Eleven of the best and brightest of Nebraska’s undergraduate civil engineering students were selected as the Mid-America Transportation Center Summer Interns this year. An Intern-Sponsor Introductory Luncheon was held on April 23, 2008 to introduce the new recruits to their company sponsors. The students will be working full time this summer from May 19th – August 15th gaining experiential knowledge that will complement the transportation engineering principles they are learning in the classroom.

MATC Intern Program Facilitator, Karen Schurr, stated at the luncheon that there are numerous advantages in becoming a MATC intern; student interns will have the ability to practice what they have already studied in an academic setting, to increase in their motivation for more knowledge about transportation careers, to develop a network of practicing professionals, to discover their niche in the civil engineering discipline, and also to experience a 13-week trial with some of the best transportation consulting firms and agencies in the Midwest.

The University of Nebraska-Lincoln has facilitated the MATC Intern Program since its inception in 1995, soon after MATC was first awarded the Regional University Transportation Center. In future issues we will be featuring the interns at the other MATC consortium partner institutions.

Craig Schiller is a PhD candidate at the University of Nebraska-Lincoln (UNL). His research focuses on transportation data management, particularly as it applies to multimodal freight movements and the analysis of system performance. He received his bachelor’s and master’s degrees in civil engineering from Washington University in St. Louis. He plans to pursue an academic career after graduation.
Dr. Laurence R. Rilett is Director of the Nebraska Transportation Center and Director of the Mid-America Transportation Center. He is also the inaugural holder of the Keith W. Klaasmeyer Chair in Engineering and Technology and Distinguished Professor in the College of Engineering at the University of Nebraska-Lincoln. Dr. Rilett received his B.A.Sc. degree and his M.A.Sc. degree from the University of Waterloo and his Ph.D. degree from Queen’s University, in Canada. He is a registered Professional Engineer who has held academic positions at the University of Alberta and Texas A&M University before arriving at the University of Nebraska-Lincoln. He has served on the South West Transportation University Center (SWUTC) Executive Committee for four years (2001 – 2004), the SWUTC Summer Transportation Institute Advisory Board for five years (2000-2004), and the Texas Transportation Institute Advisory Board for five years (2000-2004). Dr. Rilett has been PI or co-PI on over 20 research projects and has authored or co-authored over 50 peer-reviewed journal papers and over 70 conference papers. He has served as committee chair for 17 Ph.D. and 30 Masters students. Dr. Rilett will serve as Chair of the Executive Committee.

Dr. Elizabeth G. Jones is an Associate Professor in the Department of Civil Engineering at the University of Nebraska-Lincoln (Omaha campus). She directs and oversees the MATC Intelligent Transportation Systems Lab at the University of Nebraska’s Peter Kiewit Institute. Dr. Jones has been a principal investigator or co-principal investigator on over 15 research projects. She has authored or co-authored 18 journal papers and served as committee chair for 18 Masters students. Currently she is supervising 5 Masters students and 1 Ph.D. student. Dr. Jones will serve as the MATC Associate Director for UNL.

Dr. Genda Chen is a Professor in the Department of Civil, Architectural, and Environmental Engineering at the Missouri University of Science and Technology (formerly, University of Missouri-Rolla) and the Interim Director of the Center for Infrastructure Engineering Studies (CIES). He is a registered Professional Engineer in the state of California. Dr. Chen has been PI and co-PI on over 40 research projects, totaling more than $6 million for his teams and approximately $2 million for his share. He has supervised 13 Ph.D. students and 11 Masters students, and has published over 35 peer-reviewed journal papers and an additional 100 conference papers. Dr. Chen will serve as the MATC Associate Director for Missouri University of Science and Technology.

Dr. Paul Haney is an Associate Professor of Transportation in Civil and Environmental Engineering, as well as in Urban and Regional Planning, at the University of Iowa. He also has an appointment at the University’s Public Policy Center, where he is the Director of Transportation Policy Research. His principal research interests are transportation engineering, planning, and economic policy analysis. In general, his work focuses on assessing the impacts of policy changes on transportation behavior and on infrastructure provision as a means of enhancing safety, economic welfare, and promoting sustainable urban patterns.

Dr. Mustaque Hossain is a Professor and the Graduate Program Director in the Department of Civil Engineering at Kansas State University. His main areas of interest include the application of new technologies in construction, quality control/quality assurance, mechanistic analysis and design of pavements, non-destructive testing of pavements, pavement and maintenance management systems. Dr. Hossain has conducted over 25 research projects, published over 40 peer-reviewed journal articles and has 4 patents related to his research. Dr. Hossain will serve as the MATC Associate Director for Kansas State University.

Dr. Tom Mulinazzi is a Professor and Chair of the Department of Civil Engineering at the University of Kansas In 2000, he was named Engineer of the Year by the Kansas Society of Professional Engineers and received the Outstanding Faculty Award from the Order of Omega, a KU honor fraternity. Dr. Mulinazzi will serve as the MATC Associate Director for the University of Kansas.

Dr. Linda Boyle is an Assistant Professor in the Department of Mechanical and Industrial Engineering at the University of Iowa. She holds a PhD in Civil and Environmental Engineering, and a Master of Science in Inter-Engineering from the University of Washington. She is on the editorial board of the Journal Accident Analysis and Prevention, and is the recipient of the NSF Career Award. Her research area focuses on human factors and statistical modeling.
Letter from the Director

I am pleased to present the first issue of the Mid-America Transportation Center newsletter. We have been extremely busy since we were designated by the U.S. Department of Transportation’s Research and Innovative Technology Administration as the Region VII University Transportation Center in 2006. Completing our strategic plan, developing our executive committee and advisory boards, and conducting our first research selection process are some of the many milestones that were achieved this past year. In the accompanying articles, you will find stories about MATC students and faculty and their involvement in our research, education and technology transfer programs.

Given that this is our inaugural issue, I would like to provide a quick overview of our mission. Our theme is “improving safety and minimizing risk associated with increasing multi-modal freight movement on the U.S. surface transportation system,” which fits well with MATC researcher’s expertise and is of critical importance to Region VII -- comprised of Iowa, Kansas, Missouri and Nebraska. I am pleased that our consortium includes significant participation from major universities in all four states of Region VII, including the University of Nebraska, Kansas State University, University of Kansas, University of Iowa, Missouri University of Science and Technology (formerly University of Missouri-Rolla), and Lincoln University.

