

# 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 February and March.

## 40 Years

Robert Holmes, District 2

## 30 Years

Daniel Bruegman, Trans. Planning  
John Jacobsen, District 2  
Craig Lind, District 5

## 20 Years

David Brady, Construction  
John Wolter, District 1  
Richard Franklin, District 5  
Dale Hopkins, District 4  
Joseph Hunt, Logistics  
Don Marrs, District 8  
Randall Mees, District 1  
Wayne Pike, District 1

## 10 Years

Ann Sulek, Information Systems  
Mark Ahlman, Bridge  
Joe Applegate, District 5  
Michael Beattie, Roadway Design  
Zahi Khalaf, District 2  
Douglas Macke, District 7  
Rick Tatum, District 7  
Larry Zautke, District 3

### Correction

*We regret an error in the article "State Highway Commission Insures Citizen Involvement," which appeared in the December 2000/January 2001 issue of the Roadrunner. The biography for Ronald W. Books should have noted that he has two daughters, rather than a daughter and a son.*

## the Roadrunner

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## From the Director

# People Sharing Vision Change the World



John L. Craig

It's 2001 and by most of our recollections this should be the future! Remember when this year seemed so "star wars"? To think that we'd be in 2001 looking back at events of the 90s, trying to remember working without personal computers on our desks and changeable message signs on the highways? Amazing how quickly things change.

From getting motor vehicles out of the mud to frequently driving four-lane divided highways, we now must push on to the next great challenges of

the 21st century. What are they? What will they be? We are expected to be efficient in the present and be effective in the future. To match our successes of the past, we must know where we want to go. **What is the future we want? Are we willing to lead the way? Are we ready?**

These are questions we not only want to think about, but must answer. When we know our direction and squarely say yes—we are willing; yes—we are ready; then we get going! The good times roll!

As Norman Vincent Peale, one of the most influential clergymen in the U.S. during the 20th century, so aptly pointed out, "Change your thoughts, and you change the world." Our future will be what, together, we make it. As we go earnestly into the 21st century, our vision for transportation should be resolute. Our roadways must be the safest for the people and goods that traverse them. A collaborative vision for connecting people and goods, whether via the roads, the rails, or the air, will serve Nebraskans, their families, friends and businesses best today and throughout this new century.

### We Are Those People

It is our job to see that needs are identified and met, and that plans and programs include the wisdom of history and the potential of the future. The most important thing we do as leaders is to select and work with the best qualified people possible. As we lead people and manage things, we know that to achieve our collaborative vision we must be well prepared.

What are the core qualifications for the leaders of today and that we want to help build in tomorrow's transportation leaders? Five qualifications are at the center: 1. Be able to **lead change**, 2. Be able to **lead people**, 3. Be **results driven**, 4. Possess **business acumen**, and 5. Be a **builder of coalitions, a communicator**.

Together we lead and together we will attain our goals, accomplish our mission, and witness our vision. Through teamwork and our business processes, we plan, design, construct, maintain and conduct our daily business.

It's all about people. People sharing a vision. People working together and together changing the world, one step at a time. ♦

# New Deputy Director, Division Head Named

**Jack F. Pittman** is the new Deputy Director and lead business manager at NDOR. He has been the department's Finance Administrator since 1972.

Born and raised in Columbus, Pittman began working part-time at NDOR in 1960 as an engineering aid in the Bridge Division, while attending school at the University of Nebraska-Lincoln. He graduated in 1964 with a Bachelor of Science degree in Business Administration. He transferred to the Controller Division, where he was involved primarily in budget and finance areas before being appointed to run the division.



**Jack F. Pittman**

Noting many accomplishments over the past 40 years, Pittman said a highlight was his working relationship and friendship with former State Senator Jerome Warner and Warner's wife, Betty. The Controller Division assisted their efforts in developing highway planning and funding

legislation that is still a national model today.

Pittman said he is pleased to serve NDOR in his new position and is proud of the capable and professional people who will take over the lead and continue to

maintain high standards in the complex financial area critical to the department.

Pittman's wife, Nancy, is a reservations manager at UNL. They have been married 40 years and have two sons, Patrick and Michael, and one granddaughter, Ellie. In his spare time,

Pittman enjoys golfing, gardening, music, travel and "hanging out" at the family's summer cabin on a lake by the Platte River.

**Steve Maraman** was promoted to Finance Administrator in the Controller Division at NDOR. He replaces Jack Pittman, who was named Deputy Director. (see Maraman on page 4)



**Steve Maraman**

## Plans for Future Bring Internal Changes

"Recent internal agency reorganization and some realigned responsibilities will allow for greater responsiveness and progress," says NDOR's Director John Craig.

Reducing the number of Deputy Directors from three to two, a new Deputy Director has been named. Jack Pittman will serve as deputy director and lead business manager. Pittman will oversee all non-engineering functions for the agency.

Deputy Director for Engineering Monty Fredrickson is the Chief Engineer for the agency and responsible for development and implementation of the State Construction Program.

Former Deputy Director, as an Assistant to the Director, Wayne Teten, is now responsible for developing a more sophisticated, efficient, and effective highway maintenance system to eventually be implemented throughout all field districts.

Former Deputy Director Tom Wais, as an Assistant to the Director, is now responsible for developing a more sophisticated, efficient, and

effective long range collaborative planning method with local communities to eventually be implemented within the field districts.

Another top management change includes Steve Maraman, who will go from Budget and Finance Manager to Finance Administrator in charge of the Controller Division. The Controller Division oversees and administrates all agency financial matters.

A new section has been formed for the planning and implementation of transportation technology, primarily in the area of Intelligent Transportation Systems (ITS). Former Maintenance Division Engineer Paul Cammack will lead the Transportation Technology section.

