

Service Awards

Congratulations to these dedicated individuals for their work and continued service with the Department of Roads. The following people celebrate their service dates in April and May.

50 Years

Merritt Andreasen, District 2

40 Years

Larry Jobman, District 1

Larry Peterson, District 7

30 Years

Connie Boyer, District 6

Teresa Griggs, Information Systems

Joseph Kellner, Information Systems

Robert McClure, District 1

Peter McShane, Communication

John Schulte, Controller

20 Years

Glenn Dein, District 2

Tracy Neverve, District 7

Jeffrey Smith, District 3

Jerry Stutzman, District 5

Larry Warner, District 2

10 Years

David Casper, District 7

Renee Chorowicz, Trans. Planning

Caral Davis, District 6

Donald George, Trans. Planning

Lance Gillen, District 7

Carl Hart, District 8

David Hespe, District 8

Ronald Liston, Bridge

Gary Lueders, District 4

William Nordhues, District 4

Steve Olofson, District 6

Robert Rice, District 4

Stanley Schmidt, District 4

Donald Warner Jr., District 2

the Roadrunner

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From the Director

Saving Lives... It's Everyone's Job



John L. Craig

When we think about people who save lives, lifeguards or firefighters often come to mind. But each of us faces that same responsibility every day of our lives. National Work Zone Awareness Week, April 9-13, is a good time to assess that reality.

That week could be the time when we see or hear something that will cause us to take the danger of work zones more seriously, become more alert, and thereby save a life—a highway crew member's, another motorist's or our own.

The point of this special week is to make all of us more aware and more alert, whether we drive through work zones or work in them. We know that highway crews work in the highest risk job category in America, but we sometimes forget that the danger of death and injury to motorists involved in work zone accidents is just as great as it is to highway workers.

Last summer, NDOR and contractors undertook a highway safety public awareness campaign with television ads airing throughout the State. Highway fatalities in Nebraska have been reduced by over 13 percent over the past two years, which results in 40 fewer fatalities than in 1998. NDOR worker deaths and injuries in work zones have remained low, with one injury and no deaths last year.

At the same time, those who work out on or near the road—maintenance crews, project managers, surveyors, inspectors and contractors—must never take anything for granted. Complacency is the greatest danger. Getting too comfortable with surroundings and not expecting change are the great dangers for NDOR workers and for our contractor partners.

During National Work Zone Awareness Week, and throughout the year, we will work together with our industry partners to help increase public and worker awareness of highway safety and drivers' safety. Simple things, such as observing work zone signs, reducing speeds and buckling up can make a big difference. There's a lot riding on the outcome...your life and mine.◆

District Construction Safety Awards Presented

The 2000 District Construction Safety Awards were presented at the NDOR Project Managers Conference in Kearney on March 14. District Construction Engineers accepted the awards on behalf of their respective districts.

District 2 received the award for improving their injury frequency rate the most over 1999. The lowest injury frequency rate award went to the construction employees of two districts. Both District 4 and District 7 did not have any lost time injuries in 2000.

District 2 also received the award for improving their vehicle accident rate the most over the previous year. The award for the lowest vehicle accident rate went to District 7.

Safety Coordinator Ron Henning, who made the presentations, said all eight districts did a very good job last year in keeping the accident frequency rate low.◆

Increased Highway Construction Projects Prompt Plea for Motorists' Caution

The 2001 construction season promises to be one of the busiest in recent years, and the Nebraska Department of Roads urges motorists to use caution when approaching highway work zones. This year, from April to December, more than 300 highway projects are planned, compared to 200 projects a year ago. By simply slowing down and staying alert the risk for accidents and injuries can be prevented or reduced.

An estimated 700-800 fatalities are reported nationally each year in work zones. Every year in Nebraska, there are more than 300 work-zone crashes, resulting in about 75 injuries and averaging three deaths.

Most crashes occur when drivers fail to maintain a safe speed and a proper following distance. Law enforcement officers' reports confirm the common element in most work-zone crashes is drivers' failure to pay attention.

More motorists are injured in work-zone accidents than highway workers. Therefore, drivers need to stay alert when driving near highway construction sites any

time of day, watching for directional signs, traffic cones, flashing signals and message boards. Drivers should observe lower speed limits, heed all posted warning signs and be alert for potential work-zone hazards.

Roads Department and contractors' employees are at risk when working near moving traffic. Since 1990, highway work-zone crashes claimed the lives of two Department of Roads workers and injured 22. The Roads Department wants to ensure the safety of its employees, contractor's personnel and motorists by increasing awareness of potential safety hazards.

It is important to remember that highway work zones are much more than an inconvenience. Work zones are essential to building safer, smoother roads that will ultimately save lives. Patience and awareness will help keep Nebraska's roads safe for everyone. ♦

Work Zone Safety ... Did You Know?

Answer **True or False** to test your knowledge about work zone safety.

1. The most dangerous part of the work zone is in the middle where the work is occurring.
2. More highway workers are injured in work-zone accidents than motorists.
3. Most work-zone crashes occur at night.
4. Fines are triple in work zones.
5. Most work-zone crashes in Nebraska involve rear-end crashes.
6. When driving it takes 10 seconds for your brain to perceive a hazard or problem.
7. If you don't see workers immediately after you see warning signs, it's okay to ignore the signs since there is probably no work going on.
8. Diamond-shaped orange warning signs are generally posted in advance of road construction projects.
9. In a work zone, a flagger has the same authority as a regulatory sign.
10. It takes about 5 minutes longer to travel through a two-mile-long work zone at 45 m.p.h. than at 65 m.p.h.

(Answers on page 14)

Construction Zone Crashes CO\$T You ...



This crash will cost you.

You could face a double fine, an increase in your insurance premium, pay medical bills or even lose your license. Your car is out of commission and you're stranded.



**Work zone accidents are preventable.
Follow the signs and stay alert!**

NEBRASKA ♦ DEPARTMENT ♦ OF ♦ ROADS

Paving Awards Presented in Kearney

Several project managers and construction firms were honored with awards for both concrete and asphalt pavements at the annual Project Managers Conference held March 13-15 in Kearney. The awards recognized their work on Nebraska highways and municipal streets during 2000.