I would also like to acknowledge the support we have received from our partners in the public and the private sectors. The only way that MATC will reach its full potential is if all the principal players’ goals and objectives are considered during the decision-making processes. Consequently, MATC was purposefully designed as a group partnership that involves the state transportation agencies in Region VII, the United States Department of Transportation (USDOT), private sector transportation representatives, and the member institutions of the Region VII UTC consortium. I am particularly pleased that the Region VII state transportation agency research heads --- Sandra Larson from IaDOT, Mara Campbell from MoDOT, Dick McReynolds from KDOT, and Moe Jamshidi from NDOR – all actively participate as members of our executive committee. As well, our advisory board has significant federal, state and private sector participants. You will notice that we have provided brief biographies of key personnel in this newsletter.

I am very excited by the possibilities that await us in the coming year as we continue to build one of the pre-eminent UTC’s in the country. As always, I welcome your feedback and suggestions. Thank you for your interest and continued support.

Sincerely,
Larry

Congratulations to the 2008 Nebraska Mid-America Transportation Center’s Summer Interns!

<table>
<thead>
<tr>
<th>Intern</th>
<th>Sponsor</th>
<th>Location</th>
<th>Assignment</th>
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<tbody>
<tr>
<td>Shashwat Rijal</td>
<td>Nebraska Department of Roads</td>
<td>Lincoln</td>
<td>Traffic Engineering Department</td>
</tr>
<tr>
<td>Garret Schram</td>
<td>Felsburg, Holt and Ullevig</td>
<td>Omaha</td>
<td>Traffic Engineering</td>
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<tr>
<td>Derek Nieveen</td>
<td>Iteris,Inc</td>
<td>Lincoln</td>
<td>Intelligent Transportation</td>
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<td>Systems, Traffic</td>
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<tr>
<td>Alex Kotrotsios</td>
<td>City of Lincoln Public Works and Utilities Department</td>
<td>Lincoln</td>
<td>Construction</td>
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<tr>
<td>Tim Myer</td>
<td>City of Lincoln Public Works and Utilities Department</td>
<td>Lincoln</td>
<td>Traffic and Design</td>
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<tr>
<td>Gregory Seib (2nd Year)</td>
<td>Olsson Associates</td>
<td>Lincoln</td>
<td>Traffic Engineering</td>
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<tr>
<td>Jon Markt</td>
<td>Olsson Associates</td>
<td>Omaha</td>
<td>Roadway Design</td>
</tr>
<tr>
<td>Paul Roh</td>
<td>Metro Area Planning Agency</td>
<td>Omaha</td>
<td>Planning &amp; Traffic Engineering</td>
</tr>
<tr>
<td>Chris Hennings</td>
<td>HDR Engineering, Inc</td>
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<td>Roadway Design</td>
</tr>
<tr>
<td>Dan Carpenter</td>
<td>Mid-America Transportation Center</td>
<td>Lincoln</td>
<td>Transportation Research</td>
</tr>
<tr>
<td>Jacob Reinig (2nd Year)</td>
<td>Kimley-Horn Consulting</td>
<td>Dallas, TX</td>
<td>Transportation Engineering</td>
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Mid-America Transportation Center 2008
Undergraduate Summer Internship

Greg Seib
University of Nebraska-Lincoln
Expected Graduation: 12/2009
“I plan on having a career in transportation engineering and would like to work for an engineering firm that focuses on roadway design or traffic engineering.”

Jacob Reinig
University of Nebraska-Lincoln
Expected Graduation: 12/2009
“I currently work for the Mid-America Transportation Center where I have become very familiar with and interested in the transportation sector of civil engineering.”

Jonathan Markt
University of Nebraska-Lincoln
Expected Graduation: 05/2010
“One of my short term career goals is to find a company where I can obtain a full-time position in roadway design or transportation planning upon graduation.”

Dan Carpenter
University of Nebraska-Lincoln
Expected Graduation: 12/2009
“I applied to be a MATC intern to get a feel for what transportation engineering research entailed. I hope to gain experience in transportation engineering and get a head start on real-world civil engineering.”

Shashwat Rijal
University of Nebraska-Lincoln
Expected Graduation: 12/2009
“My ultimate goal is to be able to drive down a road or highway that I helped to design or plan. Being able to help millions of people go places and travel safely would be a rewarding experience.”

Garret Schram
University of Nebraska-Lincoln
Expected Graduation: 12/2008
“After I graduate I want to pursue a career in transportation engineering so that I can improve the safety of our traffic and road conditions.”

Derek Nieveen
University of Nebraska-Lincoln
Expected Graduation: 12/2009
“I am hoping that with the experience of the MATC internship, it will further my understanding of transportation engineering and help me find a career in this field.”

Alex Kotrotsios
University of Nebraska-Lincoln
Expected Graduation: 05/2010
“I applied for the MATC internship to gain some valuable experience that I can take with me into my engineering career. I hope to gain lots of knowledge this summer with MATC.”

Paul Roh
University of Nebraska-Omaha
Expected Graduation: 05/2009
“I feel this internship will be very beneficial to advancing my goals of a career involving transportation engineering.”

Chris Hennings
University of Nebraska-Lincoln
Expected Graduation: 05/2010
“I am looking forward to a career where I will be able to work with the design and construction of highways to find solutions to problems of congestion.”

Timothy Myer
University of Nebraska-Lincoln
Expected Graduation: 12/2009
“There is no better way to learn about a job than to experience it firsthand. I decided that I wanted to pursue a career in transportation engineering and the MATC intern program is a perfect fit for what I want to be doing.”

Next issue will feature Missouri Student Interns
In the next issue of our newsletter we will be featuring the 2008 Missouri Mid-America Transportation Center Interns. Due to the hard work of Dr. Genda Chen and Ms. Mara Campbell a partnership has been created between the Missouri University of Science & Technology and the Missouri Department of Transportation, to offer up to 15 students scholarships to intern at the Missouri Department of Transportation this summer.