To enhance the Department's Research programs and capabilities, Craig has moved the research duties to the newly renamed Materials and Research Division, headed up by Moe Jamshidi. Transportation research will have a renewed focus and new ideas will be solicited with a wide range of areas being

considered for new capabilities and benefits in the highway and transportation arena. As part of this, a Nebraska Transportation Research Council is set to begin early this year.

Other changes include some consolidation of State headquarters divisions. The former Highway Safety Division, which processes and houses roadway accident records and statistics for the entire State, has been merged into the Traffic Engineering Division, headed by Randy Peters. This will facilitate an even stronger role for safety in Traffic Engineering's planning, design and procedural processes.

Two other divisions have been joined into a single division. The former Maintenance Division is now the Logistics Division and has incorporated all Purchasing and Supply Division duties for the agency. The Logistics Division, headed by Dale Dvorak, serves as a major support division for agency maintenance and the department's fleet and supply inventory. ♦

## Maraman Heads Controller Division

(continued from page 3)

Originally from a small town in Kentucky, Maraman served in the U.S. Air Force from 1961 to 1965 and was stationed at Lincoln Air Force Base in 1964. He graduated from Western Kentucky University in 1969 with a Bachelor of Science degree in Biology with a minor in Business Administration. He received a Teacher's Certificate in Secondary Education.

Maraman began his career at NDOR in 1969, holding several positions in the Controller Division, including Budget Analyst from 1969 to 1971, Senior Budget Analyst from 1971 to 1972 and Budget and Finance Manager from 1972 to 2000.

Past accomplishments include participating in and helping develop NDOR's budget system, cash flow management system, and long-range financial plan for the State highway system. Maraman was one of NDOR's Managers of the Year in 2000.

Maraman enjoys working with the many people throughout the department, the Executive and Legislative branches of government, the Federal Highway Administration, other agencies, transportation departments, private industry, local governments and the public.

Goals in his new position include instituting a new PC-based budget system, establishing and maintaining an asset value for NDOR's transportation infrastructure and determining what work should be delegated and to whom.

Maraman and his wife, Linda, have been married 35 years and have three grown children—Paul, Mark and Shari. He enjoys golfing, tennis, gardening, woodworking and church activities. ♦

# National Award Received for Improving Communities

The Nebraska Department of Roads was one of four states to receive an award of excellence for its Transportation Enhancement program at the American Association of State Highway and Transportation Officials (AASHTO) annual meeting December 11 in Indianapolis, Indiana.

Over the last nine years, the Nebraska Department of Roads has obligated all available enhancement dollars for this program which produced over 400 projects, resulting in improving the quality of life in one out of every four communities in the state. Nebraska's easy application process and technical assistance provided to communities were listed as reasons for being selected for the national award.

Jim Pearson, Nebraska's Transportation Enhancement Coordinator, accepted the award for supporting quality of life programs and projects funded by federal dollars through the Enhancement program. "We've made this a very user-friendly program and this is shown by the fact that we have 400 projects across the state that have utilized \$40 million in enhancement dollars. This award helps us recognize that we're doing something right. However, we want to do even more," Pearson said.

"We want to get the word out that we have funding for a wide variety of enhancement projects, whether it's a \$500 landscaping project to beautify the entrance to a community or a \$200,000 trail that connects a residential area to a neighborhood school. Our goal is to get a project in each and every community in Nebraska," Pearson added.

Of 30 state programs competing, Nebraska was the top point-getter.

Kansas, New Jersey and Vermont also were recognized for their transportation enhancement programs. The competition was sponsored by AASHTO, the Rails-to-Trails Conservancy, the Great American Station Foundation, the International



NDOR received a national award of excellence at AASHTO's annual meeting held December 11 at Indianapolis in recognition of their exemplary Transportation Enhancement Program.

Downtown Association, the National Trust for Historic Preservation, Scenic America, and the Surface Transportation Policy Project.

AASHTO Executive Director John Horsley presented the awards on behalf of the sponsoring organizations. According to Horsley, "These state transportation agencies understand the importance of managing these programs to build better communities. We are proud of their accomplishments and encourage other states to take notice of their outstanding achievement."

A recent report by the National Transportation Enhancements Clearinghouse (NTEC), a project of Rails-to-Trails Conservancy (RTC), stated that billions in federal dollars available for trails, historic preservation and other community-based projects remain unspent and could be lost when spending for transportation enhancements expires in 2003. ♦



# Brownlee-North Projects' Completion Hailed

By Pete McShane  
Communication Division

Two much-awaited projects began on Highway 83 in March 2000, and were completed in October. District 8's Pavement Extension Program (PEP) project began at the Brownlee Spur and ran south for ten miles. Work called for asphalt resurfacing of the driving lanes on the existing road.

The other project began at the Brownlee Spur and ran north for about nine miles. Work on the second project included the addition of surfaced shoulders, and the regrading of several hills and curves. The northern one-third of this project was constructed on a new alignment, approximately 80 feet east of the existing road. The old Timber Bridge at Goose Creek was replaced with three 48-inch culverts. Landowners were very easy to deal with, and area residents were very happy that the new road was built.

Part of the grading was in a fen (a low flat marsh). Permits were required from the U.S. Army Corps of Engineers before construction could begin.

Wetland mitigation was required on this project. The contractor found it difficult to work in the wetland, as the scrapers were frequently stuck. In order to help construct a detour road over the fen, the contractor placed a geogrid and filter fabric over the vegetation and placed sand over the filter fabric. This became very stable and no sand got to the fen. The detour road was removed at the completion of the project and no geogrid, filter fabric or sand was left in the fen.