The Nebraska Department of Roads presented awards for outstanding asphalt pavement smoothness. Awards of excellence for highway construction projects using concrete pavement were presented by the Nebraska Department of Roads and the Nebraska Concrete Paving Association.

Asphalt Smoothness

The 2000 asphalt smoothness Award of Merit for the smoothest individual project went to Project Manager Joe Applegate of the District 5 Scottsbluff office and Brower Construction Company of Sioux City, Iowa for the Bushnell to West Kimball (eastbound) project on I-80.

The Award of Merit for the best average of all projects constructed

with the smoothness specification in the 2000 season went to Werner Construction Company of Hastings for 103.2 miles of work on twelve projects.

A Certificate of Merit was also presented to Project Manager Paul Kieper of District 6 at North Platte for the smooth asphalt pavement placed on the Brule to Ogallala project on I-80. The contractor, Western Engineering Company, Inc., of Harlan, Iowa, North Platte Division, also received a Certificate of Merit.

Concrete Pavement Awards

Project Manager Robert Ruxton of the District 4 Hastings Office and Werner Construction Company of Hastings received the Municipal Streets award for the concrete pavement constructed on US-34, Burlington Avenue from "A" Street to "I" Street in Hastings. Jeff Johnston coordinated the project design.

The award for excellence in Interstate and Expressway concrete pavement was presented to Dennis Baehr of the District 2 Omaha office

who was the Project Manager on I-680 between the Pacific Street and Maple Street Interchanges. Hawkins Construction Company of Omaha was the contractor. Mike Parrott coordinated the project design.

There were two winners in the Other State Highway category. District 6 Project Manager Rich Morrell of North Platte and Paulsen, Inc., of Cozad were honored for the concrete pavement constructed on the Ogallala South project. Project Manager Armin Daubendiek of the District 1 Fairbury office and subcontractor Dobson Brothers Construction Company of Lincoln were honored for the concrete pavement constructed on the Fairbury South Viaduct project. The prime contractor for the Fairbury project was United Contractors Inc., of Johnston, Iowa. John Baker was design coordinator for both projects.

Pavement smoothness, quality control, innovation and complexity of the project were considered in determining these awards. ♦

Hausman Cited Project Manager of the Year

Larry Hausman was honored by the Nebraska Chapter of the Associated General Contractors of America (AGC) as Nebraska Department of Roads' Project Manager of the Year. Hausman received a traveling trophy and a plaque at the Project Manager's Conference in Kearney on March 15.

Hausman has been project manager in District 3 since 1961. One of his larger projects was the Niobrara Bridge over the Missouri River, which cost over \$15 million to build. According to District 3 Construction Engineer Pat Boyle, Hausman's extensive experience was crucial to the high quality work completed on the project. When Boyle became District Construction Engineer about three years ago, Hausman had more years of experience than all of the District's project managers combined.

The award is presented annually by the AGC to a NDOR project manager

who has upheld the standards of conducting business within the highway construction industry with the highest level of ethics and integrity. The trophy is called the Lyle Leader Memorial Award in tribute to Mr. Leader, who was a project manager at NDOR for

34 years. He was active in the District 3 Hartington office at the time of his death in August 1991 and was highly respected by his peers within the department and by the contractor members of AGC.



Larry Hausman, Project Manager in District 3 (center), accepts the Lyle Leader Memorial Award as Project Manager of the Year from John Chicoine, President of Garcia-Chicoine Enterprises, Inc. (left) and Bud Dobson, current President of the Nebraska Chapter of Associated General Contractors (right).

All contractor members submitted a nomination for this award and the nominees were voted upon by the members of the AGC. For the year 2001, Hausman received the high honor. ♦

Electronic bids are complete and readable, microfilming time is reduced, and data entry is nearly eliminated.

E-Bidding Elicits Contractors' Enthusiasm

Approximately forty-two contractors submitted 105 bids in the Nebraska Department of Roads' first mandatory electronic bid letting held February 22, according to Nancy Loos, of the Contracts Office.

"The Department has been allowing voluntary electronic bids for sometime now, and 60-65% of the bids received have been electronic. All contractors wishing to bid on Department of Roads' projects from this point on must do so electronically," Loos noted.

There are about 226

contractors who are qualified to bid on highway projects in Nebraska. Other states with electronic bidding are Kansas, Iowa, Wyoming, Colorado and Georgia.

The Department is using "Expedite," a software product developed by the American Association of State Highway and Transportation Officials (AASHTO), as the means for the contractors to prepare and submit their electronic bids. There are thirty-four other states that license the Expedite electronic bidding software. The contractors can download Expedite from NDOR's website.

Currently the bidding process is not completely electronic. The contractor must contact the Contracts Office to obtain a bid proposal and bid bond form. The contractor then prepares a bid using the electronic bidding software and returns the bid proposal, a diskette (containing the bid) and a completed bid bond form to the Contracts Office prior to bid letting. Personnel from the Contracts Office along with computer support staff held several workshops across the state to acquaint the

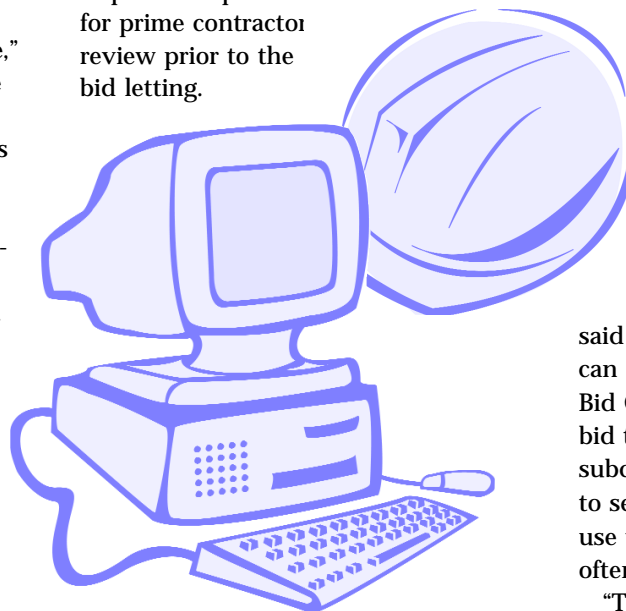
contractors with Expedite, and were available for questions prior to the bid letting.

