

JANUARY 2009

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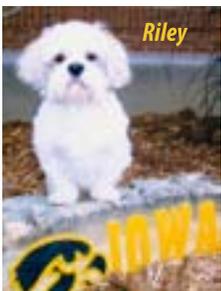
WITH DIRECTOR NANCY RICHARDSON

You get more than you give...that's my 2009 motto. The holiday season is another great reminder of this. Over the past three years, my holiday experiences have dramatically changed. Gone are the days of decorating, shopping, holiday baking, gifts, hosting big holiday meals and other such long-held holiday traditions. Instead I am searching for new traditions that are focused more on "now versus then" and "others versus us."

Last year I wrote about searching for a family I could help at holiday time. I got matched with a single mother with four children ranging from a preschooler to a teenager. After overcoming a language barrier, I got gift ideas and off I went shopping. I delivered the gifts for opening on Christmas day.

What I learned from that experience was that it's healthy to have a "perspective adjustment" once in a while. These children did not ask for toys or games. The teenage boy wanted a winter coat and the teen girl wanted winter boots. But the heartbreaker was what the preschooler and elementary school youngster wanted – mattresses of their own! They were sleeping on old sofa cushions arranged on the floor with a sheet over them.

The mother, as parents are wont to do, asked for nothing for herself and was ecstatic to get new bathroom towels so that they had more than one towel per person. Probably my best gift to her was explaining through her teen daughter's translation that the small turkey they'd been given by the food bank needed thawing for a couple days before cooking, a concept she did not know. What a vivid reminder this experience was of just how fortunate I am to have my basic needs all met.



This year, I broke even further with tradition. I still did a holiday picture card – of Riley our dog. We ate leftovers for Christmas lunch, and Christmas day I volunteered at a homeless shelter in downtown Des Moines, helping to serve lunch to about 150 people. What an enlightening experience that was!

What proved to be most meaningful about this experience was the opportunity it gave me to actually spend time with folks in need of some kindness and support, instead of

just leaving gifts for them. It would be pretty hard to feel sorry for yourself when amidst 150 people who have no home and have to rely on generosity for their next meal. As is almost always the case, the people I was supposedly helping helped me more than I helped them. I left the shelter thinking about others rather than dwelling on my own problems.

As a side note, I encourage you to donate to a homeless shelter. The meal we served was beyond being eclectic! Overcooked pizza, hoagie sandwiches, plain lettuce with bottled dressing, a small piece of frosted sheet cake, and frozen popsicles! Oh, and after all of this was served, a piece of fried olive loaf for dessert - not your average holiday meal. I found myself talking to the shelter director about how he got food to serve and mentally tabulating how many turkeys it would take to think about for next year.

My last couple holidays have demonstrated for me that it doesn't take much money or time to make a positive impact on peoples' lives – and, while you're not watching, the greatest impact is on you. Let me close with a story of DOT holiday spirit. I was forwarded a note trail Christmas Eve afternoon that told the story of two vehicles involved in separate, relatively minor car crashes near our weigh scale along U.S. 218 in southern Iowa. Both vehicles had children in them and the two fami-

lies were transported to the scale facility to get out of the weather and get warm.

Our Motor Vehicle Enforcement staff working at the scale that day had brought in food to have for a shared holiday meal – soup, sandwiches, pie and other treats. They quickly boiled water for hot chocolate and tea and put out their holiday spread for all to share while waiting for assistance to help the families get back on their way, one family to Minneapolis from Jackson, Mississippi, and the other to Waterloo from St. Louis.

I suspect those two families will not forget the Iowa DOT hospitality they were shown. The children will most likely remember it as an adventure. But, much like my own experience at the shelter the next day, I think the biggest impact was felt by Motor Vehicle Enforcement Officer Wes Schwanke and his co-workers at the scale. As I read Wes' e-mail that worked its way through the Motor Vehicle Division and eventually to me, I could sense how rewarding the opportunity to help others that holiday afternoon had been. Like me, it was clear those DOTers felt like they got more than they gave...generosity has a funny way of working that way.

Happy New Year to all of you. May you have many opportunities to reap the rewards of being generous in 2009!

Tricky transportation

How to safely move wind farm components

You can't miss them, even from miles away, as you're driving along many Iowa highways.

With dozens of wind farms sprouting all over Iowa, our state has become a major contributor to the nationwide charge for renewable energy. According to the Iowa Department of Economic Development (DED), Iowa is third in the nation in wind energy production, just behind California and Texas. Iowa's topography and electric transmission lines combine for a wind energy friendly environment, and our transportation system is proving to be a benefit to manufacturers of the components necessary to build wind farms. Currently, Iowa is home to six wind turbine component manufacturers, and more companies are exploring what the Hawkeye State has to offer.

Manufacturing of wind energy components on the rise

With wind farms now crisscrossing our state and shipping costs rising, the companies that manufacture the huge wind turbine components are finding Iowa offers many benefits when looking to establish new facilities. Iowa DED data shows Iowa and Texas as the only two states in the nation that have manufacturing facilities for turbines, blades and towers. And, over the last three years, Iowa leads the nation in attracting wind energy component manufacturers. The Iowa DOT's coordinated effort to assist this industry is a key element in attracting these companies.

Iowa's single point of contact

There are complex transportation elements involved with moving wind energy components, and several Iowa DOT offices work with this industry.

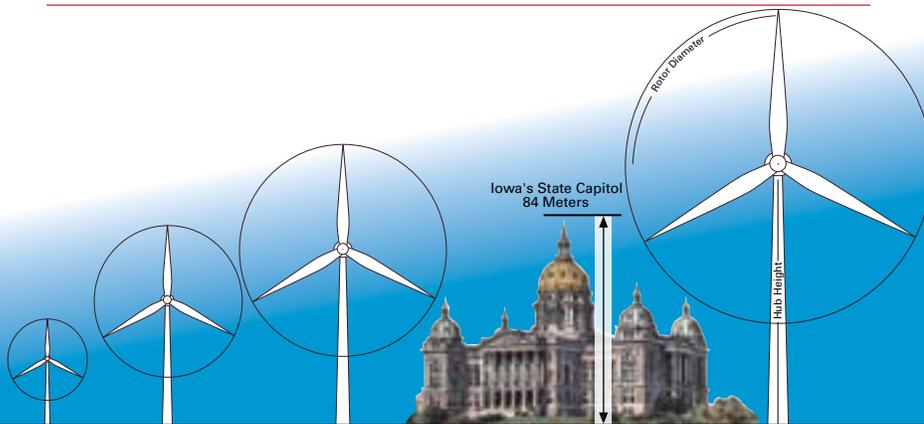
- Systems Planning assists with Revitalize Iowa's Sound Economy grants for transportation facilities necessary for wind farms and manufacturing locations.
- Design develops plans for alterations to existing roadways and development of new construction to accommodate larger loads.
- Motor Carrier Services routes and permits the oversize loads.
- Transportation Data provides highway feature data and mapping services for those routes.
- Bridges and Structures advises Motor Carrier Services on bridge weight tolerances for selected routes.
- Motor Vehicle Enforcement provides escort services required for some of the "superloads."
- Rail Transportation works with rail and intermodal shippers to bring the large loads into Iowa transfer stations, and oversees the Rail Revolving Loan and Grant Program to develop new rail facilities to serve the industry.
- The Highway Division districts get involved with site-specific issues.

