

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.

50 Years

Larry Hausman, District 3

40 Years

Joseph Baratta, District 2
John Laws, District 4
Duane Preston, District 1
Robert Ruxton, District 4

30 Years

Steven Bartos, Construction
JoAnn Britton, Controller
Ronnie Chamberlain, Mat. & Research
Richard James, Information Systems
Mahesh Jha, Project Development
Jerry Wray, Rail & Public Transportation

20 Years

Judy Borer, Local Liaison
James Erlewine, District 7
Douglas Hohensee, District 1
Kurt Svoboda, Right-of-Way

10 Years

Joseph Arbour, District 5
Edward Burton, District 1
Diana Evans, Materials & Research
Robert Green, District 2
Tim Krason, Materials & Research
David Martin, Traffic Engineering
Richard McKenney, District 4
Lonnie Sandall, District 3
Robert Strand, District 8
Kirk Weber, District 4
Toni Wolkins, District 3

the Roadrunner

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Highway Program Announced for FY 2002 and Beyond

Nebraska Department of Roads' Director John Craig has announced a \$390 million Highway Construction and Improvement Program for fiscal year 2002. This is the third annual program published under the administration of Governor Johanns and Director Craig.

The state highway system program of \$320 million for 2002 has increased by \$13 million over the 2001 program. Local system improvements on city and county streets, roads and bridges on the federal-aid system are estimated to cost \$70 million, or an increase of about \$3 million from the previous year.

A total of 161 new projects will be let to contract on the state highway system during fiscal year 2002. Projects will range in size from a \$10,000 traffic signal project at West Dodge Road and 144th Street in Omaha to as large as a \$15 million 4-lane expressway project on U.S. Highway 30 east and west of Schuyler. Throughout the state, projects will range from small landscaping, lighting and traffic signal jobs to full-scale 6-lane grading, surfacing, resurfacing and surfacing shoulders projects. Highway construction, rehabilitation and resurfacing will be performed on the interstate, expressways, and other primary and secondary highways over the entire state.

It is a goal of the Department of Roads to provide the safest highway system possible for the users of the

transportation system and the workers that perform maintenance and construction on Nebraska highways. A good surface transportation system serves as the lifeblood for the citizens of the state, for the efficient movement of agricultural products from farm to market, for interstate commerce and enhancement of Nebraska's economy.

As always, the Department of Roads encourages public input to the highway maintenance and construction process and we continue to work with all of our partners and customers through a coordinated teamwork approach to provide the best roads possible to the people of Nebraska.◆

Last Year's Program On Target

According to Roads Director John L. Craig, the published fiscal 2001 highway construction program contained 164 projects with a total estimate of \$298.6 million. The low bids for these same projects as of June 30, 2001, the end of fiscal 2001, was \$301.9 million. The 1.1 percent increase is the lowest since 1989, when the Department began recording end-of-the-year cost comparisons.

"My thanks to all NDOR employees who contributed to this accomplishment. Keep up the good work," said Director Craig.◆

A Rewarding Thought

"Brains, like hearts, go where they are appreciated."

- Robert McNamara, former U.S. Secretary of Defense

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.



left - The old section of Nebraska Highway 89 just east of Beaver City connects with the newly paved section heading into town.

top - Looking east, with the "skyline" of Beaver City at the top, construction is underway on the first of three bridges. Grading is complete. Subgrade preparation, placement of bituminous foundation course and paving will follow.

Before & After

Community Support Boosts Beaver City Project

By Pete McShane
Communication Division

Work on Nebraska Highway 89 in the Beaver City area began during June 2000 and will be completed this September. The project begins just east of the US-283/N-89 junction and ends three miles east of Beaver City. Work in Beaver City and west required full reconstruction of the roadway. The work to the east of Beaver City consisted of asphaltic concrete resurfacing and culvert extensions.

Three bridges were replaced, and a greatly improved grade line was created west of Beaver City improving sight distance and eliminating snow drifting problems. Much of this new section was built on a new alignment, approximately 65 feet south of the existing roadway. This change was necessary to meet current design standards without interfering with graves in Mount Hope Cemetery. In addition, it allowed traffic to proceed uninterrupted on the existing highway for the 2000 construction season while much of the bridge work was completed and the contractors

moved approximately 77,000 cubic meters of soil.