Several Advantages

There are several advantages to electronic bidding, Loos noted. The bid is complete and readable, microfilming time is reduced, and, with only a few exceptions, data entry has been eliminated. It also helps the

contractor by providing checks and balances in preparing the bid. This would provide an error-free bid. Although electronic bidding is directed at those contractors

bidding as a prime contractor, it is beneficial to subcontractors and suppliers as well. The suppliers and subcontractors can use this system to post unit prices and bids for prime contractor review prior to the bid letting.



Bruce Timmons, Elk Horn Construction in Sergeant Bluff, Iowa, said this was his first electronic bid letting. They had one small problem checking on an addendum to a project. But, in general, the bidding went well. Timmons said they went to

workshops put on by the Contracts Office, and that helped a lot. He said Iowa is doing electronic bidding, but it is not mandatory at this point. He felt that electronic bidding would become easier the more they used it. He could see electronic bidding being done from the contractor's office, and it reduced the time spent attending the bid-letting process in person.

Errors Reduced

Chuck Kadlecsek, Capital Contractors of Lincoln, likes the electronic bidding process, and has been using it for some time now. He says the Expedite software works well. He believes electronic bidding makes the process easier and helps to eliminate errors, but does not eliminate estimating errors.

Julie Budnick, Werner Construction of Hastings, said Werner has been participating in electronic bidding for quite awhile now, and it seems to be going well. She says the electronic bids are quicker and have fewer errors than the handwritten bids. They are able to check group totals and the overall total. They can also check to make sure the subcontractors have included all the bid items in their quote. She said Werner finds it helpful that they can export all line items to the Heavy Bid Construction Software (HCSS) to bid the project and to compare subcontractor quotes. She would like to see more suppliers and contractors use the features of the program more often.

"The Department of Roads has greatly expanded its on-line services to the contractors since we first started several years ago," Loos said. "We are continuing to expand the electronic services offered to both the Department personnel and the contracting industry." ♦

"We are continuing to expand the electronic services offered to both the Department personnel and the contracting industry."

- Nancy Loos, Contracts Office

Headed north on Hwy. 71 through the Wildcat Hills, the finished roadway provides for safety and a scenic view.



Before & After

Expressway Complete through Scenic Wildcat Hills

By Craig Lind
District 5 Construction Engineer

The Gering South project was the fourth project on the expansion of Nebraska Highway 71 from a two-lane highway to an expressway from Kimball to Scottsbluff. Work on the \$13.7 million, 8.5-mile project started in September 1998 and was completed September 2000.

The project included the 1.3-mile section on Highway 71 through the scenic Wildcat Hills. Early in the design phase, plans were to widen the existing three-lane section to a four-lane expressway with a 40-foot median. It was determined that the proposed fill would impact jurisdictional waterways. Adjacent property owners were also concerned with the impacts to the scenic landscape.

The decision was made to lower the roadway through sections of the Wildcat Hills and not place additional fill on the north approach to the crest of the Wildcat Hills. By dropping the grade 20 feet and narrowing the

median through the narrow fill section, the three-lane roadway built in 1962 was expanded to a four-lane surfaced expressway.

In order to build the north approach to the Wildcat Hills, it was necessary to close Highway 71 for a period of time. To minimize the closure time for the highway, the contract provided an incentive/disincentive provision. The contractor was given 42 calendar days to complete two lanes on the north approach with a \$10,000 a day incentive/disincentive payment.

General contractor Western Engineering closed Highway 71 on July 8, 1999 and reopened the highway to two-way traffic on the southbound lanes on August 8, 1999. During the closure, Platte Valley Construction, the grading contractor, excavated approximately 230,000 cubic yards of material in 21 calendar days, laid 3,140 linear feet of culvert pipe and constructed 31 inlets; Western Engineering placed 12,000 tons of asphaltic concrete; and Garcia-Chicoine installed 1,025 linear feet of guardrail.

Incentive Earned

Approximately \$1 million of work was performed during the 31 days the highway was closed. The contractors

received an incentive payment of \$100,000, maximum allowed by contract, for opening the road ten days ahead of time.

Salvaging Operations

During the closure of Highway 71, Bruce Bailey, Highway Salvage Paleontologist with the University of Nebraska, worked closely with the grading contractor, Platte Valley Construction, as he performed extensive excavations on the site. Bailey was working around thirteen scrapers, seven bulldozers and blades, as well as other assorted equipment. Platte Valley Construction assigned equipment and a foreman to assist Bailey with the salvaging operation.

After the embankment on the west side was removed, Bailey started salvaging specimens in the ancient river channel. As Bailey completed a section, the salvaging operation worked its way across the roadway from the west side to the east side of the highway. On the east side, a large quarry containing the mother lode of specimens was discovered. Bailey was allowed to work in this area during the remainder of the project, and he is planning future expansion of the quarry onto the state Game and Park Commission's property to the east.

NDOR personnel involved in this project included Joe Applegate, Project Manager; James Johnson, Hwy. Construction Tech III; Wayne Rhamy, Hwy. Construction Tech. III; Monte Wegelin, Highway Construction Tech. II; Martin Gillen, Highway Construction Tech II; and Rick Schmunk, Highway Construction Tech I. Joe Rutmanis (retired) was the lead designer; Paul Knievel, Engineer II, and Dennis Hatfield, Highway Designer III, helped with the design. Kathy Kaarstad Fischer (no longer at NDOR) helped manage the project and contributed to the design. Western Engineering was the general contractor. Sub-contractors included Platte Valley Construction, L.J. Webb, Inc., Capital Contractors, Inc., Kirk Barnes Construction, Inc., Garcia-Chicoine Enterprises, Van Pelt Fencing, Dustrol, Inc. and CER Professional Consultants.