With so many offices involved in movement of wind energy components, the Iowa DOT has chosen to coordinate efforts with a single point of contact, Mitch Dillavou, director of the Highway Division's Engineering Bureau.

Moving wind components, continued on next page



How Tall Are Wind Turbines?



27m	50m	70m	Rotor Diameter	94m
40m	65m	80m	Hub Height	120m
225kw	750kw	1.5MW	Rating	2.3MW
Schafer Systems Adair, IA	Storm Lake Wind Power Facility Storm Lake, IA	Flying Cloud Wind Power Plant Spirit Lake, IA		Manufactured by GEWind

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1,000 megawatts of energy can power 250,000 homes. According to the Global Wind Energy Council, at the end of 2007, worldwide capacity of wind-powered generators was 94.1 gigawatts.

Moving wind components, continued from previous page

Dillavou said, "Not only do we work with offices within the DOT to coordinate efforts with shippers and existing wind energy component manufacturers, we are working with the Iowa DED to provide transportation information to manufacturers interested in establishing new facilities in our state. Because of the complexity involved in shipping these components, transportation is a determining factor for companies considering locations in Iowa."

Transporting wind energy components in Iowa

Bruce Schuck, director of the Office of Motor Carrier Services, says his office has handled more than 11,000 requests for oversize permits related to the wind

energy industry in the first 11 months of 2008. Of those, 33 percent are classified as superloads. He said as many as 10 trucks are needed to transport one complete wind turbine from port or manufacturing facility to the wind farm site. "This is a huge increase in the number of oversize permits our office is asked to process," said Schuck. "We've had to learn to work smarter with existing staff and have had great results. Shippers tell us all the time that they urge other state permitting agencies to call us and find out how we do things. Our employees are dedicated and customer-oriented. That makes the process work very smoothly in Iowa."

Schuck actively participates in an American Association of State Highway and Transportation Officials' (AASHTO) Mississippi Valley working group dealing with transportation of oversize

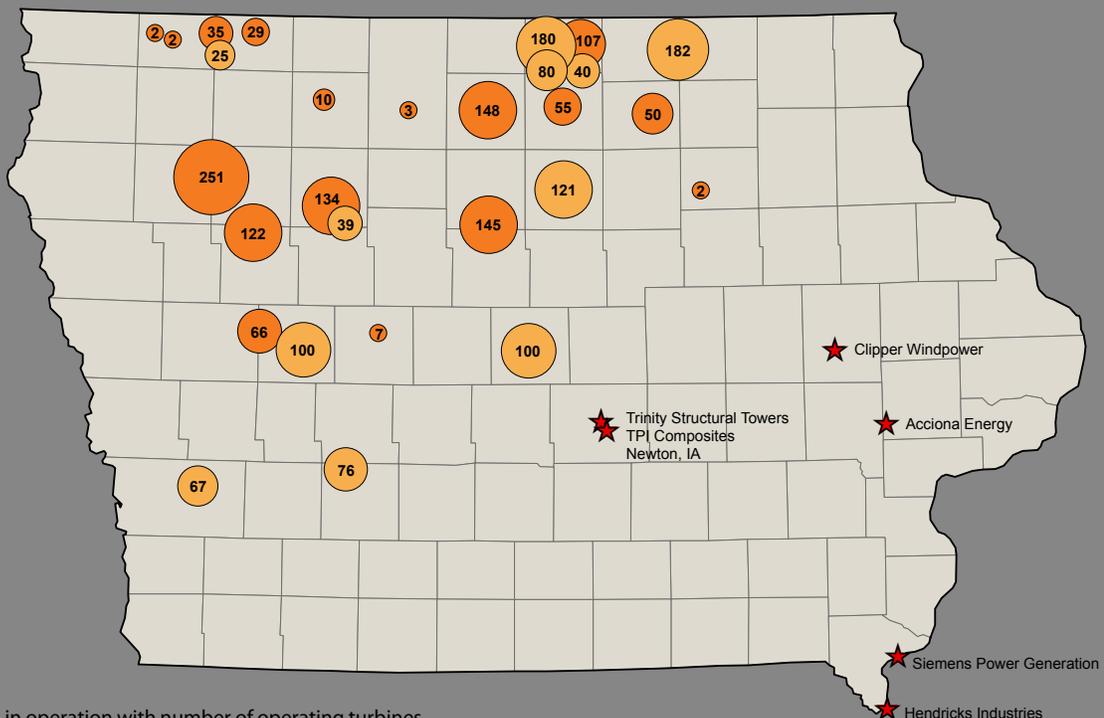
loads. "Many of the loads coming into Iowa are routing through the Great Lakes or up from Texas. Because these loads do travel from outside Iowa, coordination between states is critical," said Schuck. "We have a great working relationship with the transportation agencies in the surrounding states. We all understand how important safety and efficiency is to the success of this industry in the Midwest."

Key elements to Iowa's success in oversize permitting relate back to data collection and mapping. "With the data collected by the Office of Transportation Data and the mapping capabilities at the Iowa DOT, we are way ahead of other states in mapping vertical clearance. That's a huge benefit

Moving wind components, continued on next page

Iowa Turbine Component Manufacturing and Wind Farm Locations

as of 10/20/2008



LEGEND

- Wind farm in operation with number of operating turbines
- Wind farm in planning/construction with proposed number of turbines
- ★ Wind turbine component manufacturer

Source: American Wind Energy Association, U.S. Wind Energy Projects - www.awea.org
 This map is only a representation of the wind farms and does not reflect actual land area utilized by wind farms.

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Moving wind components, continued from previous page

when routing these massive loads,” said Schuck. “Other obstacles to overcome in moving these components are turns and curves, checking to make sure the loads can clear these obstacles.”

