

the Roadrunner

Nebraska ♦ Department ♦ of ♦ Roads

October/November 2001

Honoring Employees Who Died

This memorial to Roads employees who died while on the job was dedicated August 28 at Grand Island. Ceremonies were held or planned by all eight highway districts throughout the state. *(See story on pages 8-9.)*

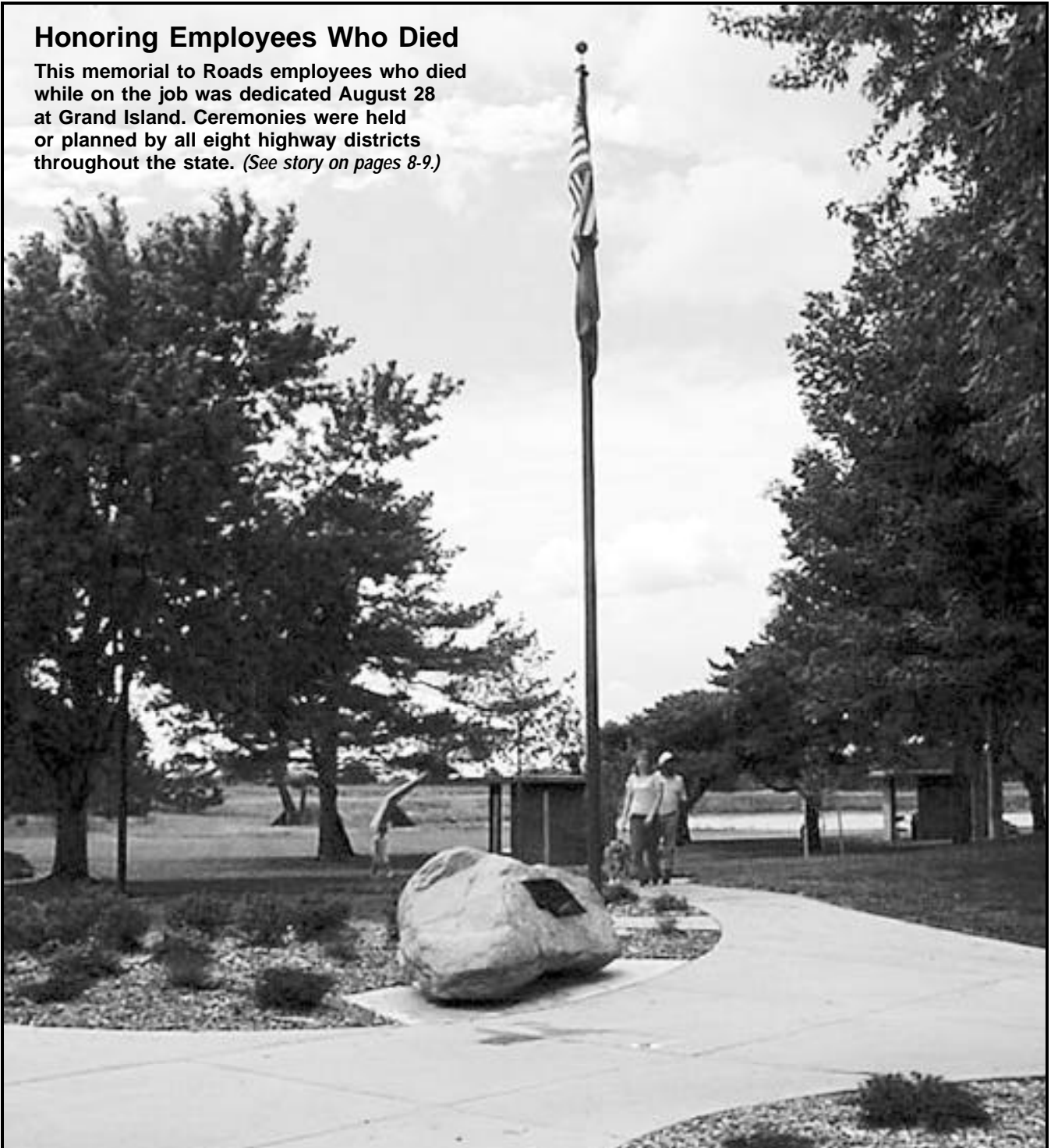


Photo by Scott Griepenstroh

Service Awards

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

40 Years

James Gross, District 1
Daniel Kelly, District 2
Everett Koch, District 4
Lester O'Donnell, District 6

30 Years

Dana Arndt, Roadway Design
Francis Blankenau, Right-of-Way
Dennis Blount, District 1

20 Years

Joe Shultz, District 1
Rodney Slonecker, District 3
Ronda Ward, District 5
Cynthia Weiss, Construction
Lawrence West, Materials & Research

10 Years

Kelly Behlen, Right-of-Way
Larry Bewley, District 5
Greggory Delp, Project Development
Steven Demilt, District 6
Stephen Duecker, Project Development
Larry Ferguson, District 6
Linda Horihan, District 2
Robert Kastrup, District 3
Annette Ludwig, District 8

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From the Director

You Can Make A Difference

By John L. Craig

Director, Nebraska Department of Roads



John L. Craig

In the aftermath of the tragic events that unfolded recently as terrorist actions stunned our country, I believe it is more important than ever to show appreciation for each other and take advantage of opportunities we have to make a difference in our workplace and in our community. It was heartwarming to watch the tremendous outpouring of support for those in need, whether through donations of blood, contributions of money and food, or thoughts and prayers. Other countries rallied in support as well. There was a united spirit of concern and caring for others in need.

Closer to home, we must continue in that spirit, seizing each moment, giving our best efforts and recognizing each other for the hard work we all put forth to make NDOR a better place. At the same time, we must not lose sight of the memories of those who went before us, sacrificing their lives in the development of our transportation system.

It was my privilege and honor to attend the employee memorial dedications held recently in our districts, honoring the 55 NDOR employees who, since 1943, lost their lives while performing their duties. I wish each of you could have had the opportunity to attend ceremonies in your district and meet family members of those honored posthumously. Unfortunately, space allotments at the dedication sites would not permit this. Some of the highlights of these ceremonies have been captured on pages 8-9 in this issue of the Roadrunner. If you have not already done so, I encourage each

of you to visit one of these memorials and take a moment to remember those who lost their lives and those who put their lives on the line each day.