The Gering South project will represent NDOR and its contractors in the 2001 National Partnership for Highway Quality (NPHQ) Achievement Award competition.

This project and the contractor also won a "2000 Quality in Construction" Award by the National Asphalt Pavement Association (NAPA). This prestigious award recognizes Hot Mix Asphalt projects that demonstrate the highest quality of work around the country.◆



During construction, heavy equipment prepared the landscape for the new roadbed of the Gering South project.

Gering South Wins Nebraska Quality Award

The Nebraska Highway 71 project, Gering South, received a first place award from the Nebraska Partnership for Highway Quality. The award was presented to Joe Applegate, NDOR Project Manager, and Evert Falkena, Vice President at Western Engineering, at ceremonies during the Project Managers Conference March 13-15 in Kearney. The project will represent NDOR and its contractors in the 2001 National Partnership for Highway Quality (NPHQ) Achievement Award competition.

The Ogallala South Project, involving the reconstruction of Highway 26/61, received runner-up honors. Richard Morrell, NDOR Project Manager and Dennis Sandrock, Vice President at Paulsen, Inc., accepted the award.

NPHQ partners include the American Association of State Highway Transportation Officials (AASHTO), the Federal Highway Administration (FHWA) and related industry associations. The contest objective is to focus attention on continuous quality improvement within the highway industry. ◆

Good Project Communication Lauded

The Golden Star for excellence in construction project communication and public information was presented at the 2001 NDOR Project Managers Conference, held March 13-15 in Kearney.

Richard Morrell, District 6 Highway Project Manager, received the special honor. He has served as a project manager over the past 12 years and worked at the Department of Roads for over 30 years. Recently he managed the Ogallala South project, which involved reconstruction of Highway 26/61 in Ogallala. The excellent communication exemplified

between project partners and the community during the planning and construction of this project resulted in production of the video "In This Together - How Your Business Can Survive and Thrive Through Roadway Reconstruction."

The award, a trophy with a gold star atop a marble base, was first presented two years ago and is presented to a project manager who best exemplifies excellence in communication by providing useful information, consistently and in a timely manner, to the local public most affected by the state construction project.◆

Ogallala Bridges Cited

The Highway 26/61 South project in Ogallala, District 6, was cited by the American Consulting Engineers Council of Nebraska for the bridges designed by Kirkham Michael (KM) of Omaha. The roadway design of the new entrance into Ogallala also received recognition.

The Engineering Excellence Awards program was created to highlight consulting engineers' work. Winners of the state's competition are eligible to compete in the national ACEC Engineering Excellence Awards Competition.◆

Highway Salvage Paleontology in the Wildcat Hills



Life in the Past Lane



By Bruce Bailey
University of Nebraska State Museum

Forty years ago, legislation mandated the salvage of fossil remains threatened by highway construction. Nebraska introduced the country's first paleontological salvage program (see Oct./Nov. 1996 Roadrunner) which is based on close cooperation between contractors, the Nebraska Department of Roads (NDOR), and the University of Nebraska State Museum (UNSM). In areas where new construction threatens paleontologically sensitive areas, such as the Wildcat Hills south of Gering, museum paleontologists follow a basic three-phase strategy to recover the maximum amount of scientific information without causing construction delays.

Phase 1: Pre-Construction Salvage

Early notification of the proposed upgrade of Nebraska Highway 71 allowed us to survey the large road cuts made during the original alignment and collect vertebrate fossil specimens exposed by erosion. Several beautifully preserved, articulated skeletons of the sheep-like oreodont *Merychius*, a camel, and a small deer were excavated; however, the most important discoveries were tiny teeth of mouse-size critters. Sixteen different small mammals including a new species of gopher were recovered from over a ton of gravel screened on site. The fossils indicated these rocks were deposited by an ancient river over 20 million years ago.

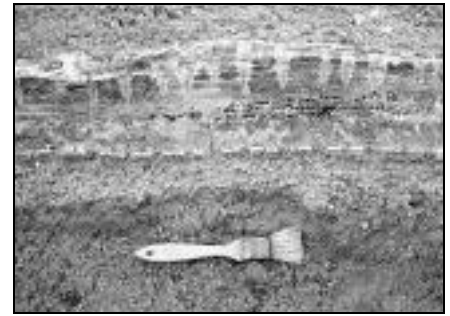


Above - View north prior to construction. The diagonal line in the roadcut (lower right) is the geologic contact between the 20 million-year-old river channel and the underlying 28 million-year-old Gering Formation. This cut produced a treasure-trove of fossils during construction.

Monte Wegelin (left), NDOR employee, shows Rodger Dierieux, Platte Valley Construction foreman, a tapir jaw found near the channel floor. Both men contributed significantly to the success of this salvage operation.

After the discovery of numerous bones along the back slope, Highway Salvage Paleontologist Bruce Bailey (left) and Project Manager Joe Applegate discuss the possibility of future excavation. Joe and District Construction Engineer, Craig Lind, provided invaluable assistance throughout the salvage operation.





Miotapirus lower jaw (left), anthracothere lower jaw (center), petrified log (right). During the two summers of excavation over 500 specimens were collected from this 20 million-year-old bone-bed.

Phase 2: 1999

Salvage During Construction

You might think heavy equipment and fragile fossils is a combination to be avoided. Quite the contrary! In vast areas of hard rock, bulldozers and scrapers are the most efficient means of discovering new fossils. Searching through large sandstone blocks left in the wake of D-9 ripper-cats, we collected partial skulls of three rare mammals, found for the first time in these deposits: the four-horned deer *Syndyceras*, a tapir (*Miotapirus*), and a hippo-like anthracothere. As the fleet of a dozen scrapers neared grade to the north, they uncovered a veritable treasure trove of fossil bones. Platte Valley Construction Superintendent Dennis Giesman instructed his crews to work around this area while we resorted to the more conventional tools of our trade—namely shovels, trowels and paint brushes. During the next month, the entire bone bed was excavated from median to back slope with phenomenal results—over 200 specimens were collected, a third of which were skulls or jaws!