When complete, this seven-mile stretch of N-89 will have a much-improved vertical alignment, new asphalt surfacing, modern street lighting through Beaver City, and all new bridges. These improvements will allow the department to increase the speed limit on the three miles west of Beaver City from 55 mph to 60 mph. In addition, storm sewer inlets will be modified and sidewalk ramps meeting Americans with Disabilities Act (ADA) standards will be constructed in town.

Highway 89 had several areas where the vertical alignment was substandard resulting in inadequate stopping-sight distance. Correcting the alignment required moving approximately 300,000 cubic meters of embankment. The grading west of Beaver City resulted in raising the level of the road up to 15 feet in some locations. This, coupled with the need to replace substandard bridges, made providing access to residences and Mount Hope Cemetery a challenge. A 1:6 safety section (a one-foot vertical drop for every six feet horizontal

distance) was also constructed. This provides a relatively flat area for motorists who have driven off the road to recover control of their vehicle and get back on the road safely.

"We did receive several calls asking for signs to help direct traffic along the project, but area residents have been very supportive of the project," noted Tim Sell, NDOR Project Manager.

The project was designed by Wilson and Company, of Salina Kansas. Khalil Jaber, NDOR Roadway Design, served as consultant coordinator. Mark Dietz, of Holdrege, served as party chief for the survey crew and as project inspector. Tim Sell, also of Holdrege, is the department's project manager.

"Tim has really stepped up to the plate on this job," noted Kurt Vosburg, District 7 Construction Engineer. "This is a fairly large project, and Tim had been a project manager for only a few months when the project was assigned to him. He has done an excellent job managing both the project and working with the Central Headquarters staff to resolve design issues," Vosburg said. ♦

Kennedy Recounts Career in Director's Office

Over the last 22 of her 32 years at NDOR, Bonnie Kennedy has witnessed firsthand the inner workings and many changes within the Director's office. This hub for major activities and decision-making affects approximately 2,200 NDOR employees and thousands of motorists who travel state roads daily. Upon her retirement, Kennedy paused to reflect upon her many years of service and some of her more memorable experiences.

Prior to working in the Director's office, Kennedy began her career at NDOR in 1969, working for one year as a Clerk/Typist in the Property Management Section of the Right-of-Way Division, then five years with Jerry Strobel when he was Deputy Director, and four years with Strobel and Charlie Nutter, another Deputy Director.

Kennedy has worked for seven directors during her tenure as Secretary to the Director at NDOR, beginning in 1979 with David Coolidge. Others included Lou Lamberty, Ray Hogrefe, Jerry Strobel, Wayne Teten, Allan Abbott and John Craig. While there was a certain amount of nervousness in anticipation of a new director's arrival, Kennedy said everything always managed to work out fine.

"That's what kept my job from being boring. It was like having a brand new job every time someone new came in. They would do things totally different from the one that was there before them," Kennedy noted.

One difference over the years is the less formal tone. While on a first name basis with her bosses in recent years, Kennedy said that wasn't always the case. Another big change is the modern technology. According to Kennedy, while the transition was difficult at first, computers made doing business easier and more efficient. New copier machines, fax machines and programmed telephones also make it easier to communicate now.

While the changes have been many, one fundamental change in her job duties stands out in Kennedy's mind.

"When I first started this job, my main duties were trying to keep track of where the director was. Now, it's totally reversed. Instead of trying to keep track of where he is, I'll tell the director where he's going, managing his calendar."

Kennedy has spoken to many well-known or famous people over the years. She has talked to almost all the governors who appointed her bosses, many U.S. Senators, including Bob Kerrey and Ben Nelson, and Congressman Doug Bereuter. She especially remembers meeting former State Senator Terry Carpenter, as he was very cordial and friendly to her after she had heard about his reputation for being a tough guy.

Kennedy also remembers her phone conversations with actor Patrick Swayze when he was in Lincoln during filming of a movie. Swayze called the Director's office several times regarding arrangements with an NDOR employee who was his driver while he was in town. She has an autographed Swayze picture as a keepsake.

Among items she will miss most, Kennedy listed interactions with the many people she has met over the years and the friendships she has made. Other things she will miss: division head and district engineer meetings; informal visits with the State Engineer and Deputies during lunch time; the cooperation she received from individuals in both the districts and divisions, especially in the district yards; and getting away for a



Bonnie Kennedy's last day in the NDOR Director's office was July 27.

few minutes for a break with friends. Kennedy will also miss working with Jill McAuliffe, who will assume Kennedy's duties after she retires.