As always, safety remains at the forefront of all our activities. The memorial ceremonies helped bring attention to the inherently dangerous nature of our work and the need for eternal vigilance in staying safe while driving or working on our highways. We continued our focus by recognizing the first annual "Put the Brakes on Fatalities Day," on October 10. The theme for the day was "drive as if your life depends on it."

With fatalities on our nation's highways at an all-time high, about 42,000 per year, or 115 fatalities every single day, the goal is to heighten awareness about what each of us can do to turn this around. Fortunately, here in Nebraska, the number of fatalities has decreased over the past two years. In 1998, 315 people were killed in traffic crashes on Nebraska roadways. That number decreased in 1999, with 295 fatalities. Last year, fatalities were reduced to 276. So far this year, we're reducing fatalities even further. We don't want to become complacent, but rather continue this trend.

October 10, or any day should serve as a reminder of the power each one of us has to make a difference. By focusing on our own individual behaviors when using the roadways—as drivers, pedestrians, motorcycle and bicycle operators and passengers—by taking an extra measure of care and following safe driving practices, we can attain a fatality-free day across the nation.

Let's continue to work together with our transportation partners to make a difference in Nebraska! ♦

Milestone Marks Highway 50 Project at Tecumseh

By Pete McShane
Communication Division

History was made during work on Highway 50 north of Tecumseh, as a new concrete mixture containing 3M polyolefin fibers, known as Fibermesh™, was incorporated on 82 feet of new pavement. The fiber should aid in strength and durability.

Work on the Tecumseh-North project began in early April and is scheduled for completion in late October or early November of this year. The project starts at the intersection of Highways 50 and 136, and runs north for 11 miles to the Burr Spur, S-66E.

Improvements included pavement widening and turning lanes for the new state prison near Tecumseh, as well as removing and replacing the fly-by lane with turning lanes at the junction of Highway 41 and 50. The one-mile section of Highway 50, from the junction with Highway 136 north was removed and replaced.

A 1,500-foot section of this project, beginning just south of the Department of Corrections turn off and running south, was done as a bonded concrete overlay (white topping).

The existing roadway surface was milled, cleaned and wetted in a three-step process and then overlaid with concrete (47B-25) and cement (Ash Grove Type 1PN). They also poured three-foot shoulders at the same time the roadway surface was overlaid.

According to Mike Habegger, NDOR project manager, the Scotchcast

Polyolefin Fibers, a proprietary name used by 3M, are somewhat rigid, and just a little thicker than the lead used in a mechanical pencil. He said the contractor started out by using the 3M fibers at a rate of 25 pounds per cubic yard of concrete, and reduced it down to 20 pounds per cubic yard of concrete to test the workability of the mix.

Habegger noted it was somewhat difficult working with the Scotchcast fibers.

“First of all, no one locally had worked with these fibers before. Secondly, the rigidity of the fibers proved difficult. The mixture was rigid enough that it was difficult to remove from the ready mix trucks, and once out it tended to stand up almost like a hay bail. They were also rigid enough that they protruded from the concrete even after having passed through the paver. This made it difficult to drag with burlap or to do any hand finishing.”

Habegger said the contractor finally used a water reducer



NDOR workers obtain a core sample for testing.

and a super plastizer to help make the mixture workable. NDOR will be looking at this mix design for the next 10 to 15 years for cracking, durability and cost effectiveness.

The prime contractor is Constructors, Inc. of Lincoln, with a \$3,186,699 contract. NDOR manager for the project is Mike Habegger. Inspectors testing the concrete on the roadway are Jeff Fossenbarger and Jerry Gottula. The concrete plant inspector was Tim McCoy. The project designer was Roger Grant. ♦



Left - 3M fiber-infused concrete in front of paver is prepared for placement.

Above - Fibers protrude from the newly laid concrete.

Astronaut Clayton Anderson Values his NDOR and Nebraska Roots

By Linda Wilson
Communication Division

Ever since he was eight years old, Ashland native Clayton Anderson has set his sights high. Early one morning in 1968, his mother awakened him, along with his brother and sister, to watch on television as the Apollo 8 crew flew around the backside of the moon. From that moment on, Anderson knew exactly what he wanted to be when he grew up: an astronaut.

"I had dreams that many children have about the future. First I wanted to be a professional basketball player and then I wanted to be a professional football player. But I never let go of that dream to one day become an astronaut and walk in space. And my parents supported that dream. I always believed it was possible and a goal I could achieve if I worked hard enough."

Anderson said the example set by his parents laid the groundwork for his success. He grew up in Ashland, a community of 2,000 people. His family was very active in the community, and involved with church and school activities, including sports, music and drama. He also worked on many of the community's farms.

NDOR Background

Anderson's father, John "Jack" Anderson, worked for over 30 years at the Nebraska Department of Roads. He started doing maintenance work after graduating from high school. Then after serving in the Navy, he returned and worked his way up to project manager for District 2 in Omaha. He supported Anderson's mother as she went back to college and earned her master's degree in speech pathology. She recently retired and is now a librarian in Ashland.

Encouraged by his father, Anderson worked part-time in maintenance at NDOR while

attending college. He did this for several summers through his junior year.

He remembers the crew chief, Sam Banister, teaching him the basics, such as the right number of scoops of gravel to put in with the concrete mix and how to run a come-along to put up a chain link fence. They completed a variety of different jobs, including guardrail repair, cutting musk thistles and patching pavement.

"It was good for me because I'd never done any of that kind of work before. It wasn't always easy work and sometimes it was really hot. You've got to respect what those people do out there."

Anderson recalls a particularly difficult job where he assisted in tearing down a tollbooth on the Mormon Bridge, which is now part of Interstate 680.

"I had to operate a jackhammer in the middle of July, and since I was the youngest guy, I had to get up in the asphalt trucks and spray the truck beds down with diesel fuel. It was a tough job. But it gave me a real sense of all those people driving day after day who often take for granted that the road will always be there. It was good for me to learn how the other half lives."

