Highway 30 near Brule, primarily due to trains in the area. Overall, traffic flow remained smooth. Thalken said that NDOR workers and contractors were great to work with during the closure.

State Patrol Capt. Jim Parrish and Lt. Norbert Liebig, North Platte State Patrol Commander Troop D, were at the construction site daily to provide assistance. Capt. Parrish said they coordinated their efforts closely with the National Guard. He said that approximately 1,000 vehicles an hour



*Pictured, l to r: Woody Falkena, Vice President and General Manager of Western Engineering; Gary Thayer, D-6 Construction Engineer; Rich Morrell, D-6 Project Manager; and Layne Childers, Ogallala Area Hwy. Maintenance Superintendent discuss plans for rebuilding the washed out I-80 bridge approaches.*

were diverted the first Sunday after the closure. Parrish said that despite the severing of a major traffic artery, the traffic-directing operations were a huge success. Although a truck driver was killed during the flooding when the bridge approaches gave way, amazingly, there were no incidents along the detour routes or during repair efforts.

Lt. Liebig noted that construction personnel were very accommodating regarding anything needed for traffic control. Both Parrish and Liebig were particularly impressed with the efforts of Ogallala Area Highway Maintenance Superintendent Layne Childers. They said there were several times when



*Heavy machinery puts in the subgrade on the approaches to match the bridge slabs. Top left - Lines formed as traffic was diverted at the Brule interchange.*

they were in need of traffic cones or other items, and Childers responded immediately to meet their needs.

In addition to helping those involved with traffic control, dozens of NDOR maintenance personnel worked side by side with contractors, providing behind-the-scenes assistance. They also cleaned up around the I-80 interchange, cleared debris, repaired broken fences, completed roadway shoulder work and cleared drainage culverts.

Liebig noted, "The entire Department of Roads crew and contractors were very good to work with. The storm made history, but the construction people, with their efforts, made history, too." ♦

July 12, 2002

*I was traveling on I-80 when the flash flood occurred at Ogallala on July 6 and then continued to Denver and back on July 10. I wanted to tell the people of Nebraska how impressed I was with the way the routing of traffic was handled. In both directions there were emergency crews making sure the traffic flowed and I was grateful.*

*Theresa Loffredo  
Des Moines, Iowa*

July 12, 2002

*Great job!*

*I had heard about the bridge being out and was worried about our upcoming trip through Nebraska. Your photos of the damage and repair and updates were very helpful.*

*As a webmaster, I know how much time it takes to do a page like that. It is appreciated.*

*Also, congrats to the great crew who got the work done so quickly.*

*Kevin de Regnier  
Winterset, Iowa*



**Above - After completing compaction of the subgrade with heavy machinery, maintenance personnel (below) check the compaction with a nuclear density gauge.**



**Asphalt is being applied to the subgrade to smooth the approaches to the bridges.**

July 19, 2002

*John Craig,*

*I will be traveling through your lovely state next week, and was checking highway conditions along I-80. I want to congratulate NDOR on your wonderful, informational website. Also, I am very impressed with the fact that the flood damage repairs were completed in four days. Illinois would still be working on it! Thank everyone there from this family of five, your efforts are truly appreciated.*

*Carol Scofield  
Rockford, Illinois*



**Riprap is being utilized to stabilize the banks to prevent erosion.**

Photos by Linda Wilson and Roger Klasna

# Conference Explores Transportation Technology and Operations

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**Advances in technology have emerged in key areas of ITS applications and operations that are making a measurable difference.**

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More than 185 people gathered July 17-18 at the Embassy Suites Hotel & Conference Center in Lincoln, Nebraska, to learn about new transportation technology, share lessons learned and trade benefits realized from implementation of Intelligent Transportation Systems (ITS) deployment projects from across the country.

Participants at the first annual Transportation Technology & Operations Conference represented a wide range of disciplines, including government—national, state and local municipalities; rail; law enforcement; transportation engineers; coalitions; contractors; paratransit, congressional representatives; military; and academia.

