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Sunday World-Herald

SUNDAY, MAY 11, 2008 IOWA EDITION

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Partly sunny and breezy.
High: 62 **Low:** 44

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KILEY CRUSE/THE WORLD-HERALD

Kay Klatt, director of the Butterfly and Insect Pavilion at the Henry Doorly Zoo, releases its first residents Thursday. The bright orange butterfly is a monarch and the one below it is Grecian Shoemaker, a native of Mexico and Argentina. The new permanent exhibition opens Saturday.

BUTTERFLIES HAVE LANDED

New pavilion set to open at Omaha zoo depends on global network of providers

COMING THIS WEEK

See a floor plan and map out your first visit to the butterfly pavilion. **In Thursday's go! magazine**

Butterflies are the stars, but don't forget the frogs and insects. A comprehensive look at the zoo's newest attraction. **In Saturday's Living**

By Jane Palmer
WORLD-HERALD STAFF WRITER

You might imagine hunters on the prowl for creatures to fill the new butterfly conservatory opening Saturday at Omaha's Henry Doorly Zoo.

But you would be wrong.

Butterfly farmers around the world will raise 900 to 1,000 species of butterflies for the zoo's new $10.5 million, 14,000-square-foot Butterfly and Insect Pavilion.

When visitors walk into the glass-walled butterfly conservatory, they will be immersed in a magical world of flowering plants and waterfalls, where hundreds of butterflies flutter freely and land wherever they please — on the flowers or on your hand.

Purchasing butterflies from farmers in Third World countries supports one of the zoo's long-term goals: conserving wildlife and wildlife habitat, said Dr. Lee Simmons, the zoo's director. In addition, butterfly commerce gives those countries an economic boost.

Butterfly farmers in places as far flung as Malaysia, Kenya, Peru, Panama, Costa Rica and Florida will sell the Omaha zoo chrysalises — butterflies in their pupal stage of life.

"It's a good conservation story. ... Butterfly farms are springing up all over the world and in nearly all Third World countries where there is still habitat," Simmons said.

Butterfly farmers typically don't confine large animal "herds." Instead, they manage the creature's natural life cycle to increase butterfly numbers. For instance, they harvest eggs or caterpillars from the wild, provide plants for food and shel-

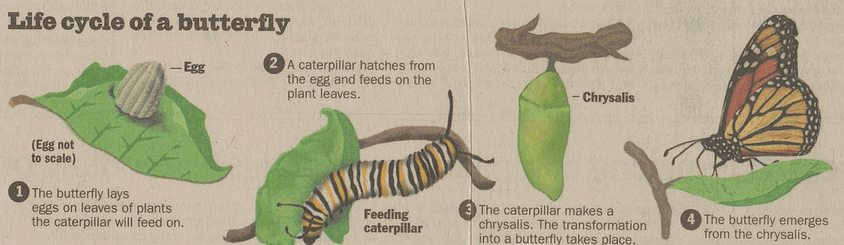
See Zoo: Page 2

Julia *Dryas iulia*, native to Florida, Central America and South America

Buckeye *Junonia coenia*, native to much of the United States

Ruby-spotted swallowtail *Papilio anchisiades*, ranges from Argentina to south Texas

Life cycle of a butterfly



SOURCE: National Geographic Young Explorer

DEAN WEINLAUB/THE WORLD-HERALD

WHEN IT RAINS . . .

Not many levees are mapped, certified

New federal standards would not apply to most of them, which could create a false sense of security.

By Elizabeth Ahlin
WORLD-HERALD STAFF WRITER

MISSOURI VALLEY, Iowa — After three days of rainfall, the stream was running bank-full, pressing on the levee.

When the levee broke, torrents of water poured over miles of fields before flooding Missouri Valley's Willow Park neighborhood, forcing 73 families from their homes.

It has been a year since the flood. Homes have been rebuilt, the city park repaired and the levee reinforced. But Willow Park residents aren't any better protected from a major flood than they were in May 2007.

New federal standards could require changes to dozens of levees across Iowa and Nebraska, but not those along the Willow and Boyer Rivers near Missouri Valley.

The Federal Emergency Management Agency plans to examine hundreds of federal levees in the United States and decertify any that don't meet U.S. Army Corps of Engineers standards for a once-in-a-century flood. Upgrading the levees to meet the new standards will be costly, in many cases.

But the levees along Willow and Boyer Rivers are in a different class. They aren't certified, inspected or maintained by federal or state agencies.

Most weren't engineered to provide flood protection. In fact, most weren't engineered at all, said Randall Behm, chief of flood-risk management at the U.S. Army Corps of Engineers' Omaha office.

Like most rivers in eastern Nebraska and western Iowa, the Willow River long has been a sinuous, meandering stream. Years ago, people began pulling silt and sediment out of the stream and piling them on the banks, straightening the stream and providing better drainage for the area.

Over time, those dirt mounds grew into piles that were shaped into something like the levees seen today.

Those dikes, called "spoil bank levees," are part of a largely undocumented system of levees that have cropped up in rural and urban areas over the past 100 years.

These levees, along with planned agricultural levees and private levees, largely are unmapped and unmonitored by anyone other than

See Levees: Page 10

Inside

Post-Katrina safety standards might call for costly upgrades in riverside towns. **Page 10A**

Some drivers have a need for speed at any cost

We all know we can save money by easing up on the gas pedal, but for Midlands free spirits, common sense takes a back seat.

By Richard Egan
WORLD-HERALD STAFF WRITER

Veteran rocker Sammy Hagar first sang "I Can't Drive 55" in 1984, but things — especially the price of gas — have changed.

"I know that times are tough," Hagar said last week from his Mill Valley, Calif., home. "And if slowing down will stretch a $4 gallon of gas, then you gotta do it."

If responses from people interviewed at several Omaha-area gas stations are any indication, though, Midlanders are more in tune with Hagar circa 1984 than the recently-turned-60 Hagar.

"No," Omahan Katie Halpenny said after filling up her Cadillac, when asked if she has considered driving more slowly to economize on fuel. "I have a lead foot."

Sunshine Olson of Plattsmouth, Neb., said she suffers from the same affliction. "I'm from California, and I have a lead foot," she said as she gassed up her Jaguar X-Type. "But I think about it."

Don Collins, spokeswoman for the Nebraska State Patrol, said that, if anything, drivers are going faster now than a year ago. Collins said the patrol made 46,589 stops in the first quarter of 2008, the vast majority of which were for speeding citations, compared with 34,819 over the same period in 2007.

"I haven't heard that troopers have noticed slower speeds," Collins said. "But it would be nice."

There are benefits to going slower. Every 1 mph over 60 that a car goes costs an additional 10 cents per gallon, said Rose White, spokeswoman of AAA Nebraska.

At the pump, the average price of a gallon of regular gas nationwide rose 2.6 cents Friday to a record $3.671, according to a survey

See Speed: Page 2

"Go on and write me up for 125 / Post my face wanted dead or alive / Take my license n' all that jive / I can't drive 55."

Sammy Hagar