This site is scientifically important for many reasons. Rocky Mountain gravel discovered near the bottom of the channel indicates a major, through-flowing river deposited the sediment.

Petrified logs were common, suggesting a heavily forested valley. The fossil mammals represent a unique “jungle fauna” composed of a great variety of low-crowned browsing herbivores and the carnivores that fed upon them. It is the only locality of this age in the Wildcat Hills that has produced a significant vertebrate fauna. For this reason District Engineer Tim Weander granted permission to continue this excavation after highway construction was completed.

Phase 3: 2000 and Beyond Post-Construction Salvage

In the spring of 2000, the back slope was reopened and excavated throughout the summer with equally astonishing results. Several jaws of an ancestral bear, an extremely rare weasel, and a new genus and species of large beaver were highlights of the second season. Thus far, 20 different large mammal species have been identified from this site. The combined total of 36 large and small mammals makes it the most diverse fauna of this age in the Great Plains!

We are currently preparing a display for the Wildcat Hills Nature Center that



Local students assist Highway Salvage Preparator Shane Tucker plaster-jacket fragile fossil specimens for safe transport to the museum’s preparation lab.

will include information on the local geology and fossils specimens. Photos of specimens can be found on the UNSM website, www-museum.unl.edu.

We would like to thank NDOR, District 5, Western Engineering Company, Inc./Platte Valley Construction Company, and UNSM for their assistance throughout the project. Without their cooperation, a salvage operation of this magnitude could not have been successfully completed.

If fossils are encountered during highway construction they should be reported to Bruce Bailey or Shane Tucker, Highway Salvage Paleontologists, University of Nebraska State Museum, Lincoln, NE 68588-0514, or call (402)472-2657. ♦



Left Center - Platte Valley Superintendent Dennis Giesman (left), Clarence Millikin (center), and Steve Dierix pause to observe the discovery specimen, the lower jaw of a clawed horse-like animal. By following this one-lane path (note tire tracks), the dirt crew was able to complete this portion of the project well ahead of schedule while paleontologists salvaged the entire bone bed.

Left - Floyd Sterkel (NDOR) opened the backslope for the 2000 excavation. The dig confirmed the extent of the fossiliferous horizon into the hill and has great potential for future excavation.



MYOTAPIRUS

ImageStation Assures Increased Efficiency

An Intergraph ZI ImageStation digital photogrammetry system was acquired just over a year ago by NDOR's Photogrammetry Section, which is part of the Roadway Design Division. This softcopy image workstation uses digitally scanned images of aerial photography to produce preliminary aerial surveys that serve as the basis for NDOR project planning and design.

The ZI ImageStation differs from conventional analytical stereo plotters in several ways. The operator views images in 3D on a standard computer monitor using special stereo eyeglasses. New digital technology has significantly reduced project setup and production time. With just a few clicks of a button, digital images are brought into stereo and ready for mapping. Another big advantage of the ZI ImageStation is the capability to produce ortho rectified image (ortho) files. Created from scanned images using precise aerial survey data, these ortho files are used by designers and engineers for accurate project reference. Because the ZI ImageStation has proved so successful, plans are underway to acquire more to eventually replace all analytical stereo plotters currently being used at NDOR.

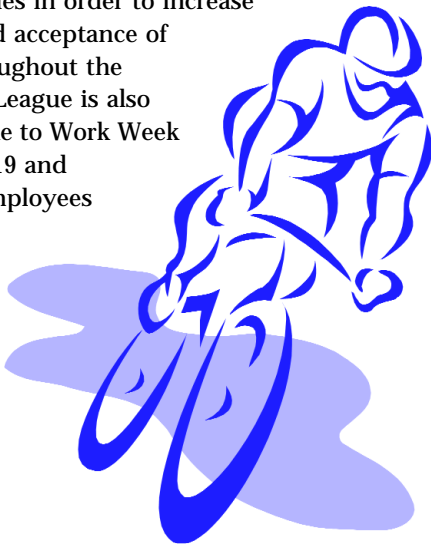


Marty Krcmarik, Tony Mattingly and Todd Parrott (l to r) use special stereo eyeglasses to view images in 3D on the ZI Image Station.

Marsha Munter, Photogrammetry Manager, has seen her section move from analog to analytical to digital stereo plotters over the past twelve years. She says acquiring the ZI ImageStation was an important step in keeping pace with the rapid advances in photogrammetric technology.◆

National Bike Month/Bike to Work Week

This year marks the 45th consecutive year that the League of American Bicyclists has declared May to be National Bike Month. During the month, state and local organizations are invited to join in sponsoring bicycle activities in order to increase awareness and acceptance of bicycling throughout the country. The League is also promoting Bike to Work Week from May 13-19 and encourages employees to ride a bike or walk to work during that week.



Bicycle Safety Tips

- Protect your head. Wear a helmet.
- Assure bicycle readiness. Make sure your bicycle is adjusted properly.
- Share the road. Don't assume motorists can see you.
- Ride on the right, but not too close to parked cars. Drivers might open a car door without seeing you.
- Never ride against traffic.
- Follow signs, signals, and pavement markings.
- When turning left, merge with left-turning traffic or walk your bike across as a pedestrian if traffic is heavy.
- Inform others of turns by using hand signals. These are the same as motorists' hand signals except that for turning right you can use your right arm and point.
- Slow down and yield for pedestrians.
- Be predictable. Avoid sudden swerves.
- Common sense, courtesy, and caution are the three C's of good cycling.
- Watch the road. The American Automobile Association suggests using an accident avoidance technique called "SIPDA"—scan, identify, predict, decide, and then act.

We Get Letters ...

February 18, 2001

Dear Mr. Boone & NDOR-Omaha,
In the middle of December I lost my keys near 13th Street. I would like to thank you and your crew who found them for taking the time to return them to me. Thanks for all your service to me and to the Omaha community—it does not go unnoticed.

Sincerely,
Heidi Wilken
Omaha, Nebraska

Editor's Note: Matthew Boone is a Hwy. Maintenance Supervisor at District 2 in Omaha.