Anderson remembers driving in an old orange sign-repair truck with a State employee who had fought for Germany in World War II. He used to enjoy listening to him talk about how he came from Europe to live part of the American dream.

"He was so meticulous that if he saw a delineator pole that was crooked, he'd have me get out of the truck, put a level against it and make it level."

Anderson sometimes helped drive an emergency vehicle, pulling tires off the road and stopping to help people. He noted that while there



Clayton Anderson

was an element of danger doing this kind of work, it is even more tenuous 20 years later when you're not sure whom you're helping anymore. But he says these experiences will always stay with him.

"I had a great time working with those folks and I learned a lot from them. I saw things from a different perspective. Whenever I go back to Nebraska and I see those orange trucks or the emergency trucks on the side of the road, I always look to see if I recognize any of them."

Anderson said he travels those roads fondly when he comes home. Whenever he passes by the NDOR District Office at the L Street exit, he looks back and remembers his dad. Memories of his father's work on the roads of Nebraska and the sacrifices he made for his family are indelibly imprinted on Anderson's mind.

NASA Intern

During Anderson's junior year at Hastings College, Maynard Huntley, a 1961 Hastings graduate who worked for the National Aeronautics and Space Administration (NASA) in Houston, came back to Hastings in September to go pheasant hunting with the college's career guidance counselor, who told him about Anderson's interest in NASA. Huntley suggested that Anderson apply for the NASA summer intern

program. He was one of 40 students chosen out of about 450 applicants. Anderson applied again the following year and was accepted to intern that summer as well. After completing the second internship, and graduating with a bachelor's degree in physics from Hastings College and a master's degree in aerospace engineering from Iowa State University, he was hired in 1983 to work full time for NASA.

Some of Anderson's early assignments included serving as a flight design manager for the Galileo planetary mission, serving as a backup for the Magellan planetary mission and working on the Gamma Ray Observatory and Tethered Satellite missions.

This is Anderson's nineteenth year working for NASA and his third year as an astronaut. He was selected for the class of 1998, along with 30 others.

Anderson is a mission specialist in a class that included 8 pilots and 23 mission specialists. There are currently about 170 astronauts at NASA.

According to Anderson, once the two-year basic training is completed, astronauts are assigned to ground jobs that support flights either already underway or coming up. This keeps their training focused on a certain area of expertise. For instance, Anderson noted that he is the station's electrical power system representative, which allows him to maintain his knowledge base in electrical systems. These ground jobs are rotated about every couple of years.

Anderson is currently assigned as a crew support astronaut for the Exhibition 4 crew on the space station. On November 29th, when the fourth crew of three is launched to the station, he will be their hands, eyes and ears on the ground while

they're in orbit, aiding their families and performing support tasks as needed.

Anderson recently began Extra Vehicular Activity (EVA), or space walk training, which takes place in a 6.2 million-gallon swimming pool. Performance in this training determines if he will be able to participate in a space walk in the future. He is also involved in space flight readiness training flying in a T-38 jet.

"I had a great time working with those folks and I learned a lot from them. I saw things from a different perspective. Whenever I go back to Nebraska and I see those orange trucks or the emergency trucks on the side of the road, I always look to see if I recognize any of them."

- Clayton Anderson

Anderson said that there is a chance he will be assigned to a space flight within the next three to five years, and it will most likely be a shuttle flight that would probably go dock to the space station. But he's not particular about the destination.

"I'm just looking forward to going into space, regardless of where I'm sent. Once I'm there I hope to take some photographs of my home state to show others the perspective from orbit."

Extreme Challenge

Anderson said he likes the extreme challenge of being an astronaut. It presents the opportunity to do so many things, such as fly a jet airplane, participate in space walk training, learn more about the shuttle and space station, and speaking to the public in addition to working with some extremely gifted people.

"I think the thing I like the most is that I'll have an opportunity to do

something that very few people in the world will be able to do—fly in space. Also, I'm extremely proud of the state of Nebraska and the fact that I'm the first and the only Nebraskan astronaut."

Anderson advises young people who want to be an astronaut to set their goals high and to dream big. He notes the importance of doing well in school, particularly in science and math. Most of all he encourages them to find something they love to do

because they'll be more likely to do the best they possibly can, enhancing their chances of being selected as an astronaut. He also reminds parents to always be supportive of their children's dreams.

"I'm living a dream. I don't know how I got so lucky to be here, but I'm really proud to be here. I'm also proud that I'm from Nebraska and that I'm a small-town kid from a farming

community. I like to think that I can inspire other kids who are from similar backgrounds, because that's about as far away from space travel as you can get and still somehow make it to that level."

In addition to his love of space, Anderson has other interests, including spending as much time as possible with his family—his wife, Susan, and two children, five-year-old son, Cole, and six-month-old daughter, Sutton. He has a private pilot's license and often takes his son flying. Music is another pastime, including singing, playing the piano and writing music. Anderson also enjoys sports—both playing and refereeing. When time allows, he referees both high school and college basketball. He loves to watch Nebraska football on TV and occasionally comes back to Memorial Stadium to watch the Cornhuskers play. ♦



Above - "W-beam" bullnose guardrail has been used in Nebraska for many years.

Right - New "thrie-beam" bullnose guardrail was recently installed on West Maple Road (Highway 64) in Omaha.



Nebraska First State to Adopt New Guardrail

A new type of bullnose guardrail has been designed and built in Nebraska, for the first time on a highway in the United States.

"Bullnose" refers to the shape of the guardrail between parallel bridges or around piers in the medians of the interstate, expressway and divided streets. Garcia-Chicoine Enterprises, Inc., of Lincoln, installed the "thrie-beam" bullnose guardrail recently on West Maple Road (Highway 64), in Omaha, according to Phil TenHulzen, P.E., Design Standards Engineer at the Nebraska Department of Roads.

The "thrie-beam" bullnose guardrail differs in several ways from the current "w-beam" bullnose guardrail, which has been used in Nebraska for many years. First, the thrie-beam guardrail is wider and stronger than the w-beam guardrail. This helps capture and stop, or redirect errant vehicles before they contact the hazard (pier or slope). Second, there are slots in the rail, which allows the rail to bend at shorter increments to prevent rail buckling and tearing. Third, cables are placed behind the first rail, which assist in capturing and stopping the vehicle. Finally, a double block-out (two wood blocks), is placed

behind the rail to keep the vehicle from coming into contact with the post itself, which prevents further damage.