"This area is like a floating bog," noted Larry Rau, NDOR project manager. "You jump here, and someone fifty feet away can feel the wave."

Les Buck, NDOR Roadway Design Division, was the designer, and Larry Rau was the department's project manager. Other DOR employees involved with the project were construction technicians Jim Scholtes, Rick Irwin, Jason Adkisson, Carl Hart, and (temp) Pam Schmitz. Paulsen, Inc. of Cozad, had the \$4,436,409.22 contract for both projects. Subcontractors included: culverts and seeding by Kirk Barnes Construction of Valentine, grading by BSB of Curtis, armor coat by Micheels Construction of Omaha, and milling by Dustrol Inc. of Lincoln. ♦



This completed section of Highway 83 is located on the north end of the project.



*Left - (Before and After) The old section of Highway 83 runs next to the new alignment, with the low flat marsh visible in the background. Wetland mitigation was required on the project, and some extra preparations were needed to work on the wetland.*

*Below - (During) Workers built a temporary road over the low flat marsh at Goose Creek, placing sand on geogrid and filter fabric.*



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“Paint removal and painting have become significant factors in the decision of whether to rehabilitate or replace a bridge.”

- Lyman Freemon, NDOR Bridge Engineer

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Protective clothing and breathing apparatus are required for sandblasting and painting operations.

## Bridge Painting Techniques Evolve while Costs Increase

New regulations are significantly impacting decisions relating to bridge projects, including types of paints used, testing, removal and disposal, which in turn are affecting the costs of new projects, according to Jeff Handeland, Engineer in NDOR's Bridge Division.

“The regulations dealing with bridge painting have increased costs,” noted Handeland. “Typical painting costs have gone from approximately \$1 per square foot to \$10-15 per square foot.”

At one time, many of the paints used on Nebraska's bridges contained lead. Lead bonded well with the steel members of the bridge and inhibited corrosion and rust. In the early 1970s, the Occupational Safety and Health Administration (OSHA) began restricting the use of lead and chromium, another component of paint used on bridges, due to health concerns. The Environmental Protection Agency (EPA) also began regulating the methods of removal and disposal of lead-based paint from bridges and other structures.

Bridges can no longer simply be sandblasted and repainted, with the waste left under the bridge. If the Department of Roads (DOR) wishes to repaint a bridge, it must first test for lead in the paint that is already on the bridge. If lead is present, containment must be provided in such a way as to collect the paint and sand for proper disposal. The contractor is required to dispose of the sand and paint as a hazardous waste. The contractor must also be careful to not contaminate the area under the bridge, and to keep dust emissions to a minimum. This often requires special training for the contractor and crew. The painting crew must be tested periodically for lead in their system.

New bridge paints have evolved through the years. Currently, NDOR will coat the bridge girder with a zinc primer. Like lead, zinc bonds well to the steel and inhibits rust and corrosion. At one time a vinyl-based paint was used to top coat the zinc coating. Since then, it has been found that the vinyl-based paint tends to

crack and split over time. Now the department uses a combination of epoxy and urethane based paints over the zinc coat. The epoxy provides a hard durable barrier, and the urethanes resist fading and have excellent color retention.

NDOR has frequently utilized consultants as inspectors on bridge painting projects. These consultants specialize in testing of the existing paints, supervise the removal of lead-based paints, ensure proper removal and disposal of the residue, and supervise the application of the new paint systems. They are also versed in the voluminous paper work required by OSHA and the EPA on these types of projects.

This increase in bridge painting regulations and costs will continue to be important considerations for future projects.

“Paint removal and painting have become significant factors in the decision of whether to rehabilitate or replace a bridge,” said Lyman Freemon, NDOR Bridge Engineer. ♦

# McKay Thrives on Involvement, Service

Ryan McKay wears many hats, and he likes it that way. He performs his duties as a Highway Cost Estimator in the Construction Division at the Nebraska Department of Roads, along with meeting his responsibilities as Chairman of the Board of Directors for the Nebraska Association of Public Employees, affiliated with the American Federation of State, Municipal and County Employees (NAPE/AFSCME). While each of these positions requires a tremendous amount of commitment and skill, McKay takes everything in stride. In fact, he relishes the challenge.

McKay describes his job in cost estimating as very labor-intensive, with constant juggling of priorities to accomplish the required tasks. He works with two other cost estimators, Cindy Hosler and Sharon Nichols, and his supervisor, John Miller, in preparing estimates once a year for the cost of every major highway construction project—usually around 1,000 projects. They also estimate projects just before they are let, analyze bids after the letting and compare the differences. Estimates sometimes need to be adjusted whenever significant changes occur or on an annual basis.

The estimating unit works closely with roadway designers to determine the dollar value of specific items included in project estimates. This insures the most accurate estimates are used in the annual highway program book and by the districts in setting their budgets.

McKay credits his ten years working as a surveyor/inspector in District 5, his seven years as a cost estimator in Lincoln and his strong math background as invaluable assets to doing his job well.

## Union Involvement

McKay has been involved with NAPE/AFSCME for the past seven years. He started as a union steward, representing NDOR employees in disciplinary hearings and other

matters. He ran for the bargaining team, working on union negotiations and advising people of their contract rights. Last year, he served on the board of directors, and was re-elected this past year, with the board members electing him chairman.

McKay presides over 25 members of the board of directors, with members elected to represent each of the eight union districts in the state. They meet on a Saturday in Lincoln every three months to discuss union business. He also meets with representatives from other agencies and with employees throughout the state.



Ryan McKay, Chairman of the Board of Directors for NAPE, meets with NDOR Director John Craig on a regular basis to share union concerns and issues.