February 21, 2001

Samir Sidhom, P.E.
Bridge Division

Dear Mr. Sidhom:

I would like to commend you on your implementation of your BOPP manual online.

I was retained by the County of San Diego, California to prepare barrier replacement type selection, plans, estimates and specifications for six bridges in the County. All of the bridges are over creeks. The County had received community input that indicated preference for an aesthetic barrier (post and beam type). My search began with the FHWA web site which named your open concrete rail as meeting NCHRP Report 350 TL-3 level. This led me to your site. I was able to pull up your drawings with Adobe Acrobat, review them, have them downloaded and plotted using Microstation, and submitted to the County for their review. All the work on the web was done in a matter of 10 to 20 minutes. Your web site is well organized, clear, content-rich and easy to use.

Again, we thank you for all your help and the photos you sent us. Should you ever be in need of anything from here, don't hesitate to call on us.

William Nascimento, PE SE
Lim & Nascimento Eng. Corp.
Irvine, California

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.

January 30, 2001

Mr. Randy Needham
NDOR Right-of-Way Division

Dear Randy,

We at KDOT want to thank you and everyone at NDOR who helped with the engineering and right-of-way acquisition work on the US-283 Nebraska tract. This property represented a very important acquisition. We are sorry that we did not give more lead-time regarding our project needs.

Please pass on a special "thanks" to Don Schulz and Ron Kramer for their timely and successful acquisition work. We also appreciate those people who assisted in the engineering work, including preparing legal descriptions. Thanks to NDOR, we will be able to let the project in April with all the necessary right-of-way acquired. We hope we can return the favor someday and do so as professionally as your staff has performed.

Sincerely,
Joseph Krahn, Chief
Kansas DOT

Editor's Note: Don Schulz is a Negotiator Chief and Ron Kramer is a Hwy. Right-of-Way Agent II in the Right-of-Way Division.

February 11, 2001

Nebraska Dept. of Roads

We don't know how you removed the 8-12" of snow which fell the two days prior to February 10. That day we traveled north from Hebron via Hwy. 81 to York, east on I-80 to Lincoln and returned by Hwy. 77 south from Lincoln to Beatrice, then 136 west to Hebron. We could not believe how clean the roads were. We had expected to be driving on snow-pack or ice, but the roads were nearly 100% clear.

Thanks,
Jerry & Gwen Neff
Hebron, Nebraska

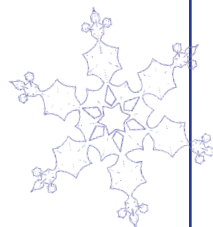
Editor's Note: Thanks to maintenance crews in Districts 1 and 4 for a job well done.

February 1, 2001

I want to thank the crew that maintains Hwy. 77 north from I-80 to Ceresco for the wonderful job they have done keeping the snow and slush off the road. They have surely prevented many accidents and may have saved lives.

Thanks again,
John Hewitt

Editor's Note: Good work, District 1 maintenance crews.



February 8, 2001

Nebraska Dept. of Roads
Hartington, Nebraska

I am writing to thank the people who get out early and stay late at night to keep our highways safe. I live in Crofton and have been working in Yankton for the past 28 years. I very much appreciate knowing when we have sleet, ice and snow that your people are out there doing their best to make it safe to travel.

Often co-workers traveling from different parts of South Dakota around Yankton complain about how bad their roads are and that the plows were just starting to go out when they came to work. I am very comfortable traveling on our roads. I have confidence knowing that your people have been out and I won't have any trouble.

I know it is a thankless job and this year has been rough, but I want to let you all know, I really appreciate what you do. Keep up the good work.

Sincerely,

Sharon Zimmerman
Crofton, Nebraska

Editor's Note: Kudos to District 3 snow removal crews.

Governor Johanns,

February 15, 2001

I wish to express my thanks for the job the Roads Department did in clearing I-80 after last week's snowstorm. I had to drive to Omaha the afternoon following the 10-inch snowfall. To my amazement and delight, the Interstate was clear and dry the entire way! I know that this is a thankless job, and frequently I am sure you receive complaints about snow removal. This is one situation, however, where the Roads Department did a fabulous job.

Thanks for your leadership of the state. God bless you and your family.

John Kopetzky
Lincoln, Nebraska

Editor's Note: Good words for Districts 1 and 2 maintenance crews.

My thanks to Bob Kastrup for taking such good care of Hwy. 84. It sure helps me alot to know you are there.

Diane Monten
Hartington, Nebraska

Editor's Note: Bob Kastrup is a Hwy. Maintenance Worker Sr. at District 3 in Hartington.

February 16, 2001

Ken Adams
Nebraska Dept. of Roads
Gothenburg, Nebraska

Ken and Crew,

I want to take the opportunity to thank you for a job well done clearing and maintaining the snowy roads.

Traveling from Lexington, through Cozad, then to Gothenburg, I get the chance to see many road crews in action and I have been extremely happy with the job Gothenburg's road crews perform.

When I reach "your area" I can always breathe a sigh of relief, as the roads are so much safer there. I can say this with experience as I have traveled these same roads nearly every day for seven years.

Thank you for the hard, sometimes dangerous work you do so well.

Sincerely,

Kim Schoneman
Lexington, Nebraska

Editor's Note: Ken Adams is the Hwy. Maintenance Supervisor at District 6 in Gothenburg.

February 12, 2001

John Craig, Director
Nebraska Department of Roads

Dear Director Craig,

I want to let you know how much I appreciate the excellent job Superintendent Tom Renninger and his people do of removing the snow and ice and keeping the highways safe for the public.

We recently had an ice storm that left a thick coat of ice over everything. As luck would have it, we had to make three ambulance runs from Mullen to North Platte in a 24-hour period after this terrible ice storm. These runs were made safely because of the hard work of Mr. Renninger and his people. I have heard many others express my sentiments. We really do appreciate the hard work the Department of Roads does to make the highways as safe as possible.

Sincerely,

Lynn Nichols, Sheriff
Hooker County Sheriff's Dept.

Editor's Note: Tom Renninger is a Hwy. Maintenance Superintendent at District 6 in Mullen.