Missouri S&T
University of Science & Technology

MoDOT
Women in Engineering Experience Day
Top background photo: Demonstrating engineering women power, six straight-A junior high and high school girls from small western Nebraska schools pose “tough” in the structures lab. Their schools are located approx. 130 miles outside of Lincoln in a small rural committee. The public schools are K-12 School consisting of 120 students in the entire student population.

Site Visit to Students for Lesson Plan Implementation
Top left photo: Graduate Student Bhaven Naik shows two students how to use Lydar speed gun to collect traffic speeds. Students from Culler Middle School in Lincoln Nebraska participated in a transportation engineering activity with the assistance from their teacher, Ms. Mary Harrington. MATC faculty and graduate students that required them to collect traffic data. The students applied the data collected from real world examples to a unit lesson on mean, median, mode, momentum, distance, and speed.

Fieldtrip to Nebraska Transportation Center
Small photo in the middle: Graduate Student Jay Ling shows a McMillian student how to use the speed gun to collect traffic speeds outside of Nebraska Hall. Right: Lab Technician Peter Hilsabeck explains and demonstrates a structural load bearing test on concrete.

Bottom left photo: McMillian Middle School of Omaha Public Schools visited the Mid-American Transportation Center and enjoyed a day full of activities learning about transportation, logistics, and structural engineering. The students had to earn all A's and B's in their Math courses to attend the field trip.

McMillian is Junior High Engineering Magnet Program, which means that students take specialized courses in math, science, and technical education that pertain to the knowledge and skills needed by engineers. At the end of the day the students had a quiz bowl to compete for prizes by answering questions on Transportation engineering, Radio Frequency Identification Engineering, and Structural Engineering.

Engineering Day
Bottom background photo: Forty Culler Middle School seventh and eighth grade students pose together outside of Nebraska Hall after enjoying pizza and listening to graduate students’ presentations on the great wide world of Civil Engineering. The students had to earn all A's and B's in their math and science courses for their first quarter to attend the Engineering Day.
The theme of MATC is related to increasing safety and improving efficiency of freight movements; consequently the private sector transportation companies will be well represented on our board. The following individuals have committed to serving on our board and/or providing board members from their respective companies.

**Mr. Dan Murray** is Vice President of Research for the American Transportation Research Institute (ATRI), an award-winning, not-for-profit research arm of the trucking industry that conducts objective research, analysis and evaluation on a range of transportation issues, such as safety, technology, productivity and security. Mr. Murray has overall responsibility for directing ATRI's portfolio of research and has served as project manager on research initiatives sponsored by FHWA, FAA, FMCSA, USDA, CBP, TRB and TSA. In addition, he has served on various transportation research committees for organizations such as the National Academy of Sciences, General Accounting Office, and Council on Competitiveness. Prior to joining ATRI, Mr. Murray worked for the Regional Transit Board (Minneapolis/St. Paul) as Project Administrator. He also spent several years working in economic development for a Chicago-based Fortune 50 business consortium. Mr. Murray received his BA from Gustavus Adolphus College, and his MS degree from Northwestern University.

**Mr. Robert C. VanderClute** is Senior Vice President, Safety and Operations, of the Association of American Railroads. His department’s responsibilities include the oversight of the industry’s homeland security plan, equipment interchange standards, car service rules, quality assurance programs, and safety initiatives, in addition to environmental issues, hazardous materials, communication signals, and tank car safety standards and design. Mr. VanderClute is the industry’s liaison with the FRA, NTSB, EPA, DHS, FCC and other regulatory bodies. After graduating from the University of Tennessee where he majored in transportation, Mr. VanderClute completed graduate school programs both at the Darden Graduate School of Business at the University of Virginia, and the Harvard Business School. He is a “Fellow” with CILT, and is active in several public and professional organizations.

**Mr. David A. Connell** is Assistant Vice President of Engineering and Construction at the Union Pacific Railroad. Mr. Connell has worked for Union Pacific and predecessor companies for twenty-four years having held a variety of field and staff positions. He was assigned as Chief Engineer-Central Region prior to assuming his current duties in 2006. David holds a BS degree in Civil Engineering from NC State University and attended the Harvard Business School. He currently chairs the Committee on Track Structure System Design of the Transportation Research Board and is a past subcommittee 5 chairman of American Railway Engineering and Maintenance Association.

**Mr. E. Dean Carlson**, former Executive Director of FHWA, former Secretary of Transportation for the State of Kansas, and member of the National Academy of Engineering. In 2003, Dean Carlson retired from his position as Kansas Secretary of Transportation and began his consulting practice. He has nearly five decades of experience in the field of transportation; in addition to 8 years as Kansas Secretary, he served for 36 years with the Federal Highway Administration, retiring as Executive Director in 1994. His career with Federal Highway Administration included many positions in various Regional and Division Offices as well as the Headquarters in Washington, D.C. He has served as a member of the Executive Committee of the Transportation Research Board, and was its Chairman in 2002. He is also former President of the Board of Directors of the American Association of State Highway and Transportation Officials. In 2001, Secretary Carlson was elected to the prestigious National Academy of Engineers for “outstanding leadership and dedication in developing national highway policy, systems management initiatives and research programs.” Election to the Academy is one of the highest professional honors accorded an engineer. During his distinguished career, Secretary Carlson has received numerous awards from Presidents G.H.W. Bush and Clinton, the Federal Highway Administration, The American Association of State Highway and Transportation Officials, the National Research Council, the International Road Federation and the Road Gang. He earned a Bachelor of Science degree from the University of Nebraska in 1958, and did graduate studies at the University of Texas from 1969-71.

**Mr. Ed Trout** is past Chairman of the American Trucking Association, and President of Cornhusker Trucking. In 1957, Mr. Trout graduated from Creighton Prep, and then continued on to Creighton University, working nights on a dock for a local truck line while attending school. In 1960 he went to work for a truck line called Bee Line Motor Freight, and by 1968 he had moved through the ranks to Vice President. In 1972, Mr. Trout became president of Bee Line Transportation. At this time he started another division of Bee Line called Cornhusker Motor Lines, and had the opportunity to buy it in 1988. Since 1988, Ed and his three sons, Joe, John, and Tom, have run the enormously successful family trucking business. Ed also has served both as Chairman of the Nebraska Trucking Association and as Chairman of the American Trucking Association.