During opening remarks at the conference, Nebraska Department of Roads Director John Craig pointed out that nearly half the roads in the world are in this nation, with almost 100,000 miles of roads in Nebraska. He noted that technology can optimize our transportation system by providing the mobility to move from one place to another and the ability to communicate.

In addition to Craig, opening session speakers included Lt. Governor Dave Heineman; Major General Roger Lempke, Nebraska National

Guard Adjutant General; and Colonel Tom Nesbitt, Superintendent, Nebraska State Patrol.

Lt. Gov. Heineman noted that the conference had even more significance in the aftermath of September 11, 2001. He said that technology would play a major role in three key focuses of Homeland Security: 1) First responders—ways to aid safety personnel (firefighters, police, others); 2) Bioterrorism—Heineman said the expertise of the University of Nebraska Medical Center in Omaha was invaluable during the anthrax scare; 3) Improved communications—two planned projects include a public health alert system and a new wireless communications system that will be set up throughout Nebraska.

Maj. Gen. Lempke noted that advances in technology, such as

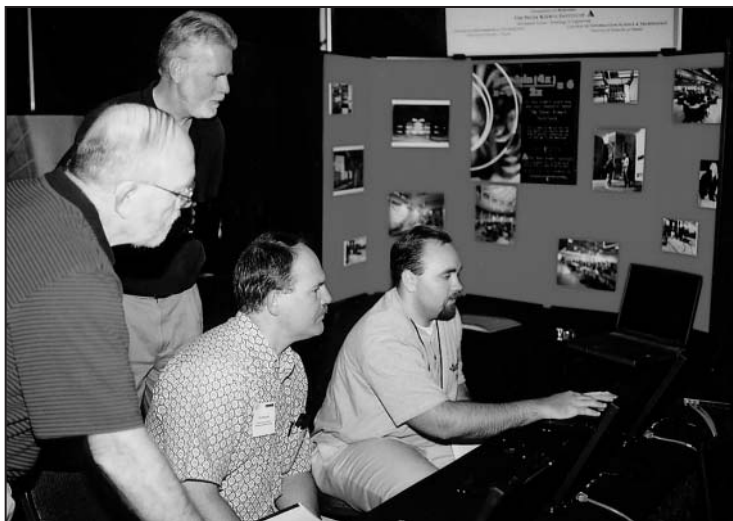
pilotless airplane systems used in Afghanistan and lasers used on the ground, require the efforts of those with tremendous vision and drive. He said transportation is a fertile area, with engineers on the cusp of inventing key technology. Lempke mentioned the Joint Operations Center (JOC) project in Nebraska, which involves several key agencies. He said by sharing significant information and data with timely communication, the project could evolve, providing advancements in traffic management and control. Lempke said technology would play a key role in Homeland Security by reducing America's vulnerability of transportation systems to terrorism and guarding America's infrastructure and key assets.

Col. Nesbitt emphasized the importance of partnerships between the Department of Roads, State Patrol, military, FBI and others to protect Nebraska's assets. He said the JOC would impact the ability to manage and control traffic; provide security for hazardous materials (HAZMAT) and other shipments; and aid first responders to scenes of natural disasters, crimes, etc. He said the JOC would operate as a 24-hour, 7-days a week communication center.

## Emerging Technology

Several conference speakers shared information about key areas of ITS applications and operations where advances in technology have emerged and are making a measurable difference.

A broad spectrum of applications were explored, including 511 traveler information systems, E911, an enhanced 911 emergency system; Lifelink, a telemedicine system; dynamic message signs (DMS); highway advisory radio (HAR); Road Weather Information Systems (RWIS); Prepass (commercial vehicle) systems; wireless communications systems; and telematics. Emerging ITS technology possibilities for the future were also addressed.



*Standing, l to r, Rich Ruby, D-1 Engineer; Jim Schurr, Engineer in Planning and Project Development; and seated, Tim Weander, D-5 Engineer; observe a demonstration sponsored by the University of Nebraska's Peter Kiewit Institute.*

A prime example of ITS technology deployment was during the 2002 Winter Olympic Games in Salt Lake City, Utah. Joe McBride, Utah DOT, and Richard Hodges, ITS Program Manager of the Utah Transit Authority, shared behind-the-scenes planning that resulted in successful execution of a massive effort.