Future plans include travel, work and leisure. Kennedy will attend a wedding in California and take her first foreign trip when she visits a family member in Portugal. She and her husband, John, plan to spend more time on their property in the Sandhills and perhaps even build a second home there. She also plans to clean closets, paint walls and, hopefully, occasionally sleep in. ♦

Our Top Twenty

NDOR employees with the most **total state service** as of July 2001.

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. Freemon, Lyman D.	Lincoln (HQ)	01-20-58
20. Smets, William N.	Lexington (D-6)	04-01-58

"The Survey Says..."

By John Schulte
Accounting Costs Manager

Did you ever wonder what the man or woman driving an 18-wheeler thinks about Nebraska's roads? A recently completed survey attempted to find out.

Team 21 (a group of Department of Roads employees with a "future" focus) surveyed over 3,000 big rig drivers working for Werner Enterprises Inc. Werner, a transportation company with its home office in Omaha, is engaged primarily in hauling truckload shipments throughout the 48 contiguous states. Team 21 wanted to find out what this large group of highway users thought of several issues.

One goal of the Department of Roads is to be the best state transportation agency in the country. Asking truck drivers which state has the best highways was an obvious question for those who see them all. Which state did they select? How does Nebraska rank? (See answers at the end of this article.)

What highway features are of special concern to truck drivers? How can we improve service to this transportation partner? All of these questions and more were the targets of this nationwide survey.

The survey's initial concern was to find the best and worst locations on Nebraska's highway system. An additional focus was to see if, as we rebuild the interstate between Omaha and Lincoln and add an additional lane, we could add or modify features that would make those new ribbons of highway better.

Unique Issues

Truckers, because of the size of their rigs and the rules that govern their operation, have some unique issues. The survey attempted to have drivers identify those issues and give us ideas on how to address them. Here is a summary of the responses.

Respondents indicated a number of concerns that, we assume, are representative of the trucking industry. Available truck parking is of primary importance. National

operating rules of the trucking industry dictate the number of hours any one trucker can drive. This results in a mandated "rest" period when a driver must be idle. Finding a safe, well-lighted area to park is a major concern. The industry has suggested that the state increase sites available to them, primarily in expanded rest areas, and that we work with other potential providers of this service.

Werner members expressed a need to be notified well in advance of exit locations so the proper lane changes can occur in a timely fashion. They asked that roadway surfaces be kept smooth, clean, wide, and well marked with proper delineation. They noted the importance of good snow removal.

Survey respondents asked us to "keep them informed" about weather, roadwork, slowdowns, maintenance, accidents and places to eat that can accommodate truck traffic. They asked us to do this through better signs, kiosks, radio and other means. They requested easier, self-directed methods of obtaining their information, and also requested keeping them informed of what is going on, not only in Nebraska, but also in neighboring states.

Several Requests

Respondents made several requests regarding on-and-off ramps as well as acceleration and deceleration lanes, including making those ramps and lanes longer, wider and giving proper notice to merging traffic. They recommended that off ramps and deceleration lanes be uphill, while on ramps and acceleration lanes be downhill. This allows gravity to assist trucks in obtaining the proper speed.

Those responding asked us to better educate automobile drivers on how to safely operate their vehicles around trucks. This request for assistance is extremely important, emphasizing the trucking industry's concern for fellow highway users.

The word "smooth" was used repeatedly in identifying a good highway. When combined with the words "flat" and "well marked," key elements of a quality highway

emerged. These elements make travel safe and comfortable. Smooth, flat roads, including bridge abutments, keep loads from shifting. Well-marked and signed roads allow for safe lane changes and exits.

Another safety issue mentioned often was the need to have all traffic moving at the same speed. This allows for the safer cohabitation of the roadway by trucks and automobiles.

Survey respondents asked us to keep our highways well maintained and constructed properly by using better materials that last longer, resulting in less interruption to traffic. They asked us to close only one side of the roadway at a time, to work 24 hours a day to get the highways open sooner and to fine contractors who don't get highway construction projects completed on time. They also asked us to add wider lanes. They asked us to do these things "before" they are truly needed.

Survey respondents told us to look at southern states and some surrounding states to get a glimpse of "really good highways"

In spite of these recommendations, individuals answering our survey stated Nebraska has some good roads, bridges and rest areas. We do several things right in Nebraska, but we are not the "best." To get there we will need to continually improve, and with the insight provided by this survey, we are closer to achieving that objective.