**Mr. Mark Styles** is President of the Marine Group of Trinity Industries, the largest barge and railway car manufacturer in the U.S. Mr. Stiles is Senior Vice President of Trinity Industries, Inc. (NYSE:TRN), a premier multi-industry growth company. He is also the Group President and directs worldwide business operations of the Construction, Energy, Marine and Components Group, which is comprised of the following divisions: Trinity Highway...
Mr. David Sehrt is Senior Vice President of Ingram Barge Lines. Mr. Sehrt graduated with a BS in Civil Engineering from Tulane University in 1976. In 1990, Mr. Sehrt received an MBA from the Owen School at Vanderbilt University. Since 1989 he has been with Ingram Barge Company, working primarily in the motor vessel engineering and barge maintenance areas.

Dr. Judy Perkins, Chair and Department Head, Department of Civil Engineering, Prairie View A&M University. She holds a B.S., M.S., and Ph.D. in Civil Engineering from Southern University, University of Illinois (Urbana-Champaign), and Georgia Institute of Technology, respectively. At the master’s level, her area of specialty is in reinforced concrete structures and at the doctoral level her area of specialty is in transportation engineering. Since 1992, Dr. Perkins’ research has focused on statewide intermodal transportation planning, transportation logistics, hurricane evacuation analysis, and the impact of economic development as it relates to transportation. Moreover, Dr. Perkins has accumulated extensive experience in the development of survey design, data collection, state-level transportation planning and the refinement of economic development methodologies used to evaluate transportation-related activities. Lastly, Dr. Perkins’ extensive record of publication extends into both the national and international transportation and engineering education arenas.

Dr. Ray Krammes, Technical Director, Office of Safety Research and Development, Turner-Fairbank Highway Research Center, Federal Highway Administration. Dr. Krammes has spent the last three decades establishing himself as one of the nation’s preeminent road geometric design scholars. Dr. Krammes, who holds a Ph.D. in Civil Engineering from the Pennsylvania State University and is a registered professional engineer, has more than three dozen publication credits to his name and was recognized as the Federal Highway Administration’s Engineer of the Year in 2004. He is a member of the Institute of Transportation Engineers’ Transportation Safety Council.

Mr. Michael (Mike) Flanigon, Director of the Office of Technology, Office of Research, Demonstration and Innovation, Federal Transit Administration. Mr. Flanigon has been involved in the rail transportation industry for over thirty-five years. He began his career as a brakeman on the Southern Pacific Lines. During his tenure with S.P., he worked as a switchman, conductor, locomotive engineer and operating rules instructor. He has worked with the California Public Utilities Commission, where he had responsibilities in that state's rail safety oversight program, and then at the Valley Transportation Authority where he served as Environmental Health and Safety Manager and later as Light Rail Superintendent. Later, at San Francisco Bay Area Rapid Transit (BART), he served as the Chief Safety Officer. He was an NTSB Railroad Accident Investigator and served as the Investigator-in-Charge on a number of high profile railroad and transit accidents, before joining the FTA in 2007 as Director of the Office of Technology.

Mr. Bill Brownell, FHWA Division Administrator, Nebraska. As Division Administrator, Mr. Bronnell directs a staff of multidiscipline professionals in fields such as engineering, planning, environment, safety, right-of-way, and finance that partner with the Nebraska Department of Roads, Metropolitan Planning Organizations, local governments, and other transportation stakeholders throughout the State of Nebraska to improve the transportation system. Prior to his promotion to Division Administrator, Bill served as Acting Division Administrator in the North Dakota Division Office, as well as the Assistant Division Administrator position in North Dakota. Bill has diverse experience with FHWA, having worked in a variety of positions in a number of Division offices, the former Region 5 Regional Office in Olympia Fields, Illinois, and the Midwestern Resource Center. Mr. Brownell is a graduate of Oregon State University with a bachelor of science in engineering. He was awarded a teaching assistantship in the Civil Engineering Department where he attended graduate school until he accepted a position with FHWA.

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University of Nebraska Projects

Safety Investigation and Guidance for Work-Zone Devices in Freight Transportation Systems Subjected to Passenger Car and Truck Impacts with New Crash Standards

PI: Ronald Faller

DESCRIPTION: This research study will determine whether typical work-zone devices will provide acceptable safety performance when impacted by a broader range in vehicle class, or when using the MASH 2008 guidelines.

BENEFITS: The final report will include guidance for future testing of work-zone devices or existing safety performance of selected work-zone devices in terms of new MASH 2008 standards. The results will provide recommendations regarding which temporary sign stand configurations may be more at risk for penetrating the occupant compartments for a larger range of passenger vehicles versus those that may be only at risk for one vehicle class (i.e., small car).

Foundation Design for High Tension Cable Guardrails

PI: Dr. John Rhode Associate Professor, Geotechnical Engineering and Co-PI's: Dr. Ronald K. Faller, Research Assistant Professor, Karla A. Polivka, Research Associate Engineer, James C. Holloway, Research Associate Engineer, Midwest Roadside Safety Facility, University of Nebraska Lincoln

DESCRIPTION: Development of optimized foundation systems for high tension cable guardrails. The result of this study will be a rational design methodology based on in situ soil conditions for foundations for high tension cable systems. This design method will rationally compare maintenance costs and construction costs to minimize the life cycle costs of the anchorage system while assuring acceptable performance under a variety of weather and soil conditions.

BENEFITS: Tension loss in these systems has large effects on safety as well as increased maintenance costs. Optimized foundation design will provide states with tools to assure safety while minimizing costs.

Investigating RFID for Roadside Identification Involving Freight Commercial Vehicle Operators (CVO)

PI: Dr. Erick Jones, Assistant Professor, Industrial and Management Systems Engineering, University of Nebraska-Lincoln Co-PI Dr. Judy Perkins, Chair, Department of Civil Engineering, Prairie View A&M University

DESCRIPTION: Enforcement operations have a critical need to provide a more efficient means of capturing data for inspection purposes, as evidenced by the challenges of current manual screening approaches for enforcement of safety and registration guidelines. For example, approaches such as...
random screening do not allow for sufficient attention to be placed upon those carriers and vehicles most likely to be in violation of the law. These random screenings generally can be an inefficient use of enforcement resources which can be improved with modern data collection technologies. This project will introduce means of accomplishing these goals by investigating the potential of RFID for identifying commercial COV trucks automatically at the roadside, from which timely information may be made available either to an officer at a weigh station or a portable unit before the vehicle crosses the Weigh-in Motion (WIM). Officers could then target the vehicle for inspection.