While the w-beam guardrail has proven reliable, the thrie-beam guardrail ensures even greater safety, according to TenHulzen. It was designed to meet guardrail testing procedures outlined in the National Cooperative Highway Research Program 350 (NCHRP 350) report, issued through the Federal Highway Administration (FHWA). These were made primarily due to the change in vehicle size since the late 1980s to larger vehicles, such as SUV's and pick-up trucks.

Nebraska is a member of the Midwest States Regional Pooled Fund Program, a group of ten states who work together specifically on issues related to guardrails, mailboxes, light poles and sign supports. They prioritize different types of apparatus they want to have tested to NCHRP 350 standards through collaboration with the group. Bullnose guardrail was ranked at the top of the list and was suggested by Dr. Dean Sicking, director of the University of Nebraska-Lincoln's Midwest Roadside Safety Facility, as one of the states' top priorities.

The thrie-beam bullnose guardrail was designed by several engineers at the Midwest Roadside Safety Facility, headed by Bob Bielenberg, P.E., a Research Associate Engineer, and Ron Faller, Ph.D., P.E., a Research Assistant Professor. It took about three years to develop and implement the new guardrail system.

Testing was conducted at the Midwest Roadside Safety Facility, using 3/4-ton, Chevy 2500 pick-up trucks and a Ford Festiva. Once test reports were submitted by the facility and approved by the FHWA, a plan was implemented and given to contractors to build the guardrail according to specifications.

In addition to the West Maple Road location, thrie-beam bullnose guardrail will be installed on U.S. Highway 83, south of North Platte, and at several other locations within the next few months. According to TenHulzen, the new thrie-beam bullnose guardrail is being used on new projects with parallel bridges or where piers are in the median. The w-beam bullnose guardrail will be replaced by the new design as projects upgrade the highway.

Midwest Machinery and Supply Company, Inc., of Milford, Nebraska, and Trinity Industries, of Lima, Ohio, provided the materials for the West Maple Road guardrail installation. ♦

D-3 Team Winner at NDOR Snow Roadeo

By Denise Wallman
Logistics Division

“Raindrops Keep Fallin’ on My Head” could have been the theme song at the 2001 Snow Roadeo, held August 23, 2001 at the University of Nebraska Traffic Safety Center in Kearney. The competition was delayed about an hour as contestants, spectators and course officials ran for cover while a torrential downpour swept across the area.

This year, 180 teams competed in their respective districts for a spot at the state competition. Forty-eight contestants, representing three teams from each of the eight NDOR districts competed for the coveted winner’s trophy.

First place at the state level went to Shawn Pohlman and Leonard Nadrchal of Clarkson, in District 3. The runner-up team was James Hansen and Del Cox of Aurora, in District 4.

The best three-team combined score from a district was declared the district winner. District 1 had the top overall district score. Those who claimed the district prize included: John Bishop and Stacy Leners, Beatrice; Wayne Pike and Rob Mason, Wahoo; Art Weber and Dennis Saathoff, Adams.

In addition to negotiating the 10 obstacle-driving course, the contestants had to complete a written quiz and conduct a vehicle safety check to find the defects that were intentionally planted. Contest winners were determined by adding the driving time on the course, the errors made in negotiating the obstacles, questions missed on the quiz, and the defects found on the vehicle inspection.

First place and runner-up teams had the honor of attending the Western Snow and Ice Conference and representing Nebraska at the National Snow Roadeo competition, September 24-28 in Estes Park, Colorado. ♦



Left - Runners-up, (l to r) James Hansen and Del Cox are shown with Dalyce Ronnau, Logistics Division Maintenance Engineer.



Above - First-place winners of the NDOR Snow Roadeo, Leonard Nadrchal, left, and Shawn Pohlman, right, are shown with District 3 Maintenance Superintendent Warren Racely.



Overall district winners are shown with District 1 Maintenance Superintendent Roger Kalkwarf. Pictured, l to r, Stacy Leners, Wayne Pike, John Bishop, Kalkwarf, Dennis Saathoff and Art Weber. (Not pictured - Rob Mason)

These contestants successfully completed the “stop bar” obstacle, where the snow plow driver tries to see how close to the line he can get without the blade touching or going over.

Employee Memorial Dedication Draws Attention to Highway Workers' Safety



Governor Mike Johanns speaks during employee memorial dedication ceremonies August 27 at the Blue River I-80 westbound rest area.

Representatives from the Nebraska Department of Roads unveiled a special public memorial during ceremonies held Monday, August 27, at the Blue River Interstate 80 westbound rest area, located one mile west of the Milford exchange. The memorial honors State employees who lost their lives while working for the Nebraska Department of Roads and serves as a reminder for motorists to drive safely and look out for highway workers.

Governor Mike Johanns spoke at the employee memorial dedication ceremonies, paying tribute to the deceased NDOR employees and urging motorists to use added caution while driving during the Labor Day holiday and at all times. He

reminded everyone to be especially cautious when approaching highway construction and maintenance work zones, to reduce speeds, pay attention to all signs and

watch out for workers who put their lives on the line each day.

NDOR Director John Craig also spoke during the memorial dedication, emphasizing the sacrifices made by the men and women who made Nebraska's roads possible, and the need for vigilance and care while driving or working on the highways.

Similar ceremonies have been held in other states, drawing attention to the record number of people being killed in highway work zones; 872 people were killed in 1999, more than 700 of them motorists or passengers in vehicles speeding through construction sites. The previous record was 828 deaths in 1994. In addition, more highway workers are killed than law enforcement officers nationwide.

Guests at the Nebraska memorial ceremonies included relatives of some of the 55 employees who, since 1943, lost their lives while performing their duties.

The plaque for the memorial was designed and sculpted by NDOR employees. Barb Kohles, Landscape Architect in Roadway Design, drew several ideas for the memorial, and Jan Havranek, Graphic Designer in Communication Division, drew the selection. Karl



District 1 Engineer John Jacobsen addresses an audience including state employees and family members during dedication ceremonies at Melia Hill I-80 westbound rest area.