Still wondering which state has the best highways? Texas was the most often mentioned state, followed by Florida, Georgia and Tennessee. Nebraska ranked 17th. ♦

Team 21 is working on a new project and is requesting input from everyone in the department. How many functions or applications within the department could be improved through the use of a "palm pilot" that also had "GPS" capabilities? (A palm pilot is an electronic notebook that can directly download information into your computer and "GPS"—global positioning system—can identify a geographical location anywhere on earth within a few feet.) Please send your suggestions to John Schulte via Lotus Notes.

New GIS System Moves Forward

By **Dick Genrich**
GIS Manager

The Transportation Planning Division Geographic Information Systems (GIS) Section is considered a national leader in the field of GIS for transportation development. Some of our accomplishments include supplying great decision-making products for our division, the Director and his staff, filling a few ad hoc requests from other divisions and districts, and having a great working relationship with the Information Systems Division. While pleased with these achievements, we were not satisfied. We realized that much work remained.

The GIS Section had not succeeded in expanding the user base to include "you," the reader of this article, particularly if you're in a District. We had no plan to include cities and counties, and had only scratched the surface in collaborating with other state and federal agencies. We also needed to look at utilizing private enterprise. However, if need and demand increased, Transportation Planning staff would no longer be able to satisfy the demand. A new strategy was required. We needed a plan.

CADD Plan

In 1985 the department purchased a Computer Aided Design and Drafting System (CADD) for the automation of the Roadway and Bridge Design functions. Some Transportation Planning Division staff recognized the system as a great way to improve the mapping process, so the Cartography process was moved from a "stick-up-on-Mylar process" to the CADD at that time.

By 1987, some within the transportation field started to realize the potential the CADD systems provided to the mapping process. The Federal Highway Administration sponsored two conferences that year called "Computer Assisted Cartography Conferences." These were probably the birthplaces of Geographic Information

Systems in Transportation (GIS-T) as it is known today.

NDOR followed the evolution of the GIS-T technology over the next four years through magazines, periodicals, research documents, etc., but primarily by attending the International Highway Engineering Exchange Conference (HEEP) and the GIS-T Symposiums, which were the follow-up to the Computer Assisted Cartography Conferences. At the 1991 GIS-T Symposium, in San Antonio, the Louisiana DOT and their consultant, Cooper Technology, were demonstrating a GIS type application very similar to our Needs Inventory publication, which we were doing manually.

We in GIS recognized the potential of the Louisiana application to build an intelligent network, which could be used for development of an NDOR GIS. This process received administrative support. In 1991 the Department contracted with Cooper Technology to assist in automating the Needs Inventory Book.

National Leader

Over the next 10 years, the Nebraska Department of Roads became a national leader in the field of GIS for transportation development. However, the development occurred without a Strategic Plan, resulting in pockets of GIS activity (Transportation Planning, Bridge, Highway Safety and Construction), in the agency.

Rapid advances in information technologies, particularly in GIS software, resulted in increased utility for an expanded GIS user base. Newer software provided the means to expand the use of GIS programs at relatively low cost, in terms of application development time and end-user license fees. In addition, the current emphasis of the GIS industry on Internet-based GIS applications greatly expanded the opportunities for distributing GIS capability and sharing data with numerous users.

Transportation Planning's vision was that GIS needed to be expanded agency-wide (divisions and field districts) while maintaining a central GIS activity for major development, maintenance and support. Then, by leveraging GIS technology's inherent ability to integrate and analyze data from a great variety of sources, the department's decision-making process could be enhanced.

The increased emphasis on and potential for GIS created the need for a multi-year Strategic Plan that would maximize GIS application and utility in the department. A consultant was hired and a GIS Strategic Plan has been completed.

The consultant used a two-step approach to the Plan. First, they did a Needs Assessment, which was used as input to the Plan. They held two educational workshops, which were attended by approximately 200 employees and other transportation stakeholders, had a Visionary Workshop[©] attended by 30-plus people, and then conducted approximately 100 interviews. Emphasis was placed on using a cross-section of people, both vertically and horizontally, from the organization. During the Visionary Workshop the following was adopted as the Department's GIS vision statement: "Nebraska Department of Roads has a GIS that provides a user-friendly exchange of current information."

