

INSIDE

IOWA DEPARTMENT OF TRANSPORTATION NEWSLETTER

AUGUST 2006

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ONE 2 ONE

WITH DIRECTOR NANCY RICHARDSON

I like my job. I have liked all the jobs I've ever had and that's saying a lot, given that I once worked the counter at a Minnie Pearl Chicken place!

You've never heard of them? They existed for about a minute, primarily in the south. I did a stint at one in 1970 in El Paso, Texas. I liked that job even though I had to wear a pinafore-type apron and big hat with a price tag dangling from the rim—you have to be old enough to remember Minnie Pearl to be able to accurately visualize this get-up!

What I liked about that job is the one thing I remember liking about every job I have ever had—the people. Fortunately that made up for the uniform, the grease, and other annoying aspects of the job. And that's just one of many different jobs I have had, particularly when I was young. I cooked in a hospital, cashiered at a grocery store (back before scanners and computerized registers when you actually had to know how to make change), cleaned houses, tended bar, waited tables and was a secretary, all before I became a public employee some 33 years ago.

There has been one constant about all my jobs....there were good aspects and not-so-good aspects of the jobs. No job has been perfect all the time. Fortunately for me, the good things—like interesting people, variety, challenges, doing work that matters, a sense of accomplishment, learning new things, feeling like I make a difference, etc.—always far outweigh the annoying aspects of my jobs.

Recently I was again reminded of this. In June I had the opportunity to participate in four events related to the Governor's Golden Dome recognition program—three length of service (LOS) events and the Golden Dome Award Ceremony. In all instances I got to shake the hands of, and say a few words to, DOT employees being recognized either for their lengths of service to state government or for some special achievement.

The first event was the LOS award ceremony held in Des Moines for the central region. Because I have spent much of my DOT career in the central office, I knew most of the DOT employees being recognized and that made the event very special to me. I walked away from that event vowing to change my calendar and also attend both the western and eastern region events in Denison and Coralville.

Those LOS award ceremonies were very different from their Des Moines counterpart in that I personally knew very few of the DOT recipients. But that made those two events special to me also—getting to meet so many dedicated DOTers and thank them for their efforts. Finally, the Golden Dome Awards Ceremony at the Capitol is a terrific event! Seeing so many state employees, including eight DOTers, recognized by the Governor and Lt. Governor, in front of coworkers, relatives and friends, for their high level of performance, special effort or volunteerism was very enjoyable.

I decided that I will try never to miss an opportunity to participate in these recognition events while DOT director. Activities like that are some of the very best parts of my job—they were personally very rewarding for me. I may have benefited from the events more than the recipients! Seeing so many DOTers recognized for their dedication and effort reminded me again that it takes all of us working together to make the DOT work!

Allow me to switch gears for a minute. These columns are important to me because they are my one chance monthly to visit with all of you. I have been very encouraged by the positive feedback I have received from readers about the columns. I try to write them as a conversation with you, about something interesting and of substance, and your comments tell me that I am generally achieving that. That's the good news!

The not-so-good news is that writing these columns, in addition to rewarding, has become stressful. Actually, that's not correct. It's not the writing that's stressful; it's coming up with the column topics that is tough. I jot down ideas when I think about them and I still have a couple things on the list. However, I'd welcome your help in coming up with column topics of interest.

If you have an idea of something you'd like to hear from me about, let me know. I won't guarantee that I will use your idea, but I'll certainly consider all ideas. Just drop me an E-mail or call and leave a message if you have an idea. Thanks and have a great end of summer. I don't know about you, but I'm ready for some college football!

Nancy

Fuel management a top concern for DOT

The trend isn't reversing. The cost of fuel continues to climb. Not only are individuals feeling the impact, the DOT's budget is being squeezed as well.

By far the largest fuel user at the DOT is the Highway Division. According to Office of Maintenance figures, the Highway Division purchased and used 2.6 million gallons of gasoline and diesel fuel to drive 16 million miles at a cost of \$5.2 million dollars from October 2004 to September 2005. Since paying as much as \$2 per gallon was a strain on the division's budget, prices reaching \$3 are prompting action.

A Highway Division Fuel Management Task Force was assembled late last year. The group, consisting of team members from several Highway Division offices and each district, issued a report in April outlining steps to conserve fuel and curb fuel purchases by 10 percent.