Pictured, 1 to r, Construction Tech III Roy Leach, District 6 Engineer Les O'Donnell, Director John Craig and District 6 Construction Engineer Gary Thayer unveil the memorial at Brady I-80 eastbound rest area.



Pictured, 1 to r, Director John Craig, State Highway Commissioner John F. Kingsbury, and District 3 Engineer Don Cook view the memorial located at the Norfolk District Office.



Bronze cast plaques at each of the memorial sites are imprinted with Nebraska landmarks, symbols and the following message: "In memory of Nebraska Department of Roads employees who lost their lives while serving the citizens of Nebraska."

Fredrickson, Contracts Manager in Construction Division, sculpted the original from clay.

A company from Montana cast eight bronze plaques, one for each of the eight highway districts, using the lost wax method, which involves many intricate steps to bring out the detail from the original clay sculpture. The plaques were then attached to hand-selected boulders and prepared for placement in each of the districts.

Dedication ceremonies were held in the remaining highway districts:

- Aug. 28, I-80 eastbound rest area, east of Grand Island
- Aug. 30, McCook District Office, 619 Auditorium Drive
- Aug. 31, I-80 eastbound rest area, 4 miles west of the Brady interchange
- Aug. 31, I-80 eastbound rest area, 5 miles west of Sidney
- Sept. 4, Melia Hill I-80 westbound rest area, 1½ miles west of the Gretna interchange
- Sept. 5, Norfolk District Office, 408 North 13th St.

A ceremony is planned for Nov. 6 at the Ainsworth District Office, 736 East 4th St. ♦



Pictured, l to r, Gary Voss, Auto/Diesel Mechanic, looks on as Governor Mike Johanns and Roads Director John Craig unveil the memorial during ceremonies at the Blue River I-80 westbound rest area.



Above - Director John Craig, Highway Maintenance Worker Sr. Dave Merklin, Benkelman, and District 7 Engineer Jim Knott with the memorial located at the McCook District Office.



Left - Pictured, l to r, Jack McAndrew, Jan Wanser and Steve McAndrew, the brother, sister and son of Edwin McAndrew, killed in 1970 while working for NDOR, attended memorial dedication ceremonies at the Blue River I-80 westbound rest area.

Transportation Planning Division Sponsors Census Training

By **Rose Braun**
GIS Specialist

On July 25, 2001, Transportation Planning Division sponsored two Census Training Sessions in Training Room 152 at 5001 North 14th Street. Mr. Jim White of the Denver Regional Census Bureau provided training on how to access census and demographic information by utilizing Internet technology.

Mr. White provided two half-day workshops with an in depth look at the census web site. He described the kind of census data available and demonstrated how to access the information using interactive tools, including the American FactFinder.

Transportation Planning believed this to be a valuable training session because information collected in the 2000 census will no longer be provided in paper format. The training room utilized 12 computer workstations and 12 laptops so that

participants could learn how to navigate within the web site.

The sessions were well-received and provided useful information to twenty-three individuals that attended the morning session, and to twenty-two individuals that attended the afternoon session.

Those in attendance were:

Steve Andersen - Trans. Planning
Kate Anderson - Trans. Planning
Ryan Axmann - Lower Platte NRD
Bob Bettenhausen - Proj. Scheduling
Jon Brady - Trans. Planning
Rose Braun - Trans. Planning
David Brokaw - Trans. Planning
Kevin Dugan - Communication
John Ebito - Trans. Planning
Bob Foreman - Construction
Michelle Gage - Dept. of Education
LuAnne Goldsmith - Trans. Planning
Bob Hogg - Controller
Lori Jones - Dept. of Revenue
Ed Kelley - Trans. Planning
Joe Kisicki - Construction
Barb Koehn - Trans. Planning

Leona Kolbet - Mat'ls. & Research
Les Lawson - Trans. Planning
Pete McShane - Communication
Norm Nelson - Health & Human Serv.
Mike Niedermeyer - Trans. Planning
Terri Oglesby - Trans. Planning
Blane Osterman - Human Resources
Randy Peters - Traffic Engineering
Thach Pham - Roadway Design
Joyce Quinn - City of Lincoln
Don Robertson - Communication
Ron Schlautman - Trans. Planning
David Schoenmaker - Project. Dev.
Lemoyne Schulz - Local Liaison
Jill Smith - Trans. Planning
Amy Starr - Mat'ls. & Research
Rodger Tomasek - Trans. Planning
Mark Traynowicz - Mat'ls. & Research
Cindy Veskrna - Trans. Planning
Dennis Vodehnal - Trans. Planning
Dan Waddle - Traffic Engr.
Ron Walker - Trans. Planning
Jim Wilkinson - Project Development
Glenn Williams - Trans. Planning
Larry Williams - City of Lincoln
Linda Wilson - Communication
Kris Winter - District 8
Liz Wunderlich - Roadway Design

University of Nebraska Presents Policy Seminars

The Fall 2001 Policy Seminar Series, sponsored by the University of Nebraska Public Policy Center, is intended to allow participants to increase their sophistication about a variety of policy issues, provide insight into what allows some policymakers and lobbyists to be so successful whereas others are not, and gives participants a greater ability to understand the public policy process.

The first policy seminar of the fall series will be held on November 29 at the University of Nebraska-Kearney in the Okinga Seminar Center. The seminar will examine Rural and Urban Education Policy. Seminar leaders are former Nebraska State Senator Ardyce Bohlke, Commissioner of Education Doug Christensen, and UNL Professor Jody Isernhagen. Space is limited. For more information, see <http://ppc.unl.edu> or call the Public Policy Center at (402)472-5678. Look for our next seminar, Rural and Urban Economic Development, in December. ♦

Adopt-A-Highway Program Launches New Web Site

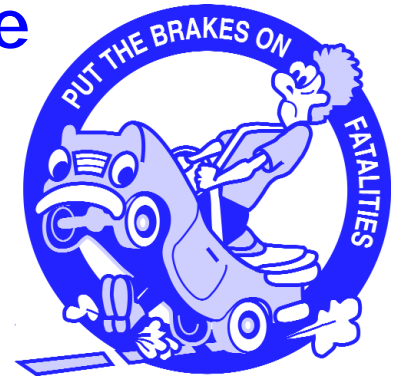
Getting involved in the Nebraska Adopt-A-Highway Program just became easier with the launch of their new web site.