One of the early actions called for in the Plan was establishment of an NDOR GIS Steering Committee, which has the responsibility for guiding the implementation of the Plan. This committee consists of Ken Sieckmeyer, Jon Ogden, Barb Biffle, Marv Lech, Bill Wehling and Dottie Shoup from NDOR; Dan Cady, Administrator of the UNL Technology Transfer Center, representing counties and cities; and Larry Zink, State GIS Coordinator, representing other State and Federal agencies. Genrich serves as a non-

Rewards & Recognition

April, May, June 2001

Employees & Managers of the Quarter

voting member and liaison to the user community.

Thirty-one potential GIS applications/actions were identified, and the top 13 were chosen and ranked by the Strategic Plan Steering Committee. These included 5 prerequisite actions to develop the necessary architecture to support existing and future GIS applications.

To implement these projects, they were divided into 29 individual modules with integrated phasing, scheduling and budgeting. The five-year Plan would cost a little over \$3 million.

Dynamic Plan

While the strategic plan looks great, we see it as dynamic in nature. We know it is virtually impossible to look five years ahead with any certainty. As the department moves forward with GIS technology, individual and collective input will be critical. Applications featured on our website should create ideas and concepts about how GIS could be used in many different areas.

If you feel that GIS technology could be applied in your area, please contact Dick Genrich, GIS Manager in Transportation Planning. Your ideas will be investigated and explored. As new projects are identified, Dick and his GIS staff will work with divisions/districts to develop project proposals required by the Steering Committee.

In the past, most GIS application has been the result of requests to the Transportation Planning Division for custom decision maps. The new approach will be to have both the Transportation Planning and Information Systems development staffs, with some help from consultants, assist the divisions/districts to develop their own GIS applications. Until the new system is operational, Transportation Planning will continue to provide GIS services while working to meet the demands of the Strategic Plan.◆

Employees

OE 200 Divisions

Kevin Dugan
Public Hearings Officer
Communication Division

OE 300 Divisions

Ryan Christensen
Highway Lighting Designer
Roadway Design Division

District 1

Lynn Wenzbauer
Hwy. Maintenance Worker Sr.
Beatrice

District 2

John Sidzyik
Hwy. Construction Tech III
Omaha

District 3

Brad Lovejoy
Hwy. Maintenance Worker Sr.
Bloomfield

District 4

Penny Beran
Office Clerk III
Ord

District 5

Steve Roebuck
Construction Tech II
Bridgeport

District 6

Eddy Morrell
Lead Mechanic
North Platte

District 7

Lance Gillen
Hwy. Maintenance Worker Sr.
McCook

District 8

Matt Ost
Auto/Diesel Mechanic
Ainsworth

Managers

Bonnie Kennedy
Administrative Assistant II
Director's Office

Mike Owen
Interstate Design Unit Leader
Roadway Design Division

Eldon Schoen
Hwy. Maintenance Supervisor
Adams

Todd Muehlich
Hwy. Maintenance Supervisor
Elkhorn

David Anderson
Hwy. Project Manager
Columbus

Cynthia Jelinek
Striping Supervisor
Grand Island

Paul Howard
Hwy. Maintenance Supervisor
Chadron

None

Tim Sell
Hwy. Project Manager
Holdrege

Dan Ziska
Hwy. Project Manager
O'Neill

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

511 Information Line Coming in October

511 is coming to Nebraska.

"Our target is October 1st to be fully operational," said Paul Cammack, Transportation Technology Engineer for the Department of Roads.

511? We are all familiar with 911.

In many areas of the U.S., we are able to call 911 and have the appropriate emergency service (fire department, police, or medical support) respond to an emergency situation. 511 is designed to provide a service to travelers. Initially, 511 in Nebraska will provide inclement weather information to travelers.

The Department of Roads and the Nebraska State Patrol have entered into an agreement with Meridian Environmental Technology of Grand Forks North Dakota, to provide route specific weather forecasts and road conditions for travelers in Nebraska using the cellular phone number 511. Meridian currently provides this

service for travelers in North Dakota, South Dakota and Minnesota using cell phones when they dial the number #SAFE. The traveler enters the highway number they are on, a reference post number and the direction they are going, and receives a current weather forecast and road conditions for the next 60 miles.