ITS technology has also proven invaluable during adverse weather conditions, including hurricanes, winter snow conditions along I-80 and flash flooding. Representatives from several state DOT's, including Virginia, Wyoming and Texas, spoke about how they meet the challenge of keeping traffic moving when a storm hits in states with highly rural areas that are lacking in alternate route availability.

Tim McGary, Wyoming DOT, said that better methods of informing travelers, including DMS, HAR, and 511 systems, along with technology-based road treatments, such as sand with improved gradation, Ice Ban and Ice Slicer are making dramatic improvements in managing winter weather conditions. McGary noted that formation of the High Plains Coalition, which NDOR's Dottie Shoup is coordinating, will be very helpful in the future for data sharing. Two other data systems recently deployed, the California/Oregon Advanced Operations Systems (COATS) and the I-95 Coalition, a partnership of transportation agencies from Maine to North Carolina, were also discussed during the conference.

Rural ITS initiatives, including the development of an intelligent snowplow with a magnetized tape guidance, are showing promise for the future. Arizona formed a partnership with Montana on this project, and a four-year study has shown positive results.

### Trust and Cooperation

Several speakers shared the experiences of their agencies on September 11, 2001. Lt. Robert Ricker, New Jersey State Police spoke about the importance of networking and communication, and the successful partnership his organization formed



Participants in the "first annual" Transportation Technology & Operations Conference in Lincoln heard speakers from across the country share the benefits and advances in ITS technology.

with their state DOT and other agencies, to develop an effective transportation incident management program.

Matt Edelman, discussed TRANSCOM, a joint effort which started with the New York City Port Authority and was staffed by 18 transportation and transit agencies in the New York and New Jersey area. The organization was based on a centralized system of trust and cooperation. During 9-11, agencies understood and the public accepted that while there was a mobility crisis, security was the higher priority. Some of the ITS systems used included customized dynamic message signs (DMS) and highway advisory radio (HAR) messages, FAX/E-mail network, EZPASS, video sharing (Interagency Remote Video Network), and an Interstate 95 Information Exchange Network. While ITS was fully utilized, Edelman emphasized that in the end strong working relationships were as important as technology.

James Austrich, Washington DC, Public Works, discussed changes in operations brought about by 9-11 and talked about a new District Department of Transportation formed in May. He said the design of their ITS program was almost finished. The system will include a roadway operations program. They also have an event evacuation plan and a District response plan. Austrich noted that

their DOT was affected very close to home by the events of 9-11, as they had a transportation antenna knocked off by the plane that hit the Pentagon.

### Investment Needed

Jeff Panati, ITS Director in the Joint Program Office of the U.S. Department of Transportation, said that while ITS has become a mainstream transportation word, it is not yet in the mainstream of transportation decision-making. He noted that once a nationwide investment is made, improvements in mobility, safety, security, efficiency and economy will be significant.

According to Neil Shuster, President and CEO, ITS America, this technology can result in a reduction in deaths on highways, save \$20 billion a year in operating transportation systems and save \$1 billion a year in gas. After more than 10 years of rapid growth, it has become apparent to most in the transportation field that ITS is a proven concept that can achieve positive results.

Additional information on the conference can be obtained by contacting Paul Cammack, Transportation Technology Engineer, or Dottie Shoup, ITS Programs Manager, both in NDOR's Transportation Technology Section, in Lincoln. Presentation materials are also available on the NDOR website: [www.nebraskatransportation.org](http://www.nebraskatransportation.org). ♦

# We Get Letters ...

May 26, 2002

Dear Governor Johanns,

On June 21 we were south of Valentine about 50-60 miles and had a rear tire blow out, possibly as a result of hitting something on the road. We were driving a pickup with a pop-up camper so it was a problem changing the tire. I was able to remove the spare, and loosen the lug nuts and about to jack up the rear axle. At that point two Nebraska Roads Department employees stopped and were going to call AAA of which I am a member. They then checked how I was doing and one jacked up the rear end and the other removed and replaced the tire. They did this much faster than I could. I am 68 with a heart condition, so did not want to create more problems by exceeding my limitations. Their names were Burnell Nieuwenhuis and Shawn Malone. They said they could not accept any payment. I just wanted to notify your office and commend them, along with letting you hear about the type of employees Nebraska has who are working where people encounter real problems. If possible, it would be appreciated if your office could thank them as well.