**BENEFITS:** Benefits include providing over the road information in a real time use of CVISN and PRISM Roadside Electronic Screening Databases, extending the relationship between State agencies, the University, FMCSA and COVs, supporting students who may become employees, and providing positive marketing of the State for future DMV, CVISN, PRISM COV and other transportation initiatives that support future funding.

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**Impact of Trucks on Signalized Intersections**

**PI:** Dr. Elizabeth Jones, Associate Professor, Civil Engineering, University of Nebraska-Lincoln

**DESCRIPTION:** The objective of this research project is to quantify the impact of trucks on the performance of signalized intersections through a better understanding of truckers’ perspectives on signalized intersection performance and establishment of a “state of the system” for signalized intersections using real-time information. This will be accomplished through field data collection and the development of a simulation model of the study intersections.

**BENEFITS:** The expected results of this research project include quantifying effects of trucks on the performance and level of service of traffic signal operations. Better quantification of truck impacts on signalize intersection performance can lead to more reliable and potentially safer travel conditions.

**Investigation of Factors associated with Truck crashes in Nebraska.**

**PI:** Dr. Aemal Khattak, Associate Professor, Civil Engineering, University of Nebraska-Lincoln

**DESCRIPTION:** The two objectives of this research are: 1) to investigate and quantify the relationship between skid resistance of a highway and the reported crashes on that highway, and 2) to investigate and quantify the relationship between skid resistance and the most severe occupant injury reported in a crash.

**BENEFITS:** The information resulting from the project can be used in judging an optimal skid resistance from a safety standpoint and in developing a systems-based approach to when skid resistance of pavements is improved.

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**Kansas State University Projects**

**Assessing the Damage Potential in Pretensioned Bridges Caused by Increased Truck Loads Due to Freight Movements (Phase 1)**

**PI:** Dr. Robert Peterman, Associate Professor, Civil Engineering, Kansas State University

**DESCRIPTION:** This research will determine the existing stresses in a concrete member. The first step is to image the concrete in its in-situ stressed condition at a desired location, and then cut around the imaged area using a diamond core bit to a depth of approximately one inch. The result will be a re-bounding of most of the elastic strain carried by the concrete member at that point. By re-imaging the point after penetration by the core drill, the change in surface strain can be determined, and subsequently an estimate of the initial internal stress also may be ascertained.

**BENEFITS:** One of the most attractive features of this new measurement technique is that there is typically no surface preparation required. The reflective properties of the member’s surface serve as a fingerprint of the unique location. Thus, an engineer or technician can begin taking initial baseline measurements within minutes after arriving at a bridge site.

**Characteristics and Contributory Causes Related to Large Truck Crashes (Phase I)**

**PI:** Dr. Sunanda Dissanayake, Assistant Professor, Civil Engineering, Kansas State University

**DESCRIPTION:** The project will gather crash data related to large trucks, which will be analyzed and modeled to identify characteristics and contributory causes. Based on that, countermeasure ideas and focus areas needing particular attention for improving highway safety situation of large trucks will be suggested.

**BENEFITS:** Upon completion of the project, the characteristics and contributory causes of the large truck-related crashes will be identified, which, in turn, will be used to recommend countermeasures and suggest focus areas needing particular attention to improve safety concerns during truck-related crashes.
MATC Research Projects

Extending Pavement Life Using Thin Surfacing to Counter the Effect of Increased Truck Traffic Due to Freight Movements on Highways

PI: Dr. Mustaque Hossain, Professor, Kansas State University

DESCRIPTION: Thin surfacing has been touted as one of the most cost-effective measures for extending the life of pavements. Thin surfacing, such as the ultra-thin bonded bituminous surface (Nova chip) and modified slurry seal (microsurfacing), increasingly are being used by some states. However, the extension of pavement life provided by these treatments has not been quantified precisely and therefore cannot be used in value engineering. Thus, a study is needed to determine how these thin surfacing treatments can extend the life of pavements with high truck traffic.

BENEFITS: The project is expected to produce recommendations regarding use of thin surfacing for high truck traffic routes. The most type of thin surfacing with the most potential for a given, existing pavement condition and truck traffic volume also will be identified.

Missouri University of Science and Technology Projects

Pilot Study on Rugged Fiber Optic Brillouin Sensors for Large Strain Measurements to Ensure the Safety of Transportation Structures

PI: Dr. Genda Chen, Professor and Co-PI: Dr. Hai Xiao, Electrical and Computer Engineering, University of Science and Technology

DESCRIPTION: This project is aimed to characterize the ruggedness and signal loss of carbon-coated optical fibers and validate their performance as sensors.

BENEFITS: Enable the measurements of information that is critical to the safety of transportation structures. The Brillouin-scattering based optic sensors measure the distribution of strains and temperature over a long distance. Their solution is cost effective and requires no time synchronization in application to a large-scale infrastructure.

Impact of Trucks in the Development of Work Zone Capacity Guidelines

PI: Dr. Ghulam Bham, Assistant Professor, Missouri University of Science and Technology and Co-PI: Dr. Praveen Edara, Assistant Professor, Civil Engineering, University of Missouri

DESCRIPTION: The objective of this project is to provide guidelines for estimating work zone capacities for interstate highways. This project will capture and analyze field data of two and more lane work zones and determine the capacity values for traffic and highway conditions for Missouri. Further analysis of capacity values will be conducted using computer simulation models for different work zone configurations. Important variables that will be considered are traffic composition i.e. impact of trucks on capacity, lane width, geometry of highways, on-ramps and off-ramps, etc.

BENEFITS: Benefits of the projects are reduction in delay and short queues by better planning of work zones and more satisfied customers. Better estimation of capacity may also lead to fewer rear end crashes which will reduce the frequency of primary and secondary crashes. Additionally, this will reduce property damage and would save human lives.