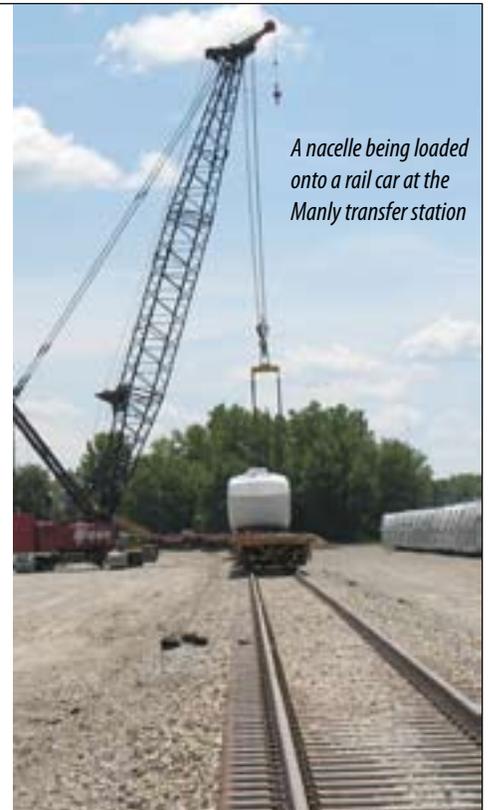
Transportation includes more than trucks

With volatile fuel costs in the trucking industry, many shippers are looking to incorporate rail and barge transportation in the mix. But weight and size considerations limit the components that can be shipped by rail. Rose Wazny of the Office of Rail Transportation said, “Some wind tower components can be railed, but many of the other components are either too big, too wide or too heavy.” Unlike rates for other commodities, rates for shipping wind energy

components are not yet set, so they are subject to spot rates, which tend to be higher.

While the issues surrounding rail transportation of wind energy components are complex, Wazny says her office is dedicated to working with shippers. “Our Rail Revolving Loan and Grant Program has been used to provide upgraded track for wind energy concerns,” she said. “We’ll continue to work with the companies to find funding and other solutions to increase the viability of wind energy component shipment by rail in Iowa.”

While barge transportation is a largely untapped mode for wind component manufacturers, Dillavou says the companies he has met with are very interested in exploring transportation options that utilize Iowa’s bordering rivers.



A nacelle being loaded onto a rail car at the Manly transfer station

What is wind energy?

Usually there are layers of faster moving air at higher elevations above the ground. Wind towers are made as tall as possible to take advantage of these higher wind speeds. The change in wind speeds at different heights is called wind shear. According to the Iowa Energy Center, Iowa has a higher than average wind shear, especially in locations that are hilly or forested. The wake effects of hills, trees and buildings can cause turbulence, which lowers wind speeds up to 50 meters above the ground. Wind shears are less on hot and windy days where there is more vertical mixing of the air. It is often reversed in the early morning hours before dawn. But, in general, the taller the tower, the greater the wind power.

What is a wind farm?

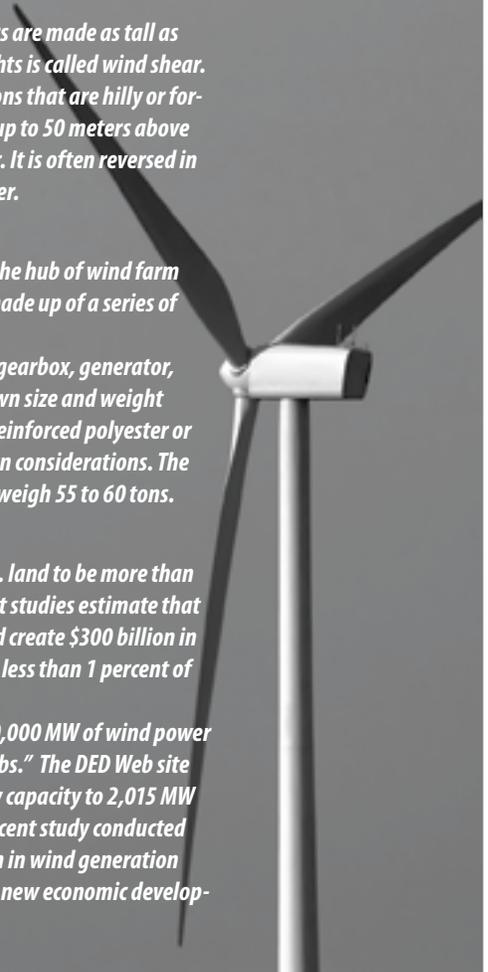
Wind farms are being developed in Iowa at a rapid pace. North and northwest Iowa have been the hub of wind farm activity, but now new farms are being constructed in central and southwest Iowa, too. Each farm is made up of a series of wind turbines that generate electricity.

Wind turbines come in four parts: blades; nacelles – housing that covers the controller, shafts, gearbox, generator, brakes, and other components within the wind turbine; hubs; and towers. Each component has its own size and weight characteristics. The towers are mostly tubular and made of steel. The blades are made of fiberglass-reinforced polyester or wood-epoxy. Simply put, they are big, heavy and awkward to handle, and cause major transportation considerations. The blades can be nearly 200 feet long and weigh 15 to 20 tons each; each tower can stretch 263 feet and weigh 55 to 60 tons.

Why is wind energy such a big deal?

The United States Department of Energy estimates the wind resource potential on available U.S. land to be more than 10.8 billion megawatts (MW) annually – more than twice the current U.S. energy supply. Government studies estimate that an aggressive expansion of the wind industry (20 percent of the nation’s electricity in 20 years) would create \$300 billion in rural economic development benefits and 450,000 new manufacturing jobs. Currently wind supplies less than 1 percent of the country’s generation mix.

According to the Iowa DED Web site, “Within a 500-mile radius of Iowa, an additional 15,000-20,000 MW of wind power will be constructed in the next 10 years, creating 32,000 construction, maintenance and operation jobs.” The DED Web site goes on to emphasize Governor Culver’s challenge to Iowa utilities to increase the state’s wind energy capacity to 2,015 MW by the year 2015. The site indicates that in 2008 Iowa’s wind energy capacity totaled 1,586 MWs. A recent study conducted by Wind Utility Consulting projects that, within a 600-mile radius of Iowa, approximately \$3.2 billion in wind generation projects will be constructed each year over the next seven years. That equals more than \$22 billion in new economic development potential for the region.