Gerald Anderson  
Clarkdale, Arizona

**Editor's Note:** Burnell is Hwy. Maintenance Worker Sr. and Shawn is a Hwy. Maintenance Worker. Both work at District 8 in Valentine.

July 9, 2002

NDOR Main Office

Dear Sir,

We traveled through your state on Highway 80 on June 8 and again on June 23, 2002.

We appreciated the landscaping along the highway shoulders. It was pleasant to have the tree plantings, greenery and landscaping.

Thank you for your thoughtfulness.

Very truly yours,

Kenneth E. Herman  
Vancouver, Washington

**The Department of Roads receives numerous complimentary letters. The letters printed here are representative of those often sent praising the many fine and deserving employees of the Department of Roads.**

July 2, 2002

Dale Butler  
D-2 Maintenance Engineer

I just wanted to take a moment to recognize you and your staff's efforts in mowing and beautifying the 13th Street and I-80 interchange prior to the College World Series.

The College World Series is a premier event in the city and putting our best foot forward for our national guests is important. The little things that leave good or bad impressions is very important. How Omaha is perceived will have an impact on the Convention Center and other events of national importance. The interstate corridors and the level of maintenance are components in how Omaha is viewed. A good look is part of what brings folks back to our city.

I just wanted you to know how important maintaining the I-80 corridor is to the city.

Job well done! Keep up the good work. I think the new plantings dress up the interchanges and add some visual variety and texture to the landscape.

Don't hesitate to call me if we miss something on "our side of the fence."

Jerry Flood  
Parks Maintenance Manager  
City of Omaha Parks & Recreation

June 21, 2002

NDOR District 1

Dear Mr. Ruby,

On behalf of the Engineering Department of the City of Falls City, I would like to extend my appreciation to you and the Department of Roads for lengthening the asphalt project on Hwy. 8 to include milling and overlaying the portion within the city limits. It was a great improvement over the patched and potholed old running surface. I have received numerous comments from the public on how much smoother it is to drive on. It should also greatly help to reduce the annual pothole problem for several years.

The City cut out and replaced several of the manhole ring and covers located in the driving lane, which were previously very rough. Without the cost of a new highway and with the Department's cooperation, we have a greatly improved road surface that should function for several years.

Again, thanks for your help in achieving this project.

Sincerely,

Larry R. Merz, City Engineer  
City of Falls City

## TURF & GARDEN

By Dick Gray  
Agronomist



### Dealing with the Drought

**Turf** - What to do? Pave? Astro Turf? Change varieties? Reseed? Let's reseed! Every grass variety has a problem or two. Even buffalo grass will go dormant when it runs out of water. That green lawn does so much for the soul and the air. It is a natural cooler and produces oxygen. It sets off your house and landscaping. It's a great place to spend money, but you are rewarded for your efforts. This is the month to reseed. The earlier, the better. Forgot to put down the grub control? Use Dylox or Turcam for an emergency treatment. Keep the water flowing even if it is every other day and 1½ inches per week should do it. Keep the mower as high as you can until the temperatures moderate.

**Trees** - If the drought was not enough, now we have a wilt disease of Scots (Scotch) pine. The disease is spread by a long horned (very long antennae) beetle called a Sawyer beetle. The beetle carries nematodes from tree to tree and the nematodes are the bad guys.

The disease is in southeast Nebraska at this time. There is no cure. If your Scots pine shows a sudden browning, call your Extension Educator at once. White pine is an option pine for southeast Nebraska. (From Iowa State University Extension). Keep your trees watered to help them through the drought.