Safer Work Zones for Heavy and Light Weight Vehicles: Speed Limit Up or Speed Limit Down

PI: Dr. Ghulam Bham, Assistant Professor, Missouri University of Science and Technology and Co-PI: Dr. Praveen Edara, Assistant Professor, Civil Engineering, University of Missouri

DESCRIPTION: The objective of this research project is to examine the criteria for setting work zone speed limits on highways. The researchers would evaluate the effects of higher or lower speed limit on driver compliance and safety of the workers and the drivers in the work zones.

BENEFITS: Benefits of the project are reduction in variability of speeds and rear end crashes, improve safety, reduced delay, and improvement in flow of traffic.

Improving Work Zone Safety for Freight Vehicles: Effective Design Patterns for Vehicle Mounted Attenuators

PI: Dr. Ghulam Bham, Assistant Professor, Missouri University of Science and Technology and Co-PI: Dr. Praveen Edara, Assistant Professor, Civil Engineering, University of Missouri

DESCRIPTION: The objective of this study is to evaluate public and worker perception of the effectiveness of various design patterns and color combinations for truck mounted attenuator (TMA) markings. Four different patterns will be evaluated first in a driving simulator and further evaluation will be carried out in the field. Driver behavior will be evaluated qualitatively and quantitatively. Qualitative evaluation will be carried out using detailed questionnaire and quantitative evaluation will be carried out using lane change behavior, change in speed and acceleration/deceleration characteristics, etc.

BENEFITS: The biggest benefit from the project would be increase in safety for freight and passenger vehicles, reduction in crashes and fatalities among drivers and construction workers thereby providing safer working environment for construction workers.
A Framework for the Nationwide Multimode Transportation Demand Analysis

**PI:** Dr. Hojong Baik, Assistant Professor, Missouri University of Science and Technology

**DESCRIPTION:** The main goal of this research is to develop a modeling framework that estimates the nationwide multi-modal transportation demand for the U.S. transportation system.

**BENEFITS:** The resulting framework will provide an analytical tool to estimate multimodal transportation demand. In addition, it will provide a tool for assessing the impacts of proposed multimodal transportation improvement plans.

Feasibility of Using Cellular Telephone Data to Determine the Truckshed of Rail-Truck Intermodal Facilities

**PI:** Dr. Steve Schrock, Assistant Professor of Civil, Environmental and Architectural Engineering, and Co-PI Dr. Tom Mulinazzi, Professor, Civil Engineering, University of Kansas

**DESCRIPTION:** This research will examine the feasibility of using cell phone data to determine the truckshed of a multimodal facility.

**BENEFITS:** This research seeks to extend this premise into the realm of tracking freight transportation. There is a need to efficiently determine the regional impacts when a rail-truck intermodal facility is introduced into a metropolitan area. It is believed that by drawing a virtual cordon around an intermodal facility and using the cellular phone-tracking method, it is possible to efficiently sample freight movements, which can be useful in determining concentration of freight shipments, but also the farthest extent of these freight shipments. The research team will work with an established cellular phone traffic data provider to determine the feasibility of tracking freight shipments. This project raises the potential to more-efficiently track freight shipments and to determine the impact of intermodal facilities.

University of Iowa Projects

Improving Freight Fire Safety: Assessment of the Effectiveness of Mist-controlling Additives in Mitigating Crash-induced Diesel Fires

**PI:** Dr. Albert Ratner, Assistant Professor, Mechanical and Industrial Engineering, University of Iowa

**DESCRIPTION:** This work will examine the applicability and performance of a polymer-based fuel additive designed to mitigate fire, previously tested for kerosene-based aviation systems, to diesel-based ground transportation systems. This work is fundamental to establishing the general behavior and validity of such approaches to ground fire prevention/mitigation.

**BENEFITS:** If, as expected, these additives are effective in diesel, then a full-scale evaluation can be undertaken to examine the issues involved in transportation system implementation of such additives in order to reduce accident fires and improve safety in the transportation system.

Performance Measures of Warm Asphalt Mixtures for Safe and Reliable Freight Transportation

**PI:** Dr. Hosain “David” Lee, Associate Professor, Civil and Environmental Engineering, University of Iowa

**DESCRIPTION:** Four types of asphalt mixtures (OGFC, SMA, WMA and HRA) will be evaluated with respect to their mix design procedures, dynamic creep and frictional characteristics.

**BENEFITS:** The main product anticipated from this research is the evaluation result of WMA and HRA with respect to their rutting and moisture susceptibility and frictional characteristics. This information would be very useful for all pavement engineers, who are interested in WMA and HRA for application.
This year ITS Heartland had its 9th Annual Meeting, April 7-9, at the Springfield, Missouri’s University Plaza. It was another successful conference, with 244 people in attendance this year. Our hosts’ beautiful city, excellent amenities, and friendly atmosphere made everyone feel welcome, while the presentations and vendors at the conference introduced new and exciting intelligent transportation system projects that facilitate the advancement of transportation engineering.

The first of the three-day conference offered a technical workshop of IP video solutions for ITS systems, which was moderated by Ray Webb. Speakers included Ron Miller with Cohu Electronics on “Video Acquisition”; Dan Anderson with International Fiber Systems on “Video & Data Transmission using Ethernet Basics”; and Steven Gameros with Barco on “Video Wall Design & Display for TMC’s”. The ITS Heartland Board met.

There was also an exciting technical tour of Ozarks Traffic TMC, which gave attendees the chance to learn more about an important local company in Missouri. The Springfield Cardinals baseball game was a “HIT” with great food and a good time for socializing.

The second day opened with a session led by Tom Dancey. Jim Anderson, with Missouri Highway & Transportation Commission/ Springfield Chamber of Commerce – president and Scott Belcher, ITS America president and CEO gave opening remarks. The vendor showcases, moderated by Willy Sorenson, gave vendors the opportunity to show off the latest technology in intelligent transportation systems. The state ITS Engineering Update was moderated by Alan Stevenson. Troy Pinkerton with MoDOT, Alan Stevenson with ODOT, Leslie Spencer Fowler with KDOT, Willy Sorenson with Iowa DOT, and Jim Mcgee with NDOR gave talks on the latest news and concerns of each department of transportation. After a lunch featuring guest speaker Romell Cooks of NHTSA, concurrent sessions 1-4 were held.