McKay is currently involved in the union's Government Affairs Committee. They meet when the Legislature is in session, track bills concerning State employees, attend hearings and testify before the Legislature.

## Bargaining Begins

An already busy schedule becomes even more hectic when bargaining begins, particularly during the final week of negotiations. The bargaining process begins in July with a convention. Team members choose items they would like to see in the contract. Proposals are submitted to the State by September 1. After the State returns their proposals, face-to-face meetings begin in mid-October

at the bargaining table. They meet once a week during October and November, and twice a week in December. Ratification meetings are held for members to vote on whether or not to accept the contract. Both management and labor must come to a mutual agreement by January 10.

## Working Together

According to McKay, an important aspect of the bargaining process involves gaining alliances so that there's not an "us against them" mentality. When labor and management work together to resolve issues, the process is simplified. McKay noted that he and staff organizer, Lee Nugara, meet with NDOR Director John Craig on a regular basis to insure a good relationship with management.

"John Craig is very interested in listening to our concerns and resolving issues. He recognizes and respects the union's presence in State government. Employees appreciate his efforts, including his visits to all of the

maintenance yards."

Last summer, McKay and other union representatives served with NDOR representatives on a Health Insurance Focus Group. Their task was to develop ideas for making the health insurance plan better while containing costs. They shared these ideas with Risk Management for possible use during the bidding process.

Throughout the hectic pace, McKay enjoys spending as much time as he can with his family. His wife, Kay, works at NDOR in the Logistics Division. He enjoys attending many sports events with his son, Wesley, 18, and daughter, Jamie, 12, and spends his free time during summer playing league golf with NDOR employees. ♦



# New Transportation Enhancement Projects Announced

The Nebraska Department of Roads recently announced that a total of \$5,212,816 has been awarded to 21 community projects across the state through the Transportation Enhancement Program.

According to Roads Director John Craig, “we received nearly \$8 million worth of requests which were reviewed by an independent Enhancement Selection Committee. The committee recommended funding 21 projects that are as diverse as the state itself. From the development of a Historic Lincoln Highway Visitor Center in the Village of Shelton....to the continued funding of the Omaha metropolitan trail systems.”

The Transportation Enhancement Program, part of the federal highway bill, provides funding to local, regional and state government entities to construct and restore transportation facilities that are not eligible for funding through other programs. The funds, administered through the Department of Roads, are used to beautify highways, build bicycle and pedestrian trails, rehabilitate bridges and improve the overall environment of the state. Recommended by the Nebraska Enhancement Selection Committee, the following projects are endorsed:

## **Nebraska Forest Service/UNL Statewide Arboretum**

\$200,000 additional funding to communities and other public entities in Nebraska for landscaping projects that improve transportation corridors.

## **Cowboy Trail Surfacing Program**

\$343,400 in funding for 13 miles of crushed aggregate surfacing on the Cowboy Trail in Antelope and Holt Counties.

## **Norfolk Cowboy Trail Extension**

\$50,091 in additional funds to cover costs necessary for completion of the Cowboy Trail extension into Norfolk.

## **Fairbury Rock Island Depot Museum**

\$57,200 in additional funds to cover costs necessary for completion of the Fairbury Rock Island Depot Renovation.

## **Elkhorn Lincoln Highway Preservation**

\$500,000 for preliminary engineering and construction of a one-mile long, concrete bypass road south of the existing historic Lincoln Highway in Elkhorn.

## **Nebraska Highway Historical Markers**

\$64,452 to the Nebraska State Historical Society for phase one of a three-phase project to repair Nebraska's official highway historical markers. A total of 408 markers currently exist throughout the state.

## **Shelton Lincoln Highway Visitor Center**

\$45,805 for development of a Lincoln Highway Visitors Center within the existing Shelton Historical Interpretive Center.

## **Big Papio Trail – Center to Blondo Street**

\$500,000 for construction of a 3.9 mile extension of the big Papio Trail in Omaha, beginning at Towl Park near the intersection of West Center Road and the Big Papio Creek, and ending at Crosskeys Park near the intersection of Blondo Street and Big Papio Creek.

## **Nebraska Lied Main Street Program**

\$50,000 for a set-aside fund to improve the downtown areas of Main Street program communities – Alliance, Bassett, Beatrice, Bellevue, Central City, Fremont, Gothenburg, Kimball, McCook, Minden, Ogallala, Plattsmouth, Scottsbluff and Wayne.

## **Seward Plum Creek Trail**

\$500,000 for preliminary engineering and construction of a 2.7 mile, 10-foot wide concrete hiking and biking trail in east Seward.

## **Fremont State Lakes Trail**

\$310,169 for preliminary engineering and construction of a one-mile pedestrian/bicycle trail for the purpose of connecting the existing city trail system with the Fremont Lakes State Recreation Area.

## **Pierce Willow Creek Trail**

\$236,106 for preliminary engineering and construction of a 10-foot wide, 4.1-mile long crushed limestone trail that starts near the Willow Creek Mart located on the southwest edge of Pierce and ends beyond the north end of the dam at the Willow Creek State Recreation Area.

## **Steamboat Trace Trail Extension**

\$31,768 for preliminary engineering and construction of a one-half mile crushed rock extension to the existing Steamboat Trace Trail in Otoe County, beginning five miles south of Nebraska City and continuing north along an abandoned Omaha Public Power District (OPPD) railbed.

## **South Sioux City – Tri-State Trail Link**

\$499,979 for preliminary engineering and construction of a 14,330-foot long, 10-foot wide concrete bikeway, beginning at the intersection of “G” Street and Foundry Road and ending on the east side of the approach embankment for the US 77 bridge (Veteran's Memorial Bridge) across the Missouri River.