**Garden** - If you still have a garden left this year you have done very well. Too much produce? Neighbors run from you as you approach with more tomatoes? Call your local food bank. Later this month (August), you can plant a fall crop of peas, lettuce and radishes. Here is a great recipe for cucumber relish from the Hatfields: Scrub and seed enough cucumbers to make 4 quarts, coarse ground. Mix in 4 Tbsps. of salt. Let sit 2 hours and drain well. Prepare 2 quarts of ground onions (or 6 Tbsps. of dried onions and reconstitute). Heat 6 cups of white vinegar and add, 6 cups of sugar, 2 tsps. of tumeric, 1 tsp. of ground cloves, 2 Tbsps. of whole mustard seed, and 1/2 tsp. of apple pie spice (by Schilling). Add the cucumbers and onions to the mixture and bring to a full rolling boil. Place into clean hot jars, put the lids on and wait for them to seal. Enjoy - great with pork and other meats!

**General** - Nebraska's population distribution, depending on how you divide it up, is approximately 50% above and 50% below the Platte River; or 90% of the population lives east of North Platte; or 50% of the population lives in the counties that border the Missouri River below South Sioux City (you have to include Lancaster and Pawnee counties in this one). From the Nebraska Forest Service - 1988. ♦

### We Get Letters ... (cont'd.)

May 26, 2002

*I wish to express my sincere appreciation for an employee of yours. May 22, I had tire problems just east of Brule, NE on I-80. Your employee was driving a white 2001 Chevrolet Lumina, license number 10640. This man stopped to see if I was all right and if I needed any help. I had called a friend to come and help me, and was waiting for him to arrive. But it was very reassuring to see someone stop and offer assistance. I failed to get his name but if you could forward my thanks to him, I would appreciate it.*

Thanks Again,

Nikki Cisney

**Editor's Note:** The helpful NDOR employee was Jim Morphew, District 6 Permits Officer in North Platte.

June 11, 2002

Jake Jacobsen  
NDOR District 2

*I want you to know what a good employee Bill Kernes is. Friday, on the way to the Super Regional baseball game, I lost the \$600+ cover to my convertible on I-80 west.*

*I saw a State truck picking up stuff on the roadside and gave my card to Bill. A couple of hours later he called and said he found the boot. Later, I went to his home and retrieved it. I truly appreciate his assistance. He was courteous and helpful.*

Cordially,

Tom Richard

**Editor's Note:** The helpful employee was Bill Kernes, Hwy. Maintenance Worker Sr. at D-2 in Omaha.



## Health & Safety

By LoyAnn Rossel, RN,COHN-S

# The Eyes Have It



We all take one of our most precious senses, our eyesight, for granted until something affects it. The eyes can be affected by injury or illness.

### Injury

Over 365,000 work-related eye injuries occur each year in the U.S., costing \$467 million a year! Ninety percent of these workplace accidents are preventable with use of the right safety eyewear. Among the most common eye hazards are flying particles such as dust, sparks fumes and splashes.

How can you prevent injury to the eyes?

- > Be alert to eye injury hazards in the workplace.
- > Wear the appropriate eyewear for your present task.
- > Make sure your eyewear fits properly and is in good condition.
- > Learn basic first-aid for eye injuries. Know where eyewash stations and first aid kits are located.
- > To prevent eye strain when using the computer, be

sure to look away from the screen every hour. Also assess your area for proper lighting and placement of the computer screen. The screen should not be placed in front of a window. The screen should be only 20 to 26 inches from your eyes, and the top of the screen should be at eye level—lower if you have bifocals.

### Illness

Some common diseases of the eye are:

- > **Conjunctivitis (pink eye).** This is an inflammation of the white part of the eye. This gives the white of the eye a pink tinge. Other symptoms could include itching of the eye and "matter" around the eyes. This needs to be treated as if it is contagious until seen by a physician.
- > **Stye.** This looks like a pimple on the rim of the eyelid caused by bacteria. Treatment involves warm moist packs four times a day to speed up healing.
- > **Retinal Detachment.** Suspect this when you suddenly see spots, floaters and flashes. Treat this seriously and seek medical help immediately.
- > **Blunt Red Blood.** This looks terrible—bright red blood on one area of the white of the eye—but usually doesn't need any medical assistance.