These recommendations, many of which are ongoing efforts that are receiving renewed attention, include: reviewing diesel fuel formulations to increase the use of less expensive number 2 fuel; consideration of placing storage tanks at DOT locations not economically served by local retail fuel outlets; and placing new guidelines on the size of vehicles purchased to increase purchasing of smaller, more fuel-efficient models, as well as reviewing each district's vehicle needs.

Rethinking diesel fuel blends

Use of better-performing blends of diesel fuel may be one of the simplest ways to curb costs in the coming months. Number 2 diesel fuel averages \$.021 per gallon less than number 1. By replacing 95,000 gallons of number 1, with 100,000 gallons of number 2, the division can save \$15,000.

At this time garages are purchasing an 80/20 mix of number 2/number 1 diesel fuel. This is approximately 7 percent less number 1 than used in previous years, and has resulted in savings. While this mixture ensures performance in cold weather, it is not necessary to have that high a concentration of number 1 diesel fuel, if adequate cold-pour characteristics can be maintained using other methods. The task force recommended fuel purchased after Nov. 1 be blended at 90 percent number 2 and 10 percent



As fuel prices continue to rise, the DOT is taking positive steps to reduce fuel consumption and related costs.

number 1, along with a fuel additive that reduces the temperature at which diesel fuel begins to gel. Even with the cost of the additive, there will still be a significant savings.

Smaller vehicles and using the correct vehicle for the job

For many years the DOT has followed Iowa law in purchasing the most appropriately sized vehicles for a specific task. The committee supports purchasing smaller vehicles and recommended guidelines to assist in the review process of the size of vehicles purchased, encouraging fuel-efficient models whenever possible, as well as reviewing the vehicle needs of each district and the central office complex. These guidelines have been implemented and the Highway Division is purchasing more fuel-efficient vehicles where possible. In the past few fiscal years, dozens of mid-sized vehicles were replaced by smaller cars and trucks. For FY 2007 alone, 34 compact vehicles replaced full-size models for an estimated fuel savings of 3,262 gallons.

Fuel management, continued from page 3

Policies under review

In addition to the purchase of lower-cost fuel and smaller vehicles, policy changes may also increase our cost saving potential. The task force suggested that video and teleconferencing be utilized where possible. The Highway Division's policy on vehicle idling is also being reviewed and recommendations being formulated for change and increased awareness by employees. The policies that govern employees who take vehicles home because of job assignments away from a DOT facility are also being reviewed.

Technology may provide answers

As you read in the April 2006 issue of INSIDE, the Iowa DOT now uses a driving simulator for operator training. The task force plans to explore using the simulator for fuel usage analysis and reduction studies.

For more information

These are just a few of the areas under review by the task force. The full report is available on DOTNET on the Office of Maintenance page under "Highway Division" and then "Statewide Operations." To find out more, contact Will Zitterich in the Office of Maintenance at 515-239-1396.

Tips to reduce the amount of fuel you use

The high cost and limited availability of fuel isn't just a DOT issue. Many of us are feeling the pinch in our personal vehicles as well. Using alternative fuels such as E85 is a good option, but as more and more people catch on to the benefit of renewable fuels, these fuels are becoming more expensive as usage rises, limiting availability. It might be worth your time to take a minute before you fire up the engine and ask yourself if there is another way to accomplish your task, other than driving. Here are some fuel conservation tips:

In Your Car

- To reduce fuel consumption, avoid rapid acceleration.
- Avoid hard braking and sudden stops. Stay alert and anticipate traffic lights, stop signs and merges. Use turn signals. Traffic will move more smoothly, which saves fuel for everyone.
- When starting out, shift up to the next gear (manual transmission) as soon as possible without straining the engine.
- Drive more slowly. One study reported that for all vehicles tested there was at least a 20 percent loss in fuel economy as cruising speed was increased from 55 to 75 mph.
- Remove extra weight from the car; 100 extra pounds may cost one mile per gallon.
- Avoid using roof racks and remove when not in use.
- Use cruise control on highway trips.

- For any stop lasting more than a minute, shut off the engine rather than letting it idle.
- Avoid warming the engine up before driving; it is not necessary, even in cold weather.
- Do not rev the engine before shutting it off; this wastes fuel and can dilute motor oil, leading to excessive wear on engine parts.
- Reduce the use of the air conditioner at low driving speeds. When driving more than 40 mph, using the air conditioner requires less fuel than having windows open.
- Park in the shade and/or leave windows slightly open to reduce the need for air conditioning.
- Check tires; an under-inflated tire can decrease fuel economy by 2 percent.