Sponsored by the Nebraska Department of Roads, the highway litter program officially began in April 1990, through the efforts of State Senator Emil Beyer of Gretna. This year, over 1,500 agreements have been signed statewide, accounting for over 3,100 miles of roadway being cared for by the adopting groups.

The web site gives statistics on the Nebraska Trash-Off, conducted each April, lists the criteria for roadway adoption, and has an application form, which may be viewed and downloaded.

The Adopt-A-Highway web site may be accessed via the NDOR main site (www.dor.state.ne.us) under the "Information for You" section. ♦

Nebraskans Urged to “Put the Brakes” on Traffic Fatalities



With fatalities on our nation’s highways at about 42,000 per year, or 115 fatalities each day—one fatality every 13 minutes—the Nebraska Department of Roads joined national safety organizations that designated October 10th as the first annual “Put the Brakes on Fatalities Day.” The day was intended to heighten awareness about what can be done to turn this around by focusing attention on individual behaviors, with the goal of achieving one day of zero traffic deaths across the nation.

While Nebraska’s report is better than the national trend, with the number of people killed in traffic crashes on state roadways decreasing over the past two years from 315 in 1998 to 295 in 1999, and 276 in 2000, there is still much room for improvement, according to Nebraska Department of Roads Director John Craig.

“We’re headed in the right direction; however, we want to do better. We

don’t want to become complacent, but rather continue this trend.”

Much progress has been made through the development of safer vehicles and specialized safety equipment, such as child seats and helmets. In addition, roadway improvements and educational programs have helped reduce fatalities.

“In Nebraska, we’ve sponsored public service announcements across the state for the past two years. We have milled shoulder rumble strips along 293 miles of I-80 with the rest under contract to be completed this fall or early next year. Even with these accomplishments, in the end, each roadway user is the key to safety,” said Director Craig.

Following the theme “drive as if your life depended on it” people have been asked to take an extra measure of care to ensure their safety and the safety of others by sharing the road with other users—drivers, pedestrians,

motorcycle and bicycle operators and passengers—in a safe manner. This can be achieved by following several key points: drive courteously and defensively; know the rules of the road for the method of transportation, and obey all signs and signals; wear protective gear—seat belts or helmets; and don’t speed, drive while impaired or aggressively.

As people joined in a united effort October 10 to “Put the Brakes on Fatalities,” it was hoped that this example of what can be achieved in a single day would inspire many to continue safer behaviors, thereby further reducing fatalities on the nation’s highways. ♦

Chances for Deer-Vehicle Crashes Increase During October and November

It’s fall and deer have more on their minds than checking for traffic before they dart out onto a road, which is potentially dangerous for both the deer and the vehicle’s occupants.

With crop harvesting activities going on in the fields, crop and cover patterns changing, daylight hours becoming shorter and the approach of deer breeding season, deer have a lot to distract them. Deer activity increases during October and November with movement peaking near dawn and just after dusk.

Here are some tips for avoiding deer-vehicle accidents:

- When you drive near shelterbelts, woodlots, creeks, or where crops are still standing, especially during

evening or early morning hours, reduce your vehicle’s speed and watch carefully for deer. When you spot a deer, assume there will be others in the same area either ahead of, or behind, the one you’ve seen and be prepared to stop suddenly.

- Many places where deer are known to routinely travel are posted with deer crossing signs, but the absence of a sign doesn’t mean a deer won’t unexpectedly appear there.
- Deer often seem to be disoriented or confused by a vehicle’s headlights. Some react by freezing in the light, some dart into the path of the vehicle, others bolt away in the opposite direction. Some deer

that have just crossed the road ahead of the vehicle suddenly change direction and run back into its path or run into its side.

- It’s a good idea to honk your horn and flash your headlights to frighten deer away from the side of the road. If there is other traffic on the road, you can activate your emergency flashers and tap your brakes to alert other drivers to the potential danger.
- Anticipate the possibility of a deer unexpectedly crossing in front of your vehicle and plan ahead to avoid swerving, turning or braking the vehicle too sharply if a deer suddenly appears. ♦

*Information from the
Nebraska Game & Parks Commission*

Historic Highway Project Explores Nebraska Roads Development

The Nebraska Department of Roads and the Nebraska State Historical Society are collaborating on a project to survey the state's historic automotive highways. The project will include a history of the development of roads in Nebraska from turn-of-the-century "good road" boosters and the earliest "automobile trails" to the construction of the Interstate Highway system. Five historic highways will be surveyed: the former Grant Highway (U.S. 20), the Canada-to-Mexico Meridian Highway (U.S. 81), the transcontinental Lincoln Highway (U.S. 30), the former Potash Highway (Nebraska Highway 2), and the Detroit-Lincoln-Denver (DLD) Highway (U.S. 6 and 34).

Survey teams will follow the old routes of these highways to identify

early examples of highway construction and other properties related to the roadside, such as old gas stations, tourist camps and automobile dealerships. The results of the project will be to identify properties historically important to highway transportation in Nebraska, locate and catalog information about these properties to include in the planning of future road construction projects, and identify ways to preserve or promote historic preservation through programs such as the Nebraska Byways program. A book on historic highways is also planned.

Nebraska is one of the first states to conduct this type of survey on a statewide basis. Mead & Hunt, a consulting firm from Madison,

Wisconsin, specializing in historic preservation projects will complete the survey by the end of October 2001.

The project is funded and administered by the Nebraska State Historical Society and the Nebraska Department of Roads. Partial funding has been provided by a federal grant from the U.S. Department of the Interior, National Park Service.