Your vision is priceless. If you have any questions about proper safety eyewear, contact Ron Henning 402-479-4585. If you want information on "First Aid for the Eyes" to use at a safety meeting, call Nurse Loy at 402-479-4889. ♦

## NDOR Earns Crumb Rubber Grant

The Nebraska Department of Roads was recently awarded a grant in the amount of \$420,657 from the Nebraska Department of Environmental Quality's Waste Reduction and Recycling Incentive Grants Program. The grant program provides funds annually for integrated waste management activities in Nebraska.

According to Robert Rea, Pavement Design Engineer at NDOR, these funds will be used on a 7.3-mile overlay project on I-80 from Gibbon to Shelton using recycled automobile tires in the asphalt pavement.

Rea said the highway improvement project would use approximately 47,000 used Nebraska tires. The State and the contracting industry will gain experience working with this new type of material and will attempt to advance pavement technology with the use of recycled tire rubber. The contractor on this project is Dobson Bros. Construction Company of Lincoln, Nebraska. ♦

## Our Top Twenty

NDOR employees with the most *total state service* as of July 2002.

Name	Office	Service Date
1. Andreasen, Merritt A.	Elkhorn (D-2)	05-28-51
2. Hausman, Larry J.	Hartington (D-3)	08-15-51
3. Wenzl, Louis P.	Lincoln (HQ)	05-01-53
4. Bumanis, Osvalds O.	Lincoln (HQ)	12-04-53
5. Voss, Ernest W.	Lincoln (HQ)	03-22-54
6. Regelean, Irene G.	Lincoln (HQ)	05-28-54
7. Henning, Arnold H.	Lincoln (HQ)	08-04-54
8. Norris, Barbara K.	Lincoln (HQ)	09-12-55
9. Schaefer, E. L.	Norfolk (D-3)	04-12-56
10. Swett, Marvel L.	Ainsworth (D-8)	10-01-56
11. Henning, Loren E.	Lincoln (HQ)	10-08-56
12. Henning, Ronald R.	Lincoln (HQ)	12-17-56
13. Engel, Barbara K.	Lincoln (HQ)	03-28-57
14. Eglite, Andrejs	Lincoln (HQ)	06-07-57
15. Sharp, Daniel J.	Lincoln (HQ)	06-10-57
16. Shafer, Larry G.	Lincoln (HQ)	09-07-57
17. Pavel, Leland D.	Lincoln (HQ)	09-09-57
18. Yonkey, Arthur B.	Lincoln (HQ)	12-01-57
19. Freeman, Lyman D.	Lincoln (HQ)	01-20-58
20. Smets, William N.	Lexington (D-6)	04-01-58

# NDOR Events Calendar

## — August —

- 1 **Letting** 1:30 p.m. NDOR Auditorium  
contact Karl Fredrickson @ 479-4528
- 6 **New Employee Orientation Program**  
NDOR Central Headquarters  
contact Steve Olson @ 479-3601
- 9 **Project Scheduling Meeting**  
8:30-11:30 a.m., NDOR Auditorium  
contact Craig Anderson @ 479-4666
- 23 **Hwy. Commission Meeting**  
10:00 a.m. Hwy. Commission Meeting Rm.  
contact Shirley Schafer @ 479-4530
- 23 **Bd. Examiners for Co. Hwy. & City Street Supts.**  
10:00 a.m. Materials & Research Conf. Rm.  
Contact Andrew Cunningham @ 479-4569