## **Ponca Missouri River Discovery Center**

\$156,032 for preliminary engineering and construction of a visitor/information facility as part of Phase I of the proposed Missouri National Recreational River Center (MNRRC) located in Ponca State Park.

# Rewards & Recognition

October, November, December 2000

## Employees & Managers of the Quarter

### Ralston Connector Trail

\$500,000 for preliminary engineering and construction of a one-half mile concrete pedestrian/bicycle trail located along Ralston Creek between Main Street and 78th Street.

### Columbus Wilderness Park Trail

\$356,066 for preliminary engineering and construction of a 10-foot wide, 1.5-mile long trail, beginning at a proposed trailhead facility north of the intersection of 38th Street and Linden Drive and ending as it crosses the Lost Creek Flood Control to connect with a city-built trailhead.

### Ponca State Park Trail

\$238,458 for preliminary engineering and construction of a 10-foot wide one-mile long concrete trail, beginning at the entrance to Ponca State Park off Highway Spur 26E and heading north, paralleling a new entrance road for the proposed Missouri National Recreational River Center (MNRR Center).

### David City Park Lake Trail

\$51,473 for preliminary engineering and construction of a 3,800-foot long, 10-foot wide crushed limestone trail within David City Park.

### Beatrice Big Blue River Trail – Phase 2

\$207,792 for preliminary engineering and construction of Phase 2 of the Big Blue River Trail, beginning at a proposed City-funded trailhead near the Nichols Park Bandstand and ending at the southwest entrance to Riverside Park.

### Grand Island Shoemaker Trail

\$335,523 for preliminary engineering and construction of a two-mile concrete pedestrian-bicycle trail in northwest Grand Island known as Shoemaker Trail, beginning on Cherokee Avenue near Shoemaker Elementary School and connecting to the State Street Trail.◆

#### Employees

#### Managers

##### OE 200 Divisions

**Mark Neemann**  
IT Infrastructure Support Analyst/Sr.  
Information Systems Division

**Judy Kelly**  
Word Processing Supvr. III  
Communication Division

##### OE 300 Divisions

**Lisa Wade**  
Statistical Clerk II  
Traffic Engineering Division

**Eric Dixon**  
Engineer IV  
Roadway Design Division

##### District 1

**Dennis Endorf**  
Hwy. Construction Tech III  
Fairbury

**George McDowell**  
Hwy. Maintenance Supvr.  
Wahoo

##### District 2

**Natalie Clark**  
Office Clerk III  
Omaha

**Zahi Khalaf**  
Engineer II  
Omaha

##### District 3

**Lonnie Sandall**  
Auto/Diesel Mechanic  
Norfolk

**Timothy Koenig**  
Hwy. Maintenance Supvr.  
West Point

##### District 4

**Lisa Bellows**  
Office Clerk III  
York

**Kirk Young**  
Hwy. Maintenance Supvr.  
Superior

##### District 5

**Leslie Cotant**  
Hwy. Maintenance Worker Sr.  
Gordon

None

##### District 6

**Jason Nichols**  
Hwy. Construction Tech II  
North Platte

**Roger Klasna**  
Hwy. Maintenance Dist. Supt.  
North Platte

##### District 7

**Michael Bley**  
Auto/Diesel Mechanic  
Imperial

**Duane Collins**  
Hwy. Project Manager  
McCook

##### District 8

**Rodney Harmon**  
Hwy. Construction Tech III  
O'Neill

**Emerson Steele**  
Hwy. Maintenance Supt.  
O'Neill

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



# Australian Bridge Engineers Visit NDOR

By Dr. Maher K. Tadros

Professor, University of Nebraska at Omaha

On December 5-7, 2000, two Australian bridge engineers made the long trip from the warm spring of Sydney to the cold fall of Nebraska. They came for the purpose of learning how to design and build the Nebraska Inverted Tee bridges in their country. One of the engineers, Ross Speers, is a principal in the design firm Tierney & Partners PTY LTD, and the second, Tim Egger, is a project manager in the construction firm L.F.C. Contracting PTY Limited.

The two Australians had submitted a bid to design/construct nine Inverted Tee bridges in rural areas of Australia, and won the contract. They based their submittal on information they extracted from various web sites. The NDOR web site was particularly helpful. They also viewed the Precast/Prestressed Concrete Institute Journal papers written by Professor Maher K. Tadros and his colleagues who had conceived the Inverted Tee system before it became a Nebraska standard system.

Mr. Speers and Mr. Egger were accompanied by Dr. Tadros in their various stops during a busy three-day visit. On the 5th of December, they interacted with bridge designers at Tadros Associates, Kirkham Michaels and Associates, and Nebraska Department of Roads. They obtained sample plans and had their technical questions addressed.

One of the highlights of their first full day in Nebraska was a meeting with NDOR Director John Craig and Materials and Research Engineer Moe Jamshidi. Discussions during the meeting varied from the Olympics to innovative contracting techniques to Nebraska's reputation as a world leader in bridge innovation.

The second day was spent visiting Concrete Industries in Lincoln, and CSR Wilson Concrete Products in Omaha. The third day was spent visiting various Inverted Tee Bridge



Two Australian bridge engineers met with NDOR representatives to discuss Nebraska's bridge designs. Shown here around the table, *clockwise*: Dr. Maher Tadros, University of Nebraska professor; Ross Speers, visiting engineer; NDOR Director John Craig; Sam Fallaha, Assistant Engineer, Bridge Design; Lyman Freeman, Bridge Division Engineer; and Tim Egger, visiting engineer.

sites. The grand finale was a dinner hosted by CSR Wilson at the Outback Steak House in Omaha.