Iowa DOT has eight honored at Governor's Golden Dome Awards

The Iowa Department of Transportation (DOT) was honored to have eight employees awarded the "Governor's Excellence Award for 2008" at the annual Golden Dome Awards in Des Moines. The employees were recognized by Lt. Gov. Patty Judge at a ceremony Nov. 13 at the State Capitol. The Governor's Excellence Award recognizes employees for exemplary service. State of Iowa employees nominate other employees they feel are deserving of the awards, and who meet the minimum requirements established by the Governor and Iowa Department of Administrative Services and/or their appointees.

The employees received this accolade by making special contributions to the Iowa DOT in the following ways.

Lisa Biggs and Donna Matulac
Office of Location and Environment



Biggs

Biggs and Matulac played key roles in developing the federally required financial plan and project management plan for the Council Bluffs Interstate System Project. The financial plan for a large project was a new federal requirement, and not only a first for the Iowa DOT, but one of the first in the nation submitted to the

Federal Highway Administration. Biggs and Matulac worked on and coordinated the writing of the documents with various Iowa DOT offices, as well as corresponding offices within the Nebraska Department of Roads. The plans were completed in less than 12 weeks, which is quite an accomplishment considering all the offices involved in two states.



Matulac

Karen Carroll
Office of Transportation Data



Carroll was recognized as a dedicated leader who strives to instill in each of her team members the desire to continue learning and obtain knowledge beyond their current abilities and skills. This serves not only to benefit the employee individually, but increases each person's value as they become stronger, more proficient assets to the team.



John Carmody
Office of Procurement and Distribution

During the past year, Carmody took responsibility to find a way to have used pallets recycled. The Iowa DOT was paying for used pallets to be hauled away to landfills. Carmody found a company that would not only recycle the pallets, but pick them up and haul them away at no charge to the taxpayers of Iowa.

Diane McCauley
Office of Rail Transportation



McCauley has been an outstanding resource for three new employees in the Office of Rail Transportation. She provided significant and critical training to the new employees, and continues to be a resource on a daily basis on all functions of the office. McCauley is always enthusiastic, and contributes her expertise and assistance in completing office responsibilities.

Cedric Wilkinson
Davenport Construction



Wilkinson demonstrated a very high level of personal initiative to further the implementation of new technologies in the Davenport construction office. His

efforts to pull field survey staff together to form a user group to assist others in the use of new equipment provided co-workers with the opportunity to increase their efficiency in performing survey functions and contributed to a

return on investment on the equipment costs. He contributed to the further evaluation of hand-held geographic positioning system units for inspection functions. Wilkinson also helped the Office of Construction develop training for the use of this equipment.

Kermit Wilson
Office of Procurement and Distribution



Under Wilson's leadership and vision, the purchasing section of the Office of Procurement and Distribution has developed into a customer-friendly, ef-

fective organization. Wilson is always looking for solutions or resolutions for customers and staff. He works with staff to define both strategic and tactical plans that tie together. Wilson has streamlined and automated many of the office's formerly manual processes, while at the same time simplifying many of those processes and procedures.

Ryan Wyllie
Office of Transportation Data



Wyllie produced a series of custom maps to assist drivers in locating E85 retail fuel sites. The quality of the work was exceptional, as were his timeliness and attitude.

Memorials

During the Golden Dome Ceremony, two Iowa DOT employees who passed away last year were remembered.

Robert E. (Bob) Edgar
Waverly garage
Highway Maintenance Supervisor
25 years of service



Edgar started at the Iowa DOT as an equipment operator in Waverly in 1982, and was promoted to highway maintenance supervisor in 1996. He served our country in Viet Nam and worked at various jobs prior to coming to the Iowa DOT. Following in his father's and grandfather's footsteps, Edgar was a firefighter and fire training officer. He loved to camp, golf and be around people. Edgar is survived by his wife, Denise; daughter, Jennifer; son, Rob, who is also a firefighter; other family and many friends.

John James (Jay) Shepard III
Highway lighting crew
Electrician
16 years of service



Shepard worked as an electrician since January 1991 with the state maintenance lighting crew in Ames. He was a 4-H leader in Boone County, plus he enjoyed photography, woodworking, music, computers, gadgets, and spending time with this family. Prior to working at the Iowa DOT, Shepard was a radio announcer in Memphis. His claim to fame was riding motorcycles with Elvis Presley. Shepard is survived by his wife, Karen; four daughters; one son and four grandchildren.



Safety forum brings stakeholders together

"The greatest value of our annual forums is the peer exchange opportunities provided to the participants. The knowledge and experience those folks possess is incredible."

Steve Gent, director of the Office of Traffic and Safety

by **Christina Andersen**

The 13th annual Traffic and Safety Forum, held Oct. 28 at the Sheraton hotel in West Des Moines, covered everything from advancements in engineering and crash analysis to the next federal transportation bill. Concurrent sessions throughout the day covered a variety of topics, yet one thing remained the same – a steadfast focus on safety.

The conference began with opening remarks from Steve Gent, director of the Office of Traffic and Safety. "The greatest value of our annual forums is the peer exchange opportunities provided to the participants. The knowledge and experience those folks possess is incredible," said Gent.

Iowa DOT employees and other transportation and safety professionals were treated to a presentation by featured speaker Randy Williams, regional president of AAA Iowa/Minnesota. Williams, who is well known for his relentless quest to reduce Iowa's traffic fatalities and serious injuries, examined current Iowa laws and what safety means to motorists.

The first half of the morning concluded with highlights from the Iowa DOT Annual Traffic Engineering Report given by Tom Welch, transportation engineer with the Office of Traffic and Safety, and Tim Simodynes, senior engineer with the Office of Traffic and Safety.

Dan Franklin, director of the Office of Policy and Legislative Services, covered the reauthorization of the 2009 federal transportation bill and some of the challenges facing Iowa. Those challenges include an aging infrastructure, increased travel and freight, public safety concerns, global climate change, rising construction costs, and competition for funds with other national issues, such as education and healthcare. "The bottom line is that future funding will be a major concern, and require serious work and progressive thinking from everyone," said Franklin.

Following Franklin, Simodynes returned to the stage with Michael Pawlovich, transportation engineer in the Office of Traffic and Safety, to discuss updates in crash analysis tools. Mary Stahlhut, executive officer with the Office of Traffic and Safety, complemented the crash analysis tools update presentation by highlighting some of the many diverse ways crash data is being used to strive for fewer traffic fatalities and injuries through the Iowa Comprehensive Highway Safety Plan.