Fuel and Maintenance

- Replace air and fuel filters regularly as instructed by the vehicle maintenance manual; change the air filter more often if driving in dusty conditions.
- Keep engine properly tuned.
- Use API-certified "Energy Conserving" motor oil, either conventional or synthetic. Use the service classification and viscosity specified for the vehicle.
- Avoid buying "aggressive" tread tires.
- Determine gasoline mileage periodically. Declining mileage can be an early indicator of mechanical problems or a need for servicing.

One death is one too many

Highway fatalities claim more than 400 lives in Iowa each year. You've probably heard that statistic many times, and frankly it just doesn't hit home to many of us. Tom Welch, DOT safety engineer, tries to put the death toll numbers into perspective by stressing that, "Each person killed is someone's relative who won't be with their family at the dinner table."

The DOT and Department of Public Safety, along with many other state agencies, the Federal Highway Administration, Federal Motor Carrier Safety Administration, educators, industry groups, law enforcement, and other concerned citizens, are working diligently on recommendations with the goal of reducing fatalities by increasing highway safety. The recommendations will be presented in the form of a document, the Iowa Comprehensive Highway Safety Plan (CHSP), to be submitted to the federal government. While the CHSP will satisfy a requirement of the latest highway reauthorization funding bill, the purpose of this safety effort goes far beyond simply meeting a federal standard. "This is a very personal effort for many of those involved," said Mary Stahlhut, CHSP program manager. "The people working on this plan are extremely dedicated and truly do believe that one death on our highways is one too many."

This high level of dedication has become a standard for Iowa's highway safety community. As you've read before in INSIDE, Iowa is one of a handful of states that retained a multi-jurisdictional group of safety professionals, even after the federal mandate for such a group expired. Members of this group, the Iowa Safety

Management System, have solicited additional input and are now working on the CHSP.

To come up with a plan that is driven by data and includes recommendations that will actually make a difference in the number of deaths experienced in Iowa, the group held a stakeholders summit April 26 to gather ideas and determine appropriate focus areas for Iowa's safety initiative.

Eight target areas were established and teams formed to work on specific goals, objectives and performance measures for each target area. The target areas are: distracted driving; young drivers; occupant protection; lane departure; older persons' safe mobility; intersection safety; local roads; and impaired driving. Team members include community leaders, teachers, law enforcement, university research personnel, Federal Highway Administration staff, DOT employees, and staff from other state agencies. These teams have been meeting and studying data and national best practices to identify strategies that will "move the numbers" to reduce Iowa roadway deaths...including strategies that involve reinventing policy or law changes.

The work of the target groups is nearly complete. In September a draft document will be submitted at a safety summit to the DOT Director and 10 other state and federal agency leaders for approval. Once approval is achieved at this level, it will be sent to the governor. This document will become Iowa's plan to decrease

fatalities and increase highway safety and be submitted to the U.S. DOT later this year.

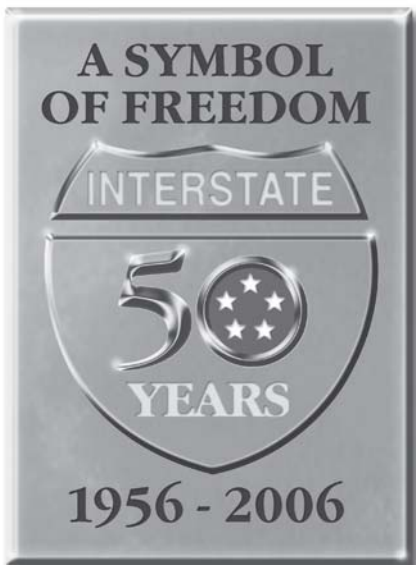
For more information on CHSP, contact Mary Stahlhut in the Office of Traffic and Safety at 515-239-1169 or mary.stahlhut@dot.iowa.gov.



ONE DEATH IS ONE TOO MANY

IOWA'S SAFE TRANSPORTATION VISION

What a party it was



Reenactment Caravan Event Host Cities

San Francisco, CA	June 16
Reno, NV	June 16
Salt Lake City, UT	June 18-19
Rock Springs, WY	