The Australian guests became more convinced that the Inverted Tee system was more cost-effective than their current short span bridge system, which consists of adjacent solid or voided boxes. They liked the lightness of the precast product and the fact that it eliminated the nagging problem of longitudinal reflective cracking between precast elements through the field placed topping. Another feature they liked in the Inverted Tee system was the safety of workers during construction, and the fact that no formwork needed to be removed after slab casting.

The Australian engineers were pleasantly surprised to discover the NU I-girder system's superiority to their equivalent system, called Super Tee. Their products are heavier than the I girders, have shorter span capacities for the same structural depth and are limited to a girder spacing of 2 meters or about 6 feet, 8 inches. Our system can have spacing of as much as 3.6 meters or 12 feet. They took back to Australia a three-ring binder with materials on our NU I-girders—both pretensioned and spliced post-tensioned systems.◆

# “Putting Children First” Targets Transportation Safety

The National Transportation Safety Board (NTSB) recently announced the publication of the booklet “Putting Children First.” The publication outlines past and current problems involving transportation safety for children and youths, and reviews transportation safety improvements brought about by Safety Board recommendations.

According to the report, highway crashes are the leading cause of death for children in this country. During the 1990s, more than 90,000 children, infants to teenagers, were killed in motor vehicle crashes, and over 9 million were injured. Six out of 10 children who died were not buckled up. The vast majority of children under age 8 who are buckled up are improperly restrained.

“During my tenure at the Safety Board, I have had countless conversations with parents whose

children have been injured or died in traffic crashes,” said Jim Hall, NTSB Acting Chairman. “They all emphasize that they don’t want another family to endure a similar tragedy and that they are frustrated at how difficult it is to ensure the safety of their children when traveling by automobile.”

Since the Safety Board’s inception in 1967, more than 100 recommendations have been made on ways to improve the safety of America’s children on the nation’s highways, our waterways, and in our air. While many changes have been made to prevent future accidents, many child safety challenges still need to be addressed.

Some of the issues discussed in the 35-page report include: the dangers air bags pose to children; the need for permanent child safety seat fitting stations; car designs that focus on child safety; the need to strengthen construction standards of passenger

vans used for school activities; the benefits of zero alcohol tolerance for drivers under age 21; graduated driver licensing for new and novice drivers; recreational boating safety; and the need for child restraints in aviation.

“The Safety Board is working hard to change the way Americans think about the safety of our smallest passengers and to move the country towards a child-safe culture,” Hall said. “The Safety Board urges every citizen and every government office to foster a safety culture that puts child transportation safety at the top of the safety agenda.”

Copies of “Putting Children First” are available on the Safety Board’s web site at [www.nts.gov](http://www.nts.gov) and from the NTSB’s Public Inquiries Section, 490 L’Enfant Plaza, S.W., Washington, DC 20594, (202)314-6551 or (800)877-6799. ♦

## “National Work Zone Awareness Week” April 9-13

National Work Zone Awareness Week, scheduled the second week of April every year, is a national effort to help increase public awareness of work-zone safety needs from the driver as well as the highway worker perspective. The American Association of State Highway and Transportation Officials (AASHTO), the Federal Highway Administration (FHWA), and the American Traffic Safety Services Association (ATSSA) are sponsoring the awareness week.

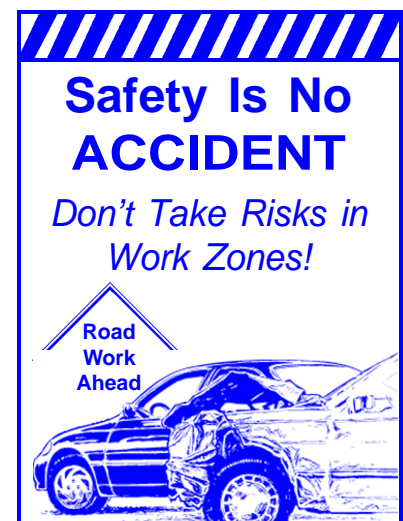
This year’s campaign theme is “Enhancing Safety and Mobility in Work Zones.” NDOR will participate in the week-long observation, which will include national and local activities to help educate the nation on work-zone-related injuries and fatalities. Activities will also bring to light the hazards and dangers that can

be encountered and avoided when driving through a roadway construction zone.

During the campaign, efforts will be intensified to emphasize to motorists that work zones are much more than an inconvenience, and that they are necessary to improve aging roads, ultimately resulting in a smoother and safer commute. Other benefits include reducing gas consumption, cleaning our environment and reducing the wear and tear on vehicles through excessive stop and go traffic.

The 1999 statistics reveal 868 men and women both workers and motorists—were killed in work zones. Twenty-two of those deaths were in Nebraska. This compares to 772 deaths nationwide in 1998. On average, there is a work zone for every 50 miles traveled. While work zones are here to

stay for years to come, efforts in each community to increase awareness of work-zone safety among motorists and highway workers can help lower these numbers across the nation. ♦



# NDOR Efforts Recognized with Gold Award

The Combined States Binder Group, representing transportation departments from six states, recently received the National Quality Initiative (NQI) "Making A Difference" Gold Award for partnering for their cooperative efforts to establish uniform specifications standards for performance-graded (asphalt) binders.

Transportation Departments from Nebraska, Iowa, Minnesota, North Dakota, South Dakota and Wisconsin were recognized for their part in developing a certification method of

acceptance for asphalt binders. The method provides for acceptance of materials for use on projects upon the producer's or supplier's certification that the product as furnished to the contractor (or purchasing agent) complies with the specification and/or contract requirements.