Concluding the morning session, Chris Poole, transportation engineer specialist with the Office of Design, co-presented with Welch on the positives and negatives of cable median barriers. Iowa has approximately 25 miles of cable median barriers installed along roadways. Poole said the DOT hopes to have 45 additional miles by 2012. Benefits of cable median barriers include a significant reduction in cross-median crashes and fatalities. Cable median barriers also have less installation, construction, inspection, and repair costs, less snow drift than typical concrete barriers, and fewer impacts to motorists when compared to steel beam guardrail and concrete barriers.

Conference attendees returned after lunch to hear from several non-DOT presenters. Tom Maze, from the Center for Transportation Research and Education (CTRE) at Iowa State University and an ISU professor, explained findings from data collected on urban clear zones and the lateral off-set on curbed urban streets.

Following Maze, Mark Lutjeharms, manager of traffic engineering at The Schemmer Associates, spoke with attendees about the implementation of the flashing yellow arrow used for traffic control during a construction project in Sioux City. Neal Hawkins, transportation engineer and ISU adjunct lecturer, presented some interesting advancements in pavement marking technology.

The next session covered a prevalent topic in the local media – red light cameras. Shauna Hallmark from CTRE spoke about the significant reduction in red light running found with the use of the controversial cameras. Hallmark's research suggested that motorists are 25 times more likely to run a red light when no camera is in place. "Red light cameras should be seen as a possible solution to a problem. Engineers shouldn't be looking for a problem in order to use them," said Hallmark.

The informative day concluded with a session lead by Tom McDonald, former DOT employee who is now the Safety Circuit Rider at CTRE. McDonald examined the criterion for defining a safety corridor.

The annual Traffic and Safety Forum was a resounding success and would not have been possible without the hard work of many. Employees in the Office of Traffic and Safety would like to extend their thanks to all involved.

NEW HOME FOR BLUE STAR MARKERS

Fifty-five years of blustery winters and blistering summers can take a toll on a road sign. Two very special "Blue Star Marker" signs were recently refurbished and rededicated, each now occupying a place of honor, one each at the Interstate 29 (I-29) rest areas near Council Bluffs and Missouri Valley.

According to their Web site, the Blue Star Memorial Marker Program of the National Garden Clubs Inc. began in 1945 to honor the men and women serving in the Armed Forces during World War II. The name was chosen for the star on flags displayed in homes and businesses denoting a family member serving in harm's way. Garden clubs pictured a ribbon of living memorial plantings traversing every state. The designation of Blue Star Memorial Highways was achieved through petitions to state legislatures and with the cooperation of state departments of transportation. A uniform marker was designed to identify the highways. The Blue Star Memorial Highway Program grew to extend thousands of miles across the continental U.S., Alaska and Hawaii. All men and women who have served, are serving or will serve in the Armed Forces of the United States are included. Markers continue to be dedicated each year on highways, and at veterans' facilities, national cemeteries, parks, and civic and historic sites, showing our appreciation for those who defend our country. Donna Helgen, Iowa Federated Garden Clubs' Blue Star Program chairperson, said, "Right now we have 57 markers in Iowa. There are a few more to be dedicated, but we're not sure when that will happen."

The two original signs near Sioux City were placed Oct. 18, 1955, along Iowa 75. They were later moved to I-29 near Minden. Over the years, the signs had fallen victim to vandalism and wear from the extreme Iowa weather. Marian McNabb, from the Little Sioux Federated Garden Club, contacted the Iowa DOT to see what could be done to bring the markers back to their original condition. Steve McMenamin, Iowa DOT rest area administrator, worked with McNabb to develop a plan. "The garden club took responsibility for having the signs refurbished with the help of the American Legion posts in Council Bluffs and Missouri Valley and the Veterans of Foreign Wars in Missouri Valley," said McMenamin. "The Iowa DOT agreed to help with installation costs, such as posts and concrete, and provide a place for the signs at the rest areas where they could be more visible to travelers."



With much fanfare, including a gun salute provided by the local American Legion posts from Council Bluffs and Missouri Valley, the signs were rededicated Oct. 18, 2008, in separate ceremonies at each rest area. A history of the Blue Star Memorial Highway Marker Program was given by Central Region Blue Star Program Chair Jane Buck, along with speeches by Congressman Steve King and other dignitaries.

"These signs are significant to this group of people and we wanted to do all we could to assist in relocating the signs to a place of honor," said McMenamin.

McNabb said her organization is working diligently to continue the tradition of honoring veterans with these markers. "Iowa has a proud tradition of support for the Blue Star Marker Program," she said. "We have the only two counties in the nation, Buena Vista and Cherokee, to have a Blue Star Marker in every town in the county. By next summer there will be two more counties with that distinction, Clay and Benton. We're also working to have markers placed in every Iowa county on Iowa 3, the American Veterans Highway."

“Road less traveled” class travels to DOT

Twice each year Iowa State University (ISU) holds a conference for high school girls exploring the world of science and engineering. “Taking the Road Less Traveled, A Career Conference for Girls” aims to showcase career paths within science, technology, engineering, and math to girls, sixth through 12th grades. More than 2,500 individuals participate in the program each year.

This past fall, a “Concrete Connections” break-out session was offered. The outing is usually held at the Portland Concrete Center at ISU, but scheduling conflicts at the center brought 15 girls to the Iowa DOT materials lab for the hands-on session.

Kevin Jones, transportation engineer administrator in Materials, took the challenge on very short notice to provide a place to hold this session. “We had two days to get this set up,” said Jones. “Several materials employees stepped up to help, so everything went smoothly.”

Employees participating in the session were Jones, Mike Coles, Todd Hanson, Ken Kennedy, Cheng Ouyang, and Rachel Lathrop. While the girls were in the lab, they were able to cast concrete paperweights and conduct a scavenger hunt for specific concrete-related equipment.

Jones said, “They were a little rushed for time because they had to travel here, but I think it worked out pretty well. A few of the girls asked some really good questions and they all seemed generally interested in the activities.”

CR DL adopts a highway

Last March Lisa Hennessey, driver’s license supervisor 2 in Cedar Rapids, was driving late one night on the road in front of the driver’s license station. She noticed a DOT crew patching the road. “It was 11 o’clock at night,” said Hennessey. “Then about a month later, I saw a crew out picking up trash. With the winter we had just gone through, I was amazed they were still out there doing whatever needed to be done. Then I started to wonder if there wasn’t a way our DL team could help out.”