Weather information for the new 511 will be based on a variety of sources. It will draw on up-to-date National Weather Service forecasts for each area, and information from Road Weather Information Systems (RWIS). RWIS are automated weather reporting systems installed at various locations throughout the state. RWIS provides several types of information such as wind direction and speed, air and ground temperature, temperature of the roadway surface and the presence of moisture on the roadway surface. Meridian will consolidate this

information to provide a current, up-dated forecast, 24 hours a day.

Nebraska is among the first states to take advantage of this technology. The Department of Roads and the State Patrol have received approval from the Nebraska Public Service Commission to reserve the 511 number. The Public Service Commission is conducting several meetings to acquaint telecommunication companies with this service and to receive comments from the public. The State Patrol and the Department of Roads will share the operational cost of the system.

"This system is capable of expanding," Cammack said. Our goal is to add highway construction and maintenance projects that affect travelers, to the 511 program. It is also possible to eventually add tourist attractions to this system, but this will be done at a later date. ♦

Open House Showcases New Facilities

On July 13, 2001, the Logistics Division and the Human Resources Division hosted a joint open house to showcase the newly remodeled facilities and training rooms located at 5001 South 14th Street.

Logistics personnel led approximately 100 Department of Roads employees, other state agency personnel and vendor guests through a tour of the facilities. Guests had the opportunity to see various work areas and equipment at the Logistics Division. Tour guides explained the functions of each work area. The tour ended at the training rooms, where Human Resources staff explained the room reservation process, how the rooms could be set up and how to access computer based training. Cookies and punch were served as the guests had an opportunity to ask questions regarding the facilities and the training rooms. A fifteen-passenger van transported staff from central headquarters to the Logistics Division and back.

Logistics staff encourages anyone who hasn't seen the changes at 5001 South 14th Street ("the hill") to stop by for a tour. ♦



Fleet Manager Tom Sands explains the function of the 2001 GMC dump truck used in the districts.



Human Resource Trainer Walt Pytko demonstrates the use of audiovisual equipment in the new training room.

TURF & GARDEN

By Dick Gray
Agronomist



Enjoy Waning Summer Days

Turf - Where has the summer gone? It's time to plant grass again. The earlier in August the better for fescue, ryegrass and bluegrass. You want as much time for the grass to develop before winter sets in. Does Diazinon work on grubs? Yes, if you line the grubs up against the wall and put the Diazinon in a slingshot pouch and shoot them. Diazinon cannot get down to the grubs. Use TURCAM for a rescue treatment for grubs—it really works! Watering 1½" per week should do it. Keep the mowing height at 3 to 3½" until the weather cools off and then go to 2½ to 3". If you are considering fall aeration, do it in September so there is time for the grass

to heal up. Want to try something different? Top dress the aerified lawn with compost and work it in to the holes. I think you will like the results.

Trees - Coniferous trees can be moved in late August. Deciduous trees are best moved after frost. An occasional question is "When do I prune a tree?" I like to prune coniferous trees in December so the greens can be used for decorations. I like to prune deciduous trees in early summer so the cuts will begin healing in that growing season. To paint or not to paint the cuts on the deciduous tree? The University Extension Office says that painting is not necessary and if a house-type paint is used, it can cause more damage than the cut. I like to use the aerosol tree-wound paint and give the fresh cut a very light coat. The light coat disguises the cut and blends the area with the rest of the tree.

Garden - This is the best time in the garden—harvest. Sweet corn, zucchini, potatoes, onions, cucumbers, tomatoes, peppers, all fresh from your garden or the nearest Farmers Market. Too much produce? Remember your local food bank can use the fresh produce. Order your fall bulbs soon.

General - How much water does an average residence use in a year? Answer: 107,000 gallons (from the Lower Big Blue NRD newsletter) ♦

Conserve Energy, Save \$\$\$

Rolling blackouts...rising gasoline prices...global warming fears...Reports of energy shortages and power crises are widespread across the country. The U.S., with only 5 percent of the earth's people, consumes about 26 percent of the earth's energy. Demand for electricity is expected to rise at a rate of about 1.8 percent yearly through the year 2020. On a smaller scale, decreasing energy use in the home and office will help the environment and save money.

Let There Be Light

- ▶ **Turn lights off.** Especially incandescent lights, which use energy inefficiently. Fluorescent lights are a little more sensitive to being turned on and off frequently, so keep them on unless you won't need them for at least 15 minutes.
- ▶ **Clean dirty bulbs.** Check at least every six months to make sure your lights are clean.
- ▶ **Install reflectors.** Placing reflectors in your fluorescent light fixtures

will allow you to work with fewer tubes.