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Lincoln Lightning Football Strikes Traynowicz's Interest

When the Lincoln Lightning arena football team gets underway this season, the fun—and work—begins for NDOR's Mark Traynowicz. Mark works full-time as a research engineer in the Materials and Research Division, where he oversees working with university and industry partners in developing and implementing the latest research. In his spare time, Mark is returning for his third season as an assistant coach for the Lightning. This year, Jose Jefferson, the head coach, named Mark the assistant head coach in addition to his duties as offensive line coach.

Mark noted, "That's what I played in both college and professional football, so it has worked out pretty well. This year I will still be involved with the offensive line, and I'll probably be working with the running backs, too."

Prior to his work with the Lightning, Mark hadn't coached before, but he had extensive playing experience. He played football at the University of Nebraska-Lincoln in the 1980's and played five seasons at the NFL, including 3½ years at Buffalo, a year at Phoenix and also at Seattle.

In addition to Mark, there are three other assistant coaches, two who are returning this year. Joe Blahak, who played at UNL from 1970-71; Dan Pensick, who was a defensive lineman for the Huskers in 1979; and new this year, Chuck Mizerski, long-time coach at Lincoln Southeast High School, who signed on as a defensive

coordinator. Mizerski will continue to coach at Southeast.

Mark said he is looking forward to working with the players again this year. He noted that most of the players have been out of college two to three years and some are trying to make it on to higher level professional teams.

New League

According to Mark, this is the first year the Lightning will play as an arenafootball2 (af2) League. For the first two seasons the team was part of the Indoor Football League (IFL). In

addition to the Lightning, teams in their af2 division include Quad Cities, IA and IL; Peoria, IL; Wichita, KS, Louisville, KY; Tulsa, OK; and Des Moines, IA.

"There will be a few changes. In the af2 league, most of the players will have to play both offense and defense, so the players this year will have to be in a lot better condition. Also the af2 has nets in the end zones. So if the ball is kicked or

thrown and it bounces off the nets, it's still live. If the ball is thrown or fumbled and hits the wall, it's a live ball. Last year it was out of bounds."

The arena football field is about a quarter of the size of a traditional football field. There are eight players on a side, as opposed to eleven in

regulation football. There are four 15-minute quarters, but the clock runs the whole time. The only time it stops is for changes in possession. The exception is in the last minute of play, when the clock runs just like in college. Mark says this makes the game go a lot faster and the fans like it that way.

Time Commitment

Another challenge is the relatively long playing season, 16 games, plus several play-off games.

"This year we won't have a 'bye' week, so we'll play every weekend and then play-offs after that. We'll have eight games in town and the rest are on the road."

Besides the time commitment for the games, which are on Saturdays, Mark notes that they have practices three times a week, each lasting about two hours. The playing season starts in late March and ends in August.

"After every season, I look at the amount of time involved and think I may not do it again next year, but once the season rolls around, I remember how much I enjoyed the game and the players and I always come back and do it again."

Mark's wife, Alison, and two sons, Kramer, 8, and Cole, 6, are also big fans. They attend all the games, and the boys like to go to practices and play around with the players. Also, because some of the young men on the team don't have a lot of family around, everyone becomes like extended family. They eat together on Sundays at sponsoring restaurants and get to know each other very well.

"I think when it comes down to it, the main reason I'm doing this is because I really enjoy being around the players, and my family enjoys it, too."

For more information about the Lincoln Lightning and their season schedule, check their website, www.Lincolnfootball.com. ♦



NDOR's Mark Traynowicz guides the offensive line from the sidelines.

Information Systems Efforts Recognized

Several NDOR Information Systems Division employees recently received certificates of appreciation from the Nebraska State Patrol for their efforts in sharing data communication facilities at various locations across the State. Colonel Tom Nesbitt and Scott McFall, State Patrol Information Systems Manager, presented the certificates March 1 at the NDOR Executive Conference Room. ♦



Joe Kellner, IT Manager I; Jon Ogden, Information Systems Division Head; Robert Warner, IT Infrastructure Supply Analyst Lead; and Mark Neemann, IT Infrastructure Supply Analyst Sr. (l to r) received certificates of appreciation.

Prieb Receives Humanitarian Award

Sandra “Sam” Prieb, Statistical Analyst II in the Highway Safety section of the Traffic Engineering Division, received the Humanitarian Award at the third quarter Rewards and Recognition Ceremony held January 26 at NDOR’s central headquarters in Lincoln. Prieb was honored for her quick response in performing the Heimlich maneuver on a fellow employee who was choking on a sandwich. Because of her calm and decisive action, a life was saved. ♦



Sandra “Sam” Prieb

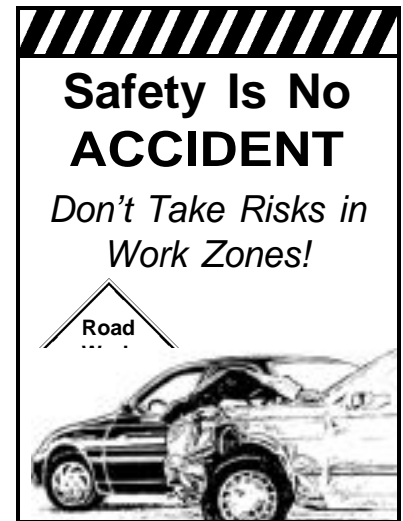
Weed Control Work Lauded

The Nebraska Weed Control Association and Douglas County Weed Control recognized District 2 for their work on noxious weeds on the Interstate areas around the Omaha Metro area. Gary Forman, Maintenance Superintendent in District 2, accepted the “Outstanding Achievement” Award at a banquet held on February 14 in North Platte. ♦

Work Zone Safety

(Answers to Quiz on page 3)

1. **False** - Areas where traffic is entering or leaving work zones are most dangerous because that's where drivers are jockeying for position.
2. **False** - 98% of all work zone fatalities are motorists. Motorists and passengers suffer most of the traffic casualties in work zones.
3. **False** - Most work zone crashes occur in daylight. However, work zones can appear at any time of day as road crews work both night and day.
4. **False** - Fines are double in work zones.
5. **True** - One in three crashes in work zones is a rear-end collision. Crashes in non-construction areas are more commonly angle or side-swiping crashes.
6. **False** - When driving, it takes 1.5 seconds for your brain to perceive a hazard or problem. At a speed of 60 mph, a car will travel 66 feet before the brake is even touched. From initial reaction time to the time the car actually stops, the car will travel about 300 feet, the length of a football field.
7. **False** - Some work zones—like line painting, road patching and mowing—are mobile, moving down the road as the work is completed. Just because you don't see the workers immediately after you see the warning signs doesn't mean they're not there.
8. **True**
9. **True**
10. **False** - It takes less than a minute—52 seconds to be precise.