Hennessey took her idea to her team. “They were immediately on board with adopting a section of highway to help out the maintenance folks,” Hennessey said. “I contacted Jerome Steward in the Cedar Rapids maintenance office. The first section of road we wanted was already adopted, so we went with our second choice, a portion of Iowa 100 east of Interstate 380.”

The team’s first foray into litter collection was after work Saturday, Oct. 25. It was windy and traffic was steady, but the team of nine brave souls spent two hours in the trenches. “It took longer than I thought it would,” Hennessey said. “You don’t notice how much trash is in the ditch when you’re whizzing by in a car.”

Aside from the usual fast food wrappers and other garbage, the team found a dead snake and dead fox. “Of course, we didn’t pick those up,” commented Hennessey. “This is a team-building exercise for us and a way we can hopefully lighten the load a little on the maintenance staff.”



High school girls from around the state attended a concrete workshop at the Iowa DOT as part of “Taking the Road Less Traveled” class designed to highlight careers in engineering.



Front row: Glynda Wooten, Christy Steinford, Lisa Hennessey; Second row: Mari Schott-Goeke, Teresa Siebels, Heidi Gienau, Casey Zirkelbach, Chris Butler; Missing was Amy Koppenhaver

Family happenings

Driver Services

Noralee Warrick



Jennifer Teymer, driver's license clerk in the Council Bluffs DL station, and her husband, Damian, are proud to announce the birth of their second daughter. Jeanie Christine was born Sept. 15 weighing 7 pounds, 6 ounces and was 19 inches long. Baby Jeanie joins big sister Josephine, almost 3, at home. Grandma to the girls is Christy Roth of Driver Services. According to her mother, Josephine has recently conceded the title of princess to her new little sister and has taken her place as queen of the Teymer family.

District 1

Kay Ridgway



Todd Moline, engineering technician senior, and Cindy Yarrington, construction technician, were married Dec. 24, 2007. In October, the couple took a long-awaited honeymoon trip to England and Scotland. Congratulations to the Molines!

Operations and Finance Division

Sheri Anderson



Renee Jerman, information specialist on the Office of Media and Marketing Services' Web team, celebrated a special birthday (ending in zero) Dec. 4 with a little help from her friends and a singing gorilla.

Thank you

I would like to take this opportunity to thank all of you for helping me through my multi-myeloma treatment process, especially my bone marrow transplant. All of you have been so kind and thoughtful in so many ways - whether you sent me your thoughts and prayers, E-mails, donated leave while I was off work, sent a card or made notes on my Carepages. All of this helped me through the process much easier. It kept my mind off the stress and negativity of my cancer treatments, as well as the stress of not being able to go back to work for awhile. I cannot thank you enough. Your help was very much appreciated. Thank you!

Cherrie Sabel, driver's license supervisor 1,
Davenport DL station

In Memory

Judith "Judy" H. Krough, 65, of Story City, died Monday, Dec. 1, 2008, at Bethany Manor in Story City. Krough was born March 24, 1943, in Minneapolis, to George and Violet (Johnson) Hoover. She worked for the Ames Community School District for six years and for the Iowa Department of Transportation for 27 years. She married Robert Krough Oct. 10, 1981. She was a member of Bethel Lutheran Church. She enjoyed volunteering at Cedar Place, playing bridge and reading books. Krough is survived by her husband, Robert, Story City; daughter, Chris Harris, Story City; son, Scott Stephens, Randall; stepdaughters, Deb Krough, Coos Bay, Oregon., and Diane Boughton, Montezuma; stepson, Todd Krough, Fort Lauderdale, Florida; brother, George Hoover, Minneapolis; six grandchildren; and two great-grandchildren.

2009 Holidays

New Year's Day	January 1
Martin Luther King Jr. Day	January 19
Memorial Day	May 25
Fourth of July	July 3
Labor Day	September 7
Veterans' Day	November 11
Thanksgiving	November 26
Day after Thanksgiving	November 27
Christmas	December 25



Kudos!

These are letters that have been submitted to the editor. They may have been edited for length and continuity.

To: DOT Director Nancy Richardson
From: David J. Thebodo, President, Sweet Dreams Development Co., Fairfield

As part of the business community and an advocate of economic development through regional tourism, I wish to commend the Iowa DOT for their foresight in planning and constructing the U.S. 34 bypass around Fairfield. This highway will provide a safe and effective alternative for commercial and passenger traffic going beyond our community, while providing local residents with easy access to a four-lane highway system that will take them to all points of the compass.

While most local residents may be aware of the recreation trail that is part of the highway project, many may not realize some of the smaller touches the DOT provided or collaborated on with the city, trails council, hospital, and other organizations that contribute to making the greater Fairfield area a destination and a "Great Place."

Some of the collaborative efforts include bridge enhancements, using prairie colors that are pleasing to the eye and blend into the environment, and designing an interchange around a historic site, the Maasdam Barns, which allowed a part of our heritage to be restored and enjoyed by future generations.

Changes are always a challenge during the construction phase of a project; however, when it became necessary to reroute the trail, both the hospital and DOT showed commendable flexibility and cooperation. Finally, when safety concerns were raised regarding bicyclists gaining access to the trail from our lodging property south of the bypass, Mr. Tollenaere and his staff were able to add a paved shoulder to the project.

These are just a few of the reasons why our partners and local investors feel confident in investing more than \$10 million in the future of our community.

(Editor's note: Mentioned in this letter is Pete Tollenaere, assistant District 5 engineer.)

To: Debby Homewood, Driver Services
From: Dan Schmitt, Triter

I wish to express my great appreciation to you and your staff. Your help in attaining the extension of my hazardous material endorsement helped me out of a very difficult situation. You and your staff made my visit to your location Aug. 2, a very pleasant task. Everything went extremely smooth, and I even passed the hazmat test.

(Editor's note: Mr. Schmitt's positive experience was due to the professional staff of the Waterloo DL station.)

To: Yvonne Diller, Systems Planning
From: Kevin Thorn, Waubonsie State Park

I want to thank you for all the hard work and special effort you've put into the pedestrian bridge project. It's nice to run into a worker like you, even if it is only on the computer!

(Editor's note: Yvonne Diller is a transportation planner 2. She has been working with the Iowa Department of Natural Resources and Mr. Thorn, the park manager at Waubonsie State Park on the potential construction of a pedestrian bridge.)

To: Iowa DOT Highway Helper
From: Brenda Turner

A thank you to your Highway Helper who did a great job of helping us change our flat tire tonight along Interstate 35. Joe was the name on his jump suit and he was driving a vehicle with license plate number 5481. He helped us change the tire in less than 15 minutes. Please pass our appreciation on to him!