The topics of the concurrent sessions 1 and 2 were Incident Management and ITS Planning/City/Metro Issues. During the Incident Management session, Ray Murphy of the Federal Highway Administration discussed “Weather Responsive Traffic Management.” Next, Jim McGee of the Nebraska Department of Roads gave a presentation about “The Omaha-Council Bluffs TIM Priority Plan.” Finally Lonnie Burklund of Iteris discussed his topic, “Work Zone Traffic Management Systems in Nebraska.”

Presentations on ITS planning and city/metro issues also were offered. Dr. Elizabeth Jones of the University of Nebraska talked on “University of Nebraska ITS Test Beds and Labs: Present and Future Directions.” Next on the agenda was Jim Wild of East-West Gateway Council of Governments who gave his insights on “Gateway Green Light.” Jon Wertz of the City of Minneapolis finished out the session with his topic “I-35W Bridge Collapse Response and Reconstruction.”

The presentations for the day were finished up during the concurrent sessions 3 & 4. The topics at hand were Multi-State Cooperative Programs and Data/Video Sharing. During the Multi-State Cooperative Programs session, Dr. Stan Young of the University of Maryland discussed “The I-95 Corridor Coalition Traffic Monitoring Project.” Raj Chaman of the Federal Highway Administration followed up with “TMC Pooled Fund Study.” Finally Bob Koeberle of the Idaho Department of Transportation finished up the session with his topic “North/West Passage Transportation Pooled Fund.”

The final concurrent session of the day featured Shawn Gotfredson of Overland Park discussing “Preparing for Regional Video Sharing.” Gary Covey of Tier Technology added to the discussion with “Releasing Data to the World.” Finally JoAnn McCray from 3rd Dimension finished the day of with “Streaming Video to any Device for FREE.” After the sessions closed, there was a vendor reception and platinum sponsor suite, and the Ozarks Traffic TMC provided a Technical Tour of their facilities for those who wished to attend.

On the third day, concurrent sessions 5-8 of the ITS Heartland were held, offering presentations on ITS Performance Measures and Integrated Corridor Management. During the ITS Performance Measures session, Valentin Vulov from the Georgia Regional Transportation Authority gave a presentation on the Atlanta Performance Measures, while Blake Hanson of TransCore spoke about TMC Reporting. The other concurrent session featured Lee Mixon of Mixon/Hill who gave an ICM overview, and Chris Poe of the Texas Transportation Institute continued the discussion with his presentation entitled “ICM: The Texas Experience.” Greg Owens of the Missouri Department of Transportation rounded out the session with a seminar entitled “Exiting the Freeway: Extending ITS Systems and Management Arterials.”

In the final concurrent session, the two topics featured were Suburban-Rural Transit and Advanced Traveler Information Systems. Speaking to issues of Suburban-Rural Transit, first Daryl Taavola of
the URS Corporation, Inc. shared his thoughts on “Setting the PACE.” Daryl was followed by Steve Billings of the Missouri Department of Transportation who gave a talk entitled “Missouri Statewide Rural Transit Integration.” The final speaker in the series was Dennis Foderberg of SEH, Inc. whose presentation was “ITS Technologies for Rural Safety.”

During the Advanced Traveler Information System session, Barb Blue of the Kansas Department of Transportation and Matthew Volz of Telvent Farradyne gave a collaborative presentation entitled “Meeting the Issues, Challenges and Opportunities of ATIS.”

Following lunch and a membership meeting, the ITS Heartland conference was concluded by a session featuring the subject of emerging technologies. Ray Murphy of the Federal Highway Administration discussed the FHWA’s plans and opportunities “Beyond MDSS.” Brenda Boyce of Mixon/Hill followed up with a presentation entitled “Claurus.” Dr. Henry Liu of Freight Pipeline Co. concluded the conference with his talk on “PCP (Pneumatic Capsule Pipeline): A New Intelligent Transportation System for Integration into Highway Systems.”

This year’s ITS Heartland conference was a resounding success due to the contributions of many fine speakers and the hard work of countless individuals. Each year the conference continues to improve as more individuals in the world of transportation systems engineering become aware and involved with ITS Heartland. We look forward to another great year of ITS Heartland achievements.
The Nebraska ASCE Chapter held their annual transportation conference in Omaha on April 18, 2008. The Mid-America Transportation Center assisted the planning committee by developing an online registration system and website for the conference. Please find below an overview of the speakers and topics presented at the conference.

Opening Session: Nebraska Transportation Center: Overview of Research, Education, and Technology Transfer Initiatives – Larry Rilett, Keith W. Klaasmeyer Chair in Engineering and Technology, and Director, Mid-America & Nebraska Transportation Centers, University of Nebraska - Lincoln

The Nebraska Transportation Center was created in 2006 to serve as an umbrella organization for transportation activities across all four campuses of the University of Nebraska. This presentation focused on the recent activities in research, education, and outreach.

Status Report on Omaha Beltway Study – Matt Tondl, Senior Vice President, HDR Engineering

The Metropolitan Area Planning Agency and its key partners initiated a beltway study last year to investigate the need for and feasibility of a beltway in the Omaha metropolitan area. This presentation provided an update on the progress of the study, which will be completed this year. Various land-use scenarios and transportation improvement alternatives have been identified, and in the current phase of the study, the effectiveness, benefits, economic worthiness, and costs are being determined.

The State of Nebraska Bridges – Sam Fallaha, Assistant State Bridge Engineer, Nebraska Department of Roads (NDOR)

This presentation explored how a simple flood control project expanded into redefining the core of the City of Lincoln.

NDOR District #2 Operation Center and ITS Deployed Devices – Gary J. Forman, Highway District Operations Center Manager, NDOR; Jon Ogden, ITS Manager, NDOR

Mr. Forman’s presentation provided background information regarding the need for the District Operation Center (DOC), as well as its current functions and operation.

Mr. Ogden discussed what is currently deployed both in the Omaha Nebraska area and statewide, and what is being planned for deployment in future years. He demonstrated the software operating in the District Operations Centers and explained not only how the roadway sensors are being used currently, but also how they will be utilized in the future.