TURF & GARDEN

By Dick Gray
Agronomist



Time to Spring into Action!

Turf - Now the work begins again, and for those that have had enough of winter—its about time! Aerate, power rake, and mow to 1 - 1½". Wait until later in April to fertilize with a weed and feed. Nip those dandelions in the rosette stage. Come back in May with a pre-emergence for the crabgrass and foxtail. Keep that blade sharp. Ground Ivy can be controlled by 20 Mule Team Borax. Use three teaspoons in one gallon of warm water and spray to wet. You may have to repeat this 2 or 3 times. The boron in borax is toxic to Ground Ivy. You can also use Acme Super Weed No More and can expect to use 2 or 3 applications. Reseed the winter-killed areas as soon as you can for Bluegrass and wait until May for Fescue. Reset the mowing height to 2 - 2½" for May.

Trees - Any winter damage to evergreens should be very visible by now. The early hard freeze was the likely culprit. Symptoms are dead tops, dead side branches and

a general browning of the foliage. The dead parts can be pruned. The overall brown cast should recover. Select your new plant material as soon as it arrives at your favorite plant store. The plants are as fresh as they are going to get the day they arrive.

Garden - Have you ever planted seed and it did not come up? Could be that the ground was too cold. Here are some minimum soil temps for planting: spinach 38°, radish 40°, lettuce and onion 41°, peas 42°, potatoes 45°, sweet corn 55°, beans 57°, cucumber 58°, pumpkin 60°, (taken from extension bulletin G98-1362 "Soil Temperatures and Spring Planting Dates"). For more information, try—pubs@unl.edu. Milk jugs make great and very cheap hot caps. Remove the lid and cut the bottom off. These will protect tomatoes down to 28 degrees.

That beautiful Purple Loosestrife that you planted and nurtured is now a noxious weed. What to do with it? Dig it up as soon as it starts to leaf and place it somewhere to dry out. When it is nice and crispy place it in the trash. Purple Loosestrife can take over a wetland faster than crabgrass can take over your lawn. The nurseries will have a few suggestions for you to use to replace the purple color.

General - Water is a very precious resource as many Nebraskans discovered again this past summer. Use it wisely. The drought may not be over. How much water does the average person use in a day?—168 gallons (from the Lower Big Blue NRD Newsletter).◆

DOR Events Calendar

— April —

- 6** **Bd. Examiners for Co. Hwy. & City Street Supts. Examinations**
8:45 a.m. Hwy. Commission Rm., Lincoln
9:00 a.m. - 4:00 p.m. NDOR Auditorium, Lincoln
contact Andrew Cunningham @ 479-4569
- 13** **Proj. Scheduling & Prog. Mgmt. Monthly Meeting**
8:30 - 11:30 a.m. NDOR Auditorium
contact Craig Anderson @ 479-4666
- 9-13** **Nat'l. Work Zone Awareness Week**
- 14-21** **Great Nebraska Trash-Off**
- 20** **Bd. Public Roads Class. & Stds.**
9:00 a.m. NDOR Auditorium, Lincoln
contact Andrew Cunningham @ 479-4569
- 20** **Hwy. Commission Meeting**
10:00 a.m. Hwy. Commission Meeting Rm.
contact Shirley Schafer @ 479-4530
- 22** **Earth Day**
- 24** **New Employee Orientation Program**
NDOR Auditorium - contact Steve Olson @ 479-3601
- 27** **State Holiday - Arbor Day**

— May —

- National Motorcycle Safety Month**
- 3** **Letting** 1:30 p.m. NDOR Auditorium
contact Karl Fredrickson @ 479-4528
- 4** **Bd. Examiners for Co. Hwy. & City Street Supts.**
10:00 a.m. Hwy. Commission Rm., Lincoln
contact Andrew Cunningham @ 479-4569
- 5-12** **National SAFE Kids Week**
- 11** **Proj. Scheduling & Prog. Mgmt. Monthly Meeting**
8:30 - 11:30 a.m. NDOR Auditorium
contact Craig Anderson @ 479-4666

13-19 **Bike to Work Week**

13-19 **National Transportation Week**

18 **Bd. Public Roads Class. & Stds.**
9:00 a.m. NDOR Auditorium, Lincoln
contact Andrew Cunningham @ 479-4569

18 **Hwy. Commission Meeting**
10:00 a.m. Hwy. Commission Meeting Rm.
contact Shirley Schafer @ 47479-4530

22 **New Employee Orientation Program**
NDOR Auditorium - contact Steve Olson @ 479-3601

24 **N-Trac Meeting**
10:00 a.m. D-2 Conference Room in Omaha

21-28 **National Buckle Up America Week**

28 **State Holiday - Memorial Day**

— June —

National Safety Month

2 **National Trails Day**

7 **Letting** 1:30 p.m. NDOR Auditorium
contact Karl Fredrickson @ 479-4528

8 **Proj. Scheduling & Prog. Mgmt. Monthly Meeting**
8:30 - 11:30 a.m. NDOR Auditorium
contact Craig Anderson @ 479-4666

21 **Hwy. Commission Meeting**
10:00 a.m. Outstate Meeting - Gering
contact Shirley Schafer @ 479-4530

If you have key events that you would like included on upcoming calendars, call the Communication office 479-4512 or e-mail lwilson@dor.state.ne.us. Event information for the June/July Roadrunner should be received by May 18.