(Editor's note: The Highway Helper mentioned in this letter is Joseph Salazar.)

To: Bruce Schuck and Karen Smith, Office of Motor Carrier Services
From: Rich Stream, Ryder

This is definitely overdue, but this is a thank you to everyone in your office working with the International Registration Plan (IRP) who has worked with Ryder. I work with the five-state area and their IRP offices. Iowa stands out as the most helpful, courteous, and knowledgeable state people helping us and guiding our large Iowa fleet.

I work quite often with Mary Beth, Joanne and Annette. They are the best. Everyone in your department deserves a thank you. As I said; overdue.

(Editor's note: The employees mentioned in this letter are Office of Motor Carrier Services Director Bruce Schuck; Karen Smith, public service executive 1; Mary Beth Williams, clerk-advanced; Joanne Bullis, clerk-specialist; and Annette Greene, clerk-advanced.)

To: Mary Stahlhut, Traffic and Safety
From: Jill DeGarma, Duluth, Georgia

I found your name and E-mail address on the DOT Web site. I'm not sure if you are the correct person to receive this e-mail, but I wanted to make sure I sent a note of thanks to the DOT.

I was traveling southbound on Interstate 35 recently. A truck driving northbound entered the median and was coming directly at me at a high rate of speed. The guardrail stopped the truck from entering my lane and hitting me. I just wanted you to know that I am very grateful for the guardrails. I am confident it saved my life.

(Editor's note: The median barrier rail Ms. DeGarma references is on Interstate 35 between Ames and Ankeny.)

To: Iowa DOT
From: Melinda Thomas

I attended the ribbon cutting ceremony held at the U.S. 34/Iowa 1 interchange Nov 12. I enjoyed the ceremony very much and want to express my appreciation to the Iowa DOT team that completed the road building job. I especially enjoyed the ceremony itself and want to comment on the team that prepared the ceremony and how well the event was run. The Fairfield High School Marching Band and Fairfield Fire Department (taking charge of the very large United States flag) did a wonderful job. The speeches were very good and though I enjoyed the Governor's speech, I must admit that the best speech was given by DOT Director Nancy Richardson. She included a brief, but very informative history of the project, which I particularly appreciated.

To: Bruce Schuck, Office of Motor Carrier Services
From: Countryside Trucking

Wow! Pattie and Marybeth were a great help to us today.

(Editor's note: Countryside Trucking is a customer new to the trucking business and came into the Office of Motor Carrier Services to complete all the paperwork associated with both interstate and intrastate operations (authority, fuel tax, registration). Marybeth Williams, clerk-advanced and Pattie Wermers, clerk-specialist, helped them complete the necessary applications and issued the credentials, licenses and decals to get them on the road.

To: Director Nancy Richardson
From: T.J. Juskiewicz, RAGBRAI® director

Each year we work with many people at the Iowa DOT to bring to the people of Iowa one of the largest tourism events in the state. Key to our partnership is the safety of the people involved. Thanks to the involvement of the DOT, we have consistently been provided the assistance to ensure the safest event possible. We at RAGBRAI and The Des Moines Register wish to express our thanks and appreciation for your efforts to once again fulfill our mission.

RAGBRAI truly could not continue without the Iowa DOT's and Iowa State Patrol's input to help select the bicycle route in early winter, map the support vehicle route, and assist whenever and wherever safety plays a role. We believe the safety of our guests is of the utmost importance to the ride.

For the past several years, Troy Jerman, a senior transportation engineer in the Office of Traffic and Safety, has been instrumental in helping RAGBRAI avoid your department's planned construction, as well as major projects at the county level, before we decide our publicized route. Once the route is made public, the district planners in the proposed area help determine the safest possible routes that will not conflict with scheduled construction. Scott Suhr, Mike Clayton and Catherine Cutler were a huge help with this year's route.

RAGBRAI continues its standing as the oldest, longest and largest bicycle-touring event in the world. We appreciate the support and resources from the DOT and the many state agencies that help make RAGBRAI a success!

(Editor's note: Mentioned in this letter are Troy Jerman, senior transportation engineer, Office of Traffic and Safety; Scott Suhr, transportation planner 4, District 4 Office; Mike Clayton, transportation planner 4, District 1 Office; and Catherine Cutler, transportation planner 4, District 6 Office.)

Service Awards

Information supplied by the Office of Employee Services for January 2009

40 years

Steven Botos, Sioux City garages; **Dwight Jenkins**, Sioux City construction

35 years

Gerald Ambrosion, Local Systems; **Charles Dighton**, Manchester garage; **Mary Jo Key**, Rail Transportation; **Gary Novey**, Bridges and Structures

30 years

Mark Ambrosy, Maquoketa garage; **Gloria Aswegan**, Driver Services; **Michael Jackson**, Research and Technology Bureau; **Jennifer Miller**, Iowa City DL station; **Ole Skaar**, Design; **Wayne Sunday**, Construction; **Jay Thornton**, Motor Vehicle Enforcement

25 years

Troy Carlson, Information Technology Division; **Peter Hallock**, Public Transit; **Marcus Lamoreux**, District 1 materials; **Gene Pavelka**, Britt construction; **Georgina Sebben**, District 5 paint crew; **Gregory Sorensen**, Altoona garage

20 years

Christie Anderson, Materials; **Verna Emerson**, Contracts; **Rodney Graven**, Materials; **Ted Johnson**, Knoxville garage; **Lambert Struzynski**, Coralville garage; **Joyce Tuel**, Fort Dodge garage; **Dennis Ward**, Jefferson construction; **Edwin Weihs**, Council Bluffs-north garage

15 years

Jennifer Bell, Motor Vehicle Enforcement; **Veda Burrell**, Des Moines DL station; **Thomas Curtis**, Finance; **Bradford Edaburn**, District 6 paint crew; **Orest Lechnowsky**, Council Bluffs construction; **Chad McClain**, Carlisle garage; **DeeAnn Newell**, Location and Environment

10 years

Marilyn Bunch, Right of Way; **Anthony Clabaugh**, Williams garage; **Darrel Hansen**, Sioux City-Hamilton garage; **Mark Holm**, Right of Way; **Derek Knowler**, Iowa Falls garage; **Roy Leeper**, Williams garage; **Cathy Mather**, Policy and Legislative Services; **James Nelson**, Bridges and Structures; **Jeffrey Novotny**, Marshalltown garage; **Randall Seehusen**, Grundy Center garage; **Steve Snow**, Latimer garage; **Loyce Staker**, Tama garage