Transportation in the Nebraska Legislature – Dustin Vaughan, Legal Counsel, Transportation & Telecommunications Committee, Nebraska Legislature.

Mr. Vaughan reported on the important topics before the Transportation & Telecommunications Committee this year, which include highway finance, the expressway system, REAL ID, and seat belts on school buses. He provided insight into why Nebraska is at a financial crossroads, and explained how the Legislature is dealing with these issues.

Urban Interstate Update: Present, Future, and Crystal Balling – Brian Johnson, Engineer IV, Interstate Section, NDOR

This presentation looked at the current projects scheduled for the Omaha metropolitan area that will be affecting the operation of the interstate system. It also explained the projects that are to be built within the next decade to complete the six-lane expansion and tie in to the Council Bluffs interstate. He also considered the future requirements of the interstate in order to handle the 2030 and beyond traffic volumes.

NDOR’s Erosion Control and MS4 Programs – Ronald Poe, Highway Environmental Program Manager, NDOR

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HDR Engineering
Kirkham Michael
Olsson Associates
The Schemmer Associates
NDOR recently completed its first year as a non-traditional MS4 system. This session addressed the department’s accomplishments in its first year as an MS4, as well as progress being made in its erosion and sediment control program to better comply with today’s environmental commitments.

**Access Management** – William Eisele, Texas Transportation Institute

This presentation defined access management, described typical access management treatments, highlighted the safety and economic impacts, and described best practices and practical applications for implementing access management.

**K-12 Transportation Outreach in Nebraska** – Randy Vlasin, Executive Director, FutureForce Nebraska; Gina M. Kunz, Research Assistant Professor, UNL Nebraska Center for Research on Children, Youth, Families and Schools

FutureForce Nebraska is working to develop the talent pipeline for targeted career pathways in Nebraska. Mr. Vlasin’s presentation emphasized that transportation is a major economic force for Nebraska and an area of career opportunity. Creating an awareness of these opportunities combined with a plan to develop the skills needed to be successful in a transportation career is an important focus of FutureForce Nebraska.

Ms. Kunz’s presentation provided a snapshot of an on-going collaborative endeavor among engineering, education, and industry partners to provide professional development for math, science, engineering, and industrial technology educators of students in grades 6 through 12. She discussed the implications of this experience not only on the teachers and their students who gain professional engineering experience, but also on Nebraskans in general as the state becomes a leader in the field of professional development.

**Streets by Design: Context Sensitive Solutions** – Martin Shukert, Principal, RDG Planning & Design

The session explored techniques for street design in Omaha, including concepts of the Green Streets Master Plan. It also examined the potential for multi-modal or complete streets in the city.

**Revenue / Funding Panel** – John L. Craig, NDOR; Stu Anderson, Iowa Department of Transportation; Greg Maclean, City of Lincoln; Robert Stubbe, City of Omaha

This panel examined the current funding situation and discussed the future of transportation funding in Nebraska and Iowa.

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### MATC Summer Internship Program History of Success

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of Students</th>
<th>Mean Grade Point Average of Group</th>
<th>Percent Continuing in Transportation</th>
</tr>
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<tbody>
<tr>
<td>1996</td>
<td>4</td>
<td>3.15</td>
<td>75%</td>
</tr>
<tr>
<td>1997</td>
<td>10</td>
<td>3.25</td>
<td>100%</td>
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<tr>
<td>1998</td>
<td>16</td>
<td>3.38</td>
<td>82%</td>
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<tr>
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<td>20</td>
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<td>75%</td>
</tr>
<tr>
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<td>8</td>
<td>3.60</td>
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<tr>
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<td>3.64</td>
<td>54%</td>
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<tr>
<td>2002</td>
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</tr>
<tr>
<td>2006</td>
<td>12</td>
<td>3.62</td>
<td>N. Y. A.*</td>
</tr>
<tr>
<td>2007</td>
<td>11</td>
<td>3.50</td>
<td>N. Y. A.*</td>
</tr>
<tr>
<td>2008</td>
<td>11</td>
<td>3.30</td>
<td>N. Y. A.*</td>
</tr>
<tr>
<td>Total/Ave.</td>
<td><strong>130</strong></td>
<td><strong>3.43</strong></td>
<td><strong>74%</strong></td>
</tr>
</tbody>
</table>

For the chart: ** Some students have participated in the intern program 2 times.

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**2008 Planning Committee:**
- Roger Figard, City Engineer, City of Lincoln, Nebraska
- John Jacobsen, Nebraska Department of Roads
- Diane Jones, P.E.-EI, Olsson Associates
- Elizabeth Jones, Associate Professor, Civil Engineering, University of Nebraska Transportation
- Paul Mullen, Executive Director, Metropolitan Area Planning Agency
- Todd Pfitzer, Traffic Engineer, City of Omaha
- Lisa Richardson, HDR Engineering, Inc.
- Larry Rilett, Director, Mid-America Transportation Center

**Intern History**

The University of Nebraska Lincoln has been running the MATC intern program in Nebraska since 1995, when MATC initially was awarded the Regional VII University Transportation Center. Since its inception, the program faculty sponsor has been Ms. Karen Schurr, a Civil Engineering Lecturer at the University of Nebraska-Lincoln. She has worked hard over the years to recruit the best students available and also has developed an excellent program for the interns to give them a distinct advantage after graduation as they begin careers in transportation engineering. Shown left are the statistics reflecting the success of this intern program over the past thirteen years.

For the chart: ** Some students have participated in the intern program 2 times.
MATC Upcoming Events:

April 30, 2008 - Nebraska Transportation Leadership Summit, [http://research.unl.edu/events/ntsummit/index.shtml](http://research.unl.edu/events/ntsummit/index.shtml)


July 1, 2008 - MATC FY 2009 Research Projects Announced!

July 16 - 18 - USDOT Garrett Morgan/CCPE Engineering Education Excellence Institute for Nebraska Junior High and High School Students & Continuation of Summer Institute for Teachers - [http://tse.unl.edu/experienceday.php](http://tse.unl.edu/experienceday.php)

August 25 - MATC Associate Director’s Meeting, Lincoln, NE

August 26 - USDOT RITA Site Visit to Lincoln, Nebraska