Suppliers from all of the states developed Quality Control/Quality Assurance tests to insure getting asphalt binders that meet uniform standards. States conducted an extensive review process to verify results, according to Flexible

Pavement Engineer Laird Weishahn, Materials and Research Division.

NQI, which was formed in 1992 by the American Association of State Highway and Transportation Officials (AASHTO), various industry associations, and FHWA, is dedicated to continuous quality improvement in the planning, design, construction and maintenance of the nation's highways. The "Making A Difference" awards recognize those who have excelled at this continuous quality approach. ♦

## Four Steps to Child Passenger Safety

In observance of Child Passenger Safety Week, February 11-17, 2001, parents and caregivers are urged to have their child safety seats inspected and follow the four essential steps to protect children in motor vehicles:

1. Use rear-facing child seats for children from birth to at least 20 pounds and at least one year of age.
2. Use forward-facing child seats for children over 20 pounds and at least one year old to about 40 pounds and about age four.
3. Use belt-positioning booster seats for children from about 40 pounds to about 80 pounds and 4'9".
4. Use seat belts for older children large enough for the belt to fit correctly: at least 4'9" tall and about 80 pounds.

It is critical that children use booster seats. According to the National Highway Traffic Safety Administration, less than ten percent of booster seat-sized children are estimated to use booster seats. Moving children too

quickly into an adult seat belt system is dangerous. On a small child, the adult lap belt rides up over the abdomen and the shoulder belt cuts across the neck. In a crash, this could cause serious or even fatal injuries.

A recent survey found that 96 percent of caregivers were confident that they always install and

use child seats correctly. However, actual safety seat inspections show that at least four out of five children are not buckled in right. It is important to have child safety seats inspected by a certified child passenger safety technician. When properly installed, child safety seats reduce the risk of death by 71 percent for infants and 54 percent for toddlers.

Parents and caregivers are reminded to never place a child in the front seat of a vehicle equipped with an air bag. All children age 12 and under should sit properly restrained in the back seat. Also, old/used child safety seats should not be used unless they have never been in a crash. If the seat is being reused, it is important to make sure it is less than six years old, that all pieces are together (including instructions) and that the seat has been checked for recalls. Finally, always read carefully both the vehicle owner's manual and the instructions that come with the child safety seat. ♦





# We Get Letters ...

January 6, 2001

Dear Mr. Craig,

I just received the Nebraska Dept. of Roads 2000 Report. It's very informative and nicely done. I haven't gotten it all read, just a "skim through." I can hardly wait until next year's to see the completion of our Newcastle/Vermillion Bridge. We have been working on it since April 1988. I have told them several times to hurry up as I want to see it before I die of old age, and I will be 72 this month!

Thank you for your cooperation in this bridge project. It is appreciated.

We'll see you at bridge dedication ceremonies, if not before.

Sincerely,  
Elsie Lund  
Newcastle Clerk/Treasurer

December 14, 2000

Mr. Jim Pearson  
Nebraska Dept. of Roads

Dear Jim:

Just a note to congratulate you and NDOR for receiving an award of excellence from AASHTO for Nebraska's transportation enhancement program.

We have always felt Nebraska's transportation enhancement program was the model for the country. This significant award is confirmation of that.

Sincerely,  
Lawrence Sommer  
Nebraska State Historical Society

December 18, 2000

On behalf of the Kearney Police Department and the Buffalo County Sheriff Office, thank you for your support, assistance and cooperation during the recent Presidential visit. Your kindness is greatly appreciated.

David Lynch & Neil Miller

**Editor's Note:** District 4 Kearney maintenance crews assisted with traffic control and other duties during the President's visit.

**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.**

## Health & Safety

By LoyAnn Rossel, RN,COHN-S

# Blood Pressure — A Major Risk Factor



During my first job as an R.N. in 1970, I was shocked to learn that a certain physician did not want his patients to know their blood pressure readings. We would be fired if we informed them!

Times have changed. You should know your blood pressure numbers and what they mean. High blood pressure is a major risk factor for heart attack and stroke. High blood pressure has no symptoms. Have your blood pressure checked.

Listed below are agencies throughout the state that will take your blood pressure. Most will provide this service for free. Others request a small donation. Call the one closest to you for more information.

Butler Co. Health Dept.  
David City  
(402)367-3115

Polk Co. Health Dept.  
Osceola  
(402)747-2211

Clay Co. Health Dept.  
Clay Center  
(402)762-3571

Red Willow Co. Health Dept.  
McCook  
(402)345-1790

Dakota Co. Health Dept.  
Dakota City  
(402)987-2164

Sandhills District Health Dept.  
Ogallala  
(308)284-6054

Grand Island-Hall Co. Health Dept.  
Grand Island  
(308)385-5175

Saunders Co. Health Dept.  
Wahoo  
(402)443-4603

Johnson Co. Health Dept.  
Tecumseh  
(402)335-3361

Scotts Bluff Co. Health Dept.  
Gering  
(308)630-1650

Lincoln-Lancaster Co. Health Dept.  
Lincoln  
(402)441-8060

York Co. Health Dept.  
York  
(402)362-1444

Merrick Co. Health Dept.  
Central City  
(308)946-3103

Lincoln  
All Fire Stations  
8:00 a.m. to 5:00 p.m.

Nemaha Co. Health Dept.  
Auburn  
(402)274-4549



# TURF & GARDEN

By Dick Gray  
Agronomist



## When Preparing for Spring, Beware of "Snow Mold"

**Turf** - There may be a new word in the vocabulary this spring—"snow mold." Snow mold occurs under the snow and typically on unfrozen ground. Snow mold kills the grass at home and at the golf course. There is no cure, except reseeding. Look for delayed green-up in areas where the snow was piled. The ground was cooler longer and will take more time to warm up. Delay lawn work until very late March or early April. For those that live west of the snow line, use the nice days to water the lawn. The trees and grass will appreciate it. When the repair shop gets all the snow blowers repaired, they will have time for your mower.