5 years

John Blohm, Grundy Center garage; **Stephen Megivern**, Design; **Jeffrey Roll**, Iowa Falls garage

Personnel Updates

Information supplied by the Office of Employee Services for Oct. 3 to Nov. 13, 2008

New hires

John Alexander, information technology support worker 2, Motor Carrier Services; **Timothy Allen**, executive officer 1, Maintenance; **Kelly Gessert**, highway technician associate, Council Bluffs-north garage; **Jerrold Goodman**, mechanic, Storm Lake garage; **Maria Hobbs**, executive officer 2, District 1 Office; **Pebble Holland**, executive officer 2, Maintenance; **Christopher Jones**, information technology specialist 4, Information Technology Division; **David Mulholland**, transportation engineer intern, Bridges and Structures; **Brent Paulsen**, executive officer 1, Maintenance; **April Paxton-Behen**, clerk-advanced, Motor Carrier Services; **Brent Roling**, equipment operator senior, Sabula garage; **Jared Smith**, executive officer 1, Maintenance; **Samuel Weber**, highway technician, Onawa garage; **Anthony Willman**, materials technician 3, Materials; **Rachel Zelle**, driver's license clerk, Waterloo DL station

Promotions

Gregory Anderson, from information technology specialist 4 to information technology specialist 5, Information Technology Division; **Phoumine Baccam**, from driver's license examiner, Driver Services to public service executive 1, Motor Carrier Services; **Bonnie Castillo**, from executive officer 1, District 3 maintenance to executive officer 2, Maintenance; **Nichole Dugan**, from information technology specialist 4 to information technology specialist 5, Information Technology Division; **Daniel Judge**, highway technician associate, Boone garage to materials technician 3, Materials; **Cole Kern**, from construction technician senior, Marshalltown construction to executive officer 1, Maintenance; **Jeffrey Kirchoff**, from highway technician associate to highway technician, Atlantic garage; **Gary Kretlow**, from design technician specialist, Design to executive officer 1, Maintenance; **Wes Mayberry**, from design technician specialist to transportation engineer intern, Design; **Adam Shell**, from transportation planner 1 to transportation planner 2, Systems Planning; **Dustin Wilkinson**, from mechanic, Maintenance to materials technician 3, Materials

Transfers

David Booten, highway technician associate, from Mount Pleasant garage to Donnellson garage; **Jolene Druivenga**, clerk-specialist, within Driver Services; **David Frances**, highway technician associate, from Des Moines garage to Highway Helper; **Anthony Hildreth**, from survey party chief to design technician, District 1 Office; **Ardella Walker**, highway technician associate, from Grimes garage to Des Moines garage

Retirements

Stevan Martin, mechanic, Maintenance; **Donald Muessigmann**, public service executive 3, Right of Way; **Rex Ringgenberg**, highway technician associate, Oskaloosa garage



Please save the date!

Iowa will host its seventh biennial transportation research symposium Aug. 20–21, 2009. Transportation researchers and practitioners alike will benefit from this unique symposium.

Attendees from local, state and national agencies and from the private sector will find a variety of relevant topics for today's post-interstate, global transportation challenges. More than 100 presentations will be given during the event. Concurrent sessions will allow attendees to select exactly those presentations that address their interests or sample a broad spectrum of today's transportation issues.

The symposium lasts a day and a half with a banquet the first evening. More details about specific sessions, presentations and special speakers will be published as the information becomes available. The event is being planned according to the rules established by the Iowa Engineering and Land Surveying Examining Board for awarding professional development hours.

Cell phone rules change when driving a state vehicle

Using cell phones while driving always poses risks of distracting the driver. The Iowa DOT has discouraged the use of cell phones when driving, especially in state-owned vehicles. Recently, the Policies and Procedures Manual (PPM) was updated to prohibit the use of hand-held cell phones by employees while driving state-owned vehicles.

Updated PPM 010.05 states: "A cellular telephone shall not be used while operating a state-owned motor vehicle unless a hands-free device has been provided and is used."



INSIDE

INSIDE is developed to help keep all Iowa DOT employees informed about critical issues affecting them, recognize DOT employees for their excellent service and share interesting aspects in the lives of our co-workers. For more information contact Tracey Bramble, Office of Media and Marketing Services, at 515-239-1314 or e-mail tracey.bramble@dot.iowa.gov.

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On the cover: The snowstorm last March didn't slow this intermodal train. This photo was taken near Scholl Road in Ames.

We did it! All six priority corridors now complete

From Director Nancy Richardson

In 1996, the Iowa Transportation Commission set in motion a bold plan to improve and complete six major, four-lane highway corridors in the state. Nothing of this magnitude had been envisioned or proposed since construction of the interstate.

Their vision was to strengthen vital links essential to the movement of people and goods; make travel more convenient, safe and efficient; and improve connections between Iowa and regional, national and international markets.

Their ambitious plan called for construction of the Avenue of the Saints, Des Moines to Burlington corridor, Iowa 330 from Des Moines to Marshalltown, Iowa 5 from Des Moines to Knoxville, Iowa 60 from Sioux City to the Minnesota state line, and U.S. 151 from Cedar Rapids to Dubuque. In total – 701 miles of four-lane roadway.

Over the years, membership on the Iowa Transportation Commission changed, but their long-held objective of accomplishing the “High Priority Corridors” did not. Each new member unflinchingly offered their support, including a 12-year public investment of nearly \$1.8 billion.

Now, the anxiously anticipated day has come; the six corridors are complete. The grand opening of the Fairfield bypass Nov. 12 marked completion of the Des Moines to Burlington corridor, the final segment of the Commission’s master plan.

It took tremendous foresight and commitment to complete this journey. Countless sacrifices were made by Iowans in the process. Patience was tried, but Iowans endured. Hurdles were overcome. Thousands of jobs were created.

In celebration, I want to thank all of the commissioners, former DOT directors and DOT employees; members of Iowa’s congressional delegation; our state and federal partners, contractors, consultants, and suppliers; and Iowa’s communities, businesses and citizens. These and future transportation investments help attract businesses, create and retain jobs, make travel easier, and bring added prosperity to Iowa.



The last of six priority corridors was opened to traffic in November 2008. A ceremony held Nov. 12, celebrated the Des Moines to Burlington corridor with Governor Chet Culver on hand to cut the ribbon.



In June 2006, then-Governor Tom Vilsack (far right) joined members of the Iowa Transportation Commission and other dignitaries to celebrate the opening of the Avenue of the Saints in Iowa and kick-off the Great Saints Weekend Adventure.