- ▶ **Install motion detectors.** These can help cut down on unnecessarily lit areas that remain unoccupied for significant lengths of time.
- ▶ **Change exit lights.** Retrofit your incandescent or fluorescent exit signs with LED signs that last longer and use less energy.
- ▶ **Paint your walls.** Dark walls require you to use more energy to provide the same amount of light.

Heat Up, Cool Down

Consider these possibilities for your HVAC (Heating, Ventilation, and Air Conditioning) needs.

- ▶ **Control the temperature.** Experts recommend an optimal setting of 78 degrees Fahrenheit in the summer and 68 degrees Fahrenheit during winter months.
- ▶ **Perform proper maintenance.** Replace filters every one to two months. Clean the condenser coils on your air conditioning system every month or two. Check air

ducts and pipe insulation for damage.

- ▶ **Install ceiling fans.**
- ▶ **Shade windows.** Put in blinds or solar shades to screen out the hot sun when necessary.

Fuel-saving Tips

- ▶ **Regular servicing is important.** Keep your vehicle well maintained with regular servicing to keep it operating at peak efficiency. Be sure the air filter and the fuel filter are clean. A new oxygen sensor alone can improve gas mileage by as much as 15 percent. Having tires inflated to the maximum recommended pressure can improve gas mileage by as much as 6 percent, and periodic wheel alignments can help improve fuel economy up to 10 percent. Cleaning out your trunk and back cargo area can increase gas mileage. Every 200 pounds of unnecessary weight shaves one mile per gallon off your fuel mileage.

(See *Conserve Energy*, next page)

We Get Letters ...

May 23, 2001

To whom it may concern:

I wrote you last year about lights on Interstate 680 north of Maple. Your reply was traffic volumes have not met warrants for mainline roadway lighting, but some exit and entrance ramps will be receiving lighting. I want to say "thank you" because even though the lights are only at the exit and entrance ramps, its better than none at all. Maybe some day we might see more lights along the interstate and not just at the exit and entrance ramps. Once again thank you.

Tracie Mayberry
Omaha Nebraska

May 29, 2001
I have been researching DOT's all day. Your web page is wonderful, very easy to use and is organized in a great way! It was a pleasure using your page, and finding that it is updated regularly was an added bonus. I have been on all state DOT websites between the letters A and M today, and yours was the best.

Mary Brewington
Oklahoma DOT

Editor's Note: Terry Masters is the pagemaster for Materials & Research Division. Barb Biffle is NDOR's webmaster.

May 30, 2001

Thank you for mowing the A'76 ditches from Hwy. 6 to Cordova. As citizens in our little town, we appreciate any help for our community.

Norma Johnson

April 25, 2001

Dear Maintenance Supervisor & Crew,
We would like to thank two individuals who helped us on April 22 when we went in the ditch during the storm. We were just into Nebraska and slid into the ditch where we sat for two hours waiting for help. Thankfully, a snowplow driver, as well as a wonderful man (the boss?) tried many times to help us out—rope, chain, even pushing—all to no avail. They tried very hard to help us, and even after it was obvious we needed a winch, this one man in a truck stopped several more times to make sure we were fine.

Thank you for your help. You have an excellent crew.

Brandon & Amy Hackett
Sidney, Nebraska

Editor's Note: Thanks to Gerald Frerichs, Hwy. Maintenance Supervisor at D-5 in Sidney and his crew.

May 25, 2001

District 8
Department of Roads

Thank you so much for installing two new lights at the intersection of Hwys. 7 and 183 two miles south of Springview. The junction is so much safer now!

Carma & Hugh James
Getha & Klane Leonard
Ainsworth, NE

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.

Conserve Energy *(cont'd. from page 9)*

► **Be a different driver.** Change your driving style. Accelerate gradually, drive smoothly and with care and you could see as much as a 20 percent gain in fuel economy compared with what you'd get with an aggressive driving style. Don't speed. A car moving at 55 miles an hour can get about 15 percent better fuel economy than the same car going 65 mph.

- **Drive smart.** Don't idle too long. Idling uses more fuel than turning the engine off and then restarting the engine.
- **Plan ahead.** Combine errands into one trip and organize stops so they're near each other. Plan trips so you go out during less-congested times of day. With less traffic, you're more apt to drive smoothly.
- **Weather effects.** Driving into a 20 mph headwind can reduce fuel economy by as much as 6 percent.