## — September —

- 2 **State Holiday – Labor Day**
- 4-6 **Workshop for Co. Hwy. & City Street Supts. Examination Applicants**  
10:00 a.m.- 2 p.m., Holiday Inn, Kearney  
Contact Andrew Cunningham @ 479-4569
- 5 **Letting** 1:30 p.m. NDOR Auditorium  
contact Karl Fredrickson @ 479-4528
- 10 **New Employee Orientation Program**  
NDOR Central Headquarters  
contact Steve Olson @ 479-3601
- 11 **Patriot Day**
- 13 **Project Scheduling Meeting**  
8:30-11:30 a.m., NDOR Auditorium  
Contact Craig Anderson @ 479-4666
- 20 **Bd. Public Roads Class. & Stds.**  
9:00 a.m., NDOR Auditorium  
Contact Andrew Cunningham @ 479-4569
- 27 **Hwy. Commission Meeting**  
10:00 a.m. Hwy. Commission Meeting Rm.  
contact Shirley Schafer @ 479-4530

## — October —

- 2 **National Walk to School Day**
- 3 **State Government Nebraska Mgmt. Exposition**  
State Capitol – Contact Lois Danico @ 479-4331

- 4 **Bd. Examiners for Co. Hwy. & City Street Supts.**  
Meeting 8:45 a.m., Hwy. Commission Meeting Rm.  
Examination 9 a.m.- 4 p.m., NDOR Auditorium  
Contact Andrew Cunningham @ 479-4569
- 7-11 **Drive Safely Work Week**
- 8 **New Employee Orientation Program**  
NDOR Central Headquarters  
contact Steve Olson @ 479-3601
- 10 **Put the Brakes on Fatalities Day**
- 11 **Project Scheduling Meeting**  
8:30-11:30 a.m., NDOR Auditorium  
Contact Craig Anderson @ 479-4666
- 14 **State Holiday – Columbus Day**
- 20-26 **National School Bus Safety Week**
- 23 **Blood Drive – Community Blood Bank**  
NDOR Central Headquarters  
contact Diane Holthus 479-4580
- 24-25 **District Programming Meeting**  
1:00-5:00 p.m., NDOR Auditorium  
Contact Craig Anderson @ 479-4666
- 25 **Bd. Public Roads Class. & Stds.,**  
a.m. (tba), outstate meeting (tba)  
Contact Andrew Cunningham @ 479-4569
- 25 **Hwy. Commission Meeting**  
10:00 a.m. Hwy. Commission Meeting Rm.  
contact Shirley Schafer @ 479-4530

If you would like key events included on upcoming calendars, call the Communication Office 479-4512 or e-mail [lwilson@dor.state.ne.us](mailto:lwilson@dor.state.ne.us). Information for the October/November Roadrunner should be received by September 13.

### Patriot Day (9-11) Activities

(Lincoln, NE) Governor Mike Johanns is urging Nebraskans to give blood, fly their flags and attend a remembrance event on Patriot Day, the official designation for September 11th. The Governor kicked off a month of remembrance Monday, August 12th, when he and other state leaders donated blood in Lincoln.

### Year-Round Nebraska Traveler Information



Dial from anywhere in Nebraska,  
cell phone or landline.

Short-term, route specific  
weather forecasts and  
road condition reports for  
state highways.



[www.nsp.state.ne.us](http://www.nsp.state.ne.us)



[www.dor.state.ne.us](http://www.dor.state.ne.us)

- ✓ Stay Safe When You Drive.  
Wear Your Safety Belt.
- ✓ Use your cell phone responsibly.  
Don't dial and drive. Find a safe  
place to stop.
- ✓ Stay 100 feet behind snowplows.  
Pass only with extreme caution.
- ✓ If snow is blowing, should you  
be going? Don't Push It!

**Call 511.**

If outside of Nebraska call  
**(402) 471-4533**

### NMA Expo

The State Government Nebraska Management Exposition will be held Thursday, October 3, 2002 at the State Capitol. Many inspirational and educational speakers will be there to assist you in your daily working environment. For a registration form and information on the speakers and their topics, go to the NMA website <http://nma1.org>. Information can also be found in the next *Statehouse Observer* or NMA's August newsletter *The Nebraska Manager*. Or, contact the EXPO 2002 chairs:

Lois Danico, 479-4331  
[ldanico@dor.state.ne.us](mailto:ldanico@dor.state.ne.us)  
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