If you have information on early highways or historic properties that should be included, or know of records, documents, or photographs relating to this project, please contact Jill Ebers at the Nebraska State Historical Society, (402)471-4773, toll free (800)833-6747, or jebers@mail.state.ne.us. ♦

NDOR Uses New Asphalt-Rubber Overlay on Hwy. 2 Project in Lincoln

The Nebraska Department of Roads has recently implemented a new type of asphalt-rubber overlay containing crumb rubber from recycled tires on a 2½-mile section of Highway 2 in Lincoln, from 56th Street to just beyond 84th Street. Work began July 16 with an expected project completion date of October 12, weather permitting.

According to Robert Rea, NDOR Pavement Design Engineer, advantages of the new two-inch graded asphalt mix being used on the four-lane pavement project are three-fold: less reflective cracking, higher durability and consumption of waste tires. With the equivalent of one tire per person entering the waste tire market in the city of Lincoln each

year, the environmental benefits are considerable. Asphalt rubber uses over 2,000 tires per mile on a typical two-inch overlay. The Highway 2 project used over 10,000 waste tires.

To attain the pavement mix, approximately 20 percent of crumb rubber is blended with liquid asphalt and the temperature is then elevated to stimulate a reaction between the two materials. During the process some of the rubber becomes part of the liquid phase of the asphalt and some remains in a solid phase. The higher asphalt content in the mix allows for more coating on the aggregate and produces a longer lasting pavement.

Describing the new blend, Rea noted, "This mix is not really

conventional asphalt anymore. It's a composite material, bringing aggregates and crumb rubber together."

Roadways paved with the new asphalt rubber overlay are expected to maintain a quality ride for a longer period of time with cost savings over the life of the pavement, Rea said. Other advantages include shorter construction time and reduced traffic noises.

FNF Construction, Inc., of Tempe, Arizona, blended the material for the Lincoln contractor Dobson Brothers Construction Company. The NDOR project manager is Abdul Hakeem Sidiqi. Entire Recycling of Nebraska City supplied crumb rubber for the project. ♦

We Get Letters ...

August 20, 2001

Attention Tourism & Department of Roads

The tourists who stop here are too rushed for time to fill out the comment forms, but they tell me what a lovely rest area it is and how clean it is kept. Please pass along their appreciation to Terri and to her helper Larry. Both care for Lincoln Solar as if they owned the property. Plus, they smile a lot. They, and this facility, are good PR for Nebraska.

Nancy Porta,
Tourism Center

Editor's Note: District 1 Lincoln Solar Rest Area Manager is Terri Cebuhar.

September 7, 2001

To whom this may concern:

Charlene Clemens sent me an e-mail with pictures of a plaque that the Department of Roads has made as a memorial with my dad on it. My father was Richard J. Clemens who died in 1958. I would like to thank you from the bottom of my heart for making that plaque. What an honor it is after all these years! I was two when my dad died. Thank you again. I really appreciate everything you have done.

Joni Flood

September 3, 2001

Dear Mr. Craig,

It is with deep gratitude that I thank you for the special ceremony honoring my husband, Darrell Sheets, and others.

The plaque is unique, and I truly appreciated the beautiful red rose. It was a pleasure to meet you. You have a tremendous responsibility, and I thank you for assuming these obligations with such integrity.

Sincerely,

Katherine Sheets Wilson
Cozad, Nebraska

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

July 31, 2001

I live in the country south of Wayne and travel to work in Wayne every day. I want to congratulate the Department of Roads for the way the recent paving of the eight miles south of Wayne was handled. The Omni Construction crew seemed efficient. The flagmen and pilot car were extremely helpful. I also noticed that the whole crew was cleaning up the highway and the sides of the road after the construction was complete. In short, I was impressed with the crew and recommend that you work with them on future projects.

Thank for the smooth road!

Chris Fletcher

July 30, 2001

Les O'Donnell
District 6 Engineer

The North Platte Oddfellows and Rebeccas would like to thank Jeff Baker, Tom Smith and crew for all their help at our Safety Day held at the Eastbound Brady Rest Area on July 4. The rest area was very clean and very well taken care of by your staff.

Editor's Note: Jeff Baker is a Hwy. Maintenance Worker Sr. and Tom Smith is a Hwy. Maintenance Worker, both at District 6 in North Platte.

September 19, 2001

Rick Reiners
Hwy. Maintenance Supvr. - Greenwood

Dear Rick,

As a result of the recent tragedies in Washington, DC and in New York City, many people have been called heroes. And, they are. But, the everyday heroes who stop and help people stranded on the Interstate need to be thanked too. I cannot express how much I appreciate you assisting me and Mr. Joliff after we both hit debris on the Interstate resulting in flat tires. Not only did you change our tires, you cleared the debris from the center of the highway so that no one else would have the same fate.

As a woman traveling alone, I am thankful you came along and without hesitation offered a hand. It is people like you, and the other unnamed heroes, that remind me there is still kindness in this world full of violence. Please accept my heart-felt thanks.

Sincerely,

Anne Gleim

TURF & GARDEN

By Dick Gray
Agronomist



Farewell to Season of Extremes

Turf - What a roller coaster of a year, too much rain, not enough rain, too much humidity, no humidity, night temperatures too high, fungus running amok—all the things to make a lawn go bad. Did your pre-emergent break down? Excessive moisture and high temps do that. Did you notice that your spring fertilizer did not last as long as usual? Blame that on too much spring rain. Enough of the depressing. Keep your mower at 2½ inches for the rest of the mowing season. The 2½-inch mowing height gives the turf a good insulating cover for the winter that's coming. Keep the water at ¾ to ½ inches per week. Spray for dandelions in mid-October and you will not have very many next spring.

Trees - This is an excellent time to plant deciduous trees and shrubs. Mulch them well and keep them moist. Your older plantings need to be watered before winter if we do not pick up some substantial fall rains. Prune your evergreens for Christmas greenery.

Garden - A bumper year for all tomato varieties at our house. All varieties did well, Giant German, Celebrity, President, and the new grape tomatoes all did well. There was a little fungus to contend with, but one spraying was enough to stop it. The zucchini out did itself (as usual). It does however seem to attract the nefarious squash bug to the garden. The leaves on the squash plants wilt and soon become dark and crisp and dead when the squash bugs attack. Large plants usually show leaves and runners that are affected. The squash bug is a nondescript grey to a blackish grey. The young nymphs are a light grey. Sevin, Eight and Rotenone will work on the nymph stage, but the adults are difficult to control. The two-brick method works very well on the adults. First secure two bricks, place bug on one brick, bring the other brick down on the bug (watch the fingers). No insect resistance has been discovered for the two-brick method.