**Trees** - It's time to get the pruning equipment out and get it ready to go for a mid-March workout. Leggy hedges can be cut back to 18" now. Stop by your extension office

for a bulletin about proper pruning (E.C. 1224 "Pruning Shade Trees"). It's worth the trip to do it right the first time, because any mistakes will be noticed for a long time. Look over your home landscaping now. Is it time to remove and replant some overgrown shrubs? This is an excellent time to contact your favorite garden center or landscape architect for a new landscape plan.

**Garden** - The seed catalogs were competing with Christmas cards for room in the mailbox. There was just no break for the postal service. It does the soul good to look through the catalogs and think spring. Try something new this year. The Burpee Company has a "new-old" winter squash that is delicious. It's called "Lakota" and has been grown by the Lakota people for a very long time. Read the descriptions of the various cucumbers. The ones that are not bitter are not attractive to the cucumber beetle and will have less incidence of disease.

**General** - Purple Loosestrife is now a noxious weed. It looks very pretty in an urban setting, but it can dominate a wetland in a short period of time. Please remove it from your lawn. Check with your local nursery, where you might have purchased it, and see if there is a buy back or trade back being offered for it.

From the November 2000 issue of Roads & Bridges magazine - Want to buy a parking space for your car or SUV in Chicago? Come well heeled—a top price of \$62,500.00 was paid for a corner spot at a recent sale. Want to rent by the month? \$140.00 to \$275.00 should cover it.♦

### A Rewarding Thought

*"The best thing you can say to your workers is 'You are valuable, you are my most important asset.' "*

- Phyllis Eisen  
National Association of Manufacturers

**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.

## Our Top Twenty

NDOR employees with the most **total state service** as of December 2000.

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. Huff, Dale A.	Omaha (D-2)	05-16-55
9. Norris, Barbara K.	Lincoln (HQ)	09-12-55
10. Schaefer, E. L.	Norfolk (D-3)	04-12-56
11. Swett, Marvel L.	Ainsworth (D-8)	10-01-56
12. Henning, Loren E.	Lincoln (HQ)	10-08-56
13. Henning, Ronald R.	Lincoln (HQ)	12-17-56
14. Engel, Barbara K.	Lincoln (HQ)	03-28-57
15. Eglite, Andrejs	Lincoln (HQ)	06-07-57
16. Sharp, Daniel J.	Lincoln (HQ)	06-10-57
17. Shafer, Larry G.	Lincoln (HQ)	09-07-57
18. Pavel, Leland D.	Lincoln (HQ)	09-09-57
19. Yonkey, Arthur B.	Lincoln (HQ)	12-01-57
20. Freemon, Lyman D.	Lincoln (HQ)	01-20-58

# DOR Events Calendar

## — February —

- 9 Proj. Scheduling & Prog. Mgmt. Monthly Meeting**  
8:30 - 11:30 a.m. NDOR Auditorium  
contact Craig Anderson @ 479-4666
- 11-17 Child Passenger Safety Week**
- 16 Bd. Public Roads Class. & Stds.**  
9:00 a.m. NDOR Auditorium, Lincoln  
contact Andrew Cunningham @ 479-4569
- 18-24 Nat'l. Engineers Week**
- 19 State Holiday - Presidents' Day**
- 22 Letting** 1:30 p.m. NDOR Auditorium  
contact Karl Fredrickson @ 479-4528
- 23 Bd. Examiners for Co. Hwy. & City Street Supts.**  
10:00 a.m. Hwy. Commission Rm., Lincoln  
contact Andrew Cunningham @ 479-4569
- 23 Hwy. Commission Meeting**  
10:00 a.m. Hwy. Commission Meeting Rm.  
contact Shirley Schafer @ 479-4530

## — March —

- 9 Proj. Scheduling & Prog. Mgmt. Monthly Meeting**  
8:30 - 11:30 a.m. NDOR Auditorium  
contact Craig Anderson @ 479-4666
- 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
- 23 Bd. Public Roads Class. & Stds.**  
9:00 a.m. NDOR Auditorium, Lincoln  
contact Andrew Cunningham @ 479-4569

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

## — 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**
- 20 Bd. Public Roads Class. & Stds.**  
9:00 a.m. NDOR Auditorium, Lincoln  
contact Andrew Cunningham @ 479-4569
- 16 Hwy. Commission Meeting**  
10:00 a.m. Hwy. Commission Meeting Rm.  
contact Shirley Schafer @ 479-4530
- 22 Earth Day**                      **27 Arbor Day - State Holiday**

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](mailto:lwilson@dor.state.ne.us). Event information for the April/May Roadrunner should be received by March 16.

## GIS Demo Brings Maps to Life for Students



On GIS Day, November 15th, seventy Beattie sixth graders explored the world of information technology as Ed Kelley, geographic information systems (GIS) analyst, and Rose Braun, GIS specialist, both of the Transportation Planning Division, explained how GIS works and practical ways to use it. During a slide show presentation, they illustrated how data is stored in thematic layers with features: points, lines, areas and text. They also demonstrated some basic applications for maps on the computer.

Through hands-on activities, such as locating the nearest fire station, fire hydrants and fire response times, or locating bus lines and figuring drive time for going to the mall, students learned the importance of computer technology in making decisions.

During the presentation, Kelley and Braun challenged students by showing them the many uses for maps in everyday life and in more complex decision-making. They also discussed how NDOR employees and contractors use maps in their jobs.