Driving up a mountain road with a 7 percent grade can cut fuel economy by as much as 25 percent.

- **Other modes of transport.** Look at alternative transportation options – even if it's just for one or two days a week. Walk, bicycle, carpool or take public transportation and leave your vehicle at home. When you shop for a new vehicle, compare fuel economy.

Sources: *Positive Leadership*, July 2001
and *MSN CarPoint*, May 25, 2001

NDOR Events Calendar

— August —

- 10 Proj. Scheduling & Prog. Mgmt. Monthly Meeting**
8:30 - 11:30 a.m. NDOR Auditorium
contact Craig Anderson @ 479-4666
- 16 Letting** 1:30 p.m. NDOR Auditorium
contact Karl Fredrickson @ 479-4528
- 17 Bd. Public Rds. Class. & Stds.**
9:00 a.m. NDOR Auditorium, Lincoln
(subject to confirmation or cancellation)
contact Andrew Cunningham @ 479-4569
- 24 Bd. Examiners for Co. Hwy. & City Street Supts.**
10:00 a.m. Mat. & Research Conf. Rm., Lincoln
contact Andrew Cunningham @ 479-4569
- 24 Hwy. Commission Meeting**
10:00 a.m. Hwy. Commission Meeting Rm.
contact Shirley Schafer @ 479-4530
- 27 Employee Memorial Dedication**
10:30 a.m. I-80 eastbound Blue River Rest Area,
near Milford

— September —

- 3 State Holiday - Labor Day**
- 5 - 7 Workshop for Co. Hwy. & City Street Supts. Examination Applicants**
9:00 a.m. - 4:00 p.m. (tba), Kearney
contact Andrew Cunningham @ 479-4569
- 11 - 15 Drive Safely Work Week**
- 14 Proj. Scheduling & Prog. Mgmt. Monthly Meeting**
8:30 - 11:30 a.m. NDOR Auditorium
contact Craig Anderson @ 479-4666

- 20 Letting** 1:30 p.m. NDOR Auditorium
contact Karl Fredrickson @ 479-4528
- 21 Hwy. Commission Meeting**
10:00 a.m. Hwy. Commission Meeting Rm.
contact Shirley Schafer @ 479-4530

— October —

- 2 Walk our Children to School Day**
- 8 State Holiday - Columbus Day**
- 10 Put the Brakes on Fatalities Day**
- 12 Proj. Scheduling & Prog. Mgmt. Monthly Meeting**
8:30 - 11:30 a.m. NDOR Auditorium
contact Craig Anderson @ 479-4666
- 21 - 27 National School Bus Safety Week**
- 25 Letting** 1:30 p.m. NDOR Auditorium
contact Karl Fredrickson @ 479-4528
- 25 - 26 Programming Meeting**
1:00 - 5:00 p.m. Hwy. Commission Rm. on 25th
Auditorium on 26th, contact Craig Anderson @ 479-4666
- 26 Hwy. Commission Meeting**
10:00 a.m. Hwy. Commission Meeting Rm.
contact Shirley Schafer @ 479-4530

If you know of key events you would like included on upcoming calendars, call the Communication Office 479-4512 or e-mail lwilson@dor.state.ne.us. Information for the October/November Roadrunner should be received by September 14.

Keeping the Pace

NDOR employees and family members who participated in the 18th Annual Corporate Run held Sunday, June 24, in Lincoln include, back row (l to r): Daila and O.B. Bumanis, Greg Christ, Laurie & Kyle Brunner, Lyman Freeman, Gale Barnhill, Lynden VanderVeen, front row (l to r): Blane Osterman and Roe Enchayan. The competition is sponsored annually by the Lincoln corporate community to encourage employee physical fitness. Three events were offered: the 2-mile walk, the 2-mile run and the 5-mile run. ♦



Rewards and Recognition Survey Responses are In!

The survey committee of your Rewards and Recognition Panel, tasked with conducting the opinion survey, wish to thank the more than 1,000 NDOR employees who took the time to respond! The committee will now be tabulating, summarizing and evaluating the survey results and written comments. The results will then be taken to the Agency R&R Panel meeting in September, 2001, for review and identification of where and how program improvements can be made. Final results of the survey will be published in a future Roadrunner. Keep your eye out for them! ♦