General - Plant your spring bulbs soon. Take the snow blower to the repair shop for its annual tune up. ♦

See you in the spring—gone hunting.

The Aftermath of a Crisis:

Taking Care of Yourself

By Sally Kahre, MA
Education Consultant
Methodist Employee Assistance Program

“Have patience with all things, but chiefly, have patience with yourself.”

- St. Francis De Sales

Our recent national disaster, a tragedy of unparalleled magnitude, has provoked some type of emotional response in all of us. You are likely to experience feelings of stress, sadness, anger, fear, grief and loss. You may still be cycling through the symptoms of grief such as tears, confusion, tension, nervousness, eating and sleeping disturbances, lack of concentration and irritability. Please be aware that these confusing feelings and symptoms are a normal reaction to an abnormal event.

Although the aftershocks of the attack on America will be pervasive and long lasting, now is the time to take control of your personal well-being. The following tips can help you channel your energies in positive ways.

- ▶ **Give yourself permission to feel what you are feeling.** Express your feelings as they arise. Take time to cry as you feel the need.

- ▶ **Take care of yourself.** Get enough rest and eat regularly. Continue to take time for your hobbies and interests.
- ▶ **Stand guard against the door of your mind.** Ignore rumors. Rather than waste your time on grapevine hearsay, focus on gathering facts.
- ▶ **Slow down.** You may find that it is taking extra time and patience right now to get routine things done. Focus on quietly concentrating on the work at hand.
- ▶ **Escape for awhile.** Whether it is losing yourself in a book or a movie, or going for a long walk in the park, escaping for awhile will give you a chance to relax and rejuvenate.
- ▶ **Draw on your resources.** It is certainly not necessary to “tough it out” alone. Continue to talk things over with family, friends, your supervisor and/or your co-workers.

If you find that these coping strategies don't seem to be helping you or your family members in the aftermath of this crisis, please contact your Methodist Employee Assistance Program to arrange a free, confidential meeting with a professional counselor at 1-800-666-8606 or 402-354-8000. ♦

Health & Safety

By LoyAnn Rossel, RN,COHN-S

Sleeping Positions



How is your body aligned when you go to sleep? Are you one of those who can't sleep unless both arms are above your head? Do you bend your wrists? Do you sleep on your stomach? Are you one of those who insist on putting your head on your arm or hand?

The position of your body when you are asleep can intensify some of the discomfort you have during the day. The nerves throughout the body

could become compressed and stretched when in some of the awkward positions of sleep. Symptoms of numbness, weakness and pain can develop.

Here are some suggestions for healthy sleeping positions:

- Keep your wrists in a "neutral" position.
- Keep your arms at your side. A slight bend at the elbow is fine.
- Your head weighs more than an adult bowling ball. So imagine what that weight does when you lay your head on your arm.
- Sleeping on your side with knees bent is the most recommended position for preventing back pain. If you must sleep on your back, try putting a pillow under your bent knees. Avoid sleeping directly on your stomach.
- The pillow should keep the head, neck and spine in a fairly even line. ♦

NDOR Events Calendar

— October —

- 2 **Walk our Children to School Day**
- 5 **Bd. Examiners for Co. Hwy. & City Street Supts.**
8:45 a.m. Hwy. Commission Meeting Rm.
Contact Andrew Cunningham @ 479-4569
- 8 **State Holiday - Columbus Day**
- 10 **Put the Brakes on Fatalities Day**
- 11 **New Employee Orientation Program**
NDOR Auditorium – contact Steve Olson @ 479-3601
- 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**
- 23 **New Employee Orientation Program**
NDOR Auditorium – contact Steve Olson @ 479-3601
- 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
- 26 **Bd. Public Roads Class. & Stds.**
9:00 a.m. NDOR Auditorium
contact Andrew Cunningham @ 479-4569

— November —

- 2 **Bd. Examiners for Co. Hwy. & City Street Supts.**
10:00 a.m. Hwy. Commission Meeting Rm.
contact Andrew Cunningham @ 479-4569
- 7 **New Employee Orientation Program**
NDOR Auditorium – contact Steve Olson @ 479-3601
- 9 **Proj. Scheduling & Prog. Mgmt. Monthly Meeting**
8:30 - 11:30 a.m. NDOR Auditorium
contact Craig Anderson @ 479-4666
- 12 **State Holiday – Veterans Day**

- 14 **New Employee Orientation Program**
NDOR Auditorium – contact Steve Olson @ 479-3601
- 15 - 16 **Programming Meeting**
1:00 - 5:00 p.m. Auditorium
contact Craig Anderson @ 479-4666
- 16 **Hwy. Commission Meeting**
10:00 a.m. Hwy. Commission Meeting Rm.
contact Shirley Schafer @ 479-4530
- 16 **Bd. Public Roads Class. & Stds.**
9:00 a.m., NDOR Auditorium
contact Andrew Cunningham @ 479-4569
- 22 - 23 **State Holiday – Thanksgiving**

— December —

- National Drunk & Drugged Driving Prevention Month**
- 4 **New Employee Orientation Program**
NDOR Auditorium – contact Steve Olson @ 479-3601
- 6 **Letting** 1:30 p.m. NDOR Auditorium
contact Karl Fredrickson @ 479-4528
- 13 **Proj. Scheduling & Prog. Mgmt. Monthly Meeting**
8:30 - 11:30 a.m. NDOR Auditorium
contact Craig Anderson @ 479-4666
- 14 **Hwy. Commission Meeting**
10:00 a.m. Hwy. Commission Meeting Rm.
contact Shirley Schafer @ 479-4530
- 18 **New Employee Orientation Program**
NDOR Auditorium – contact Steve Olson @ 479-3601
- 21 **Bd. Public Roads Class. & Stds.**
9:00 a.m., NDOR Auditorium
contact Andrew Cunningham @ 479-4569
- 25 **State Holiday – Christmas**

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 December/January Roadrunner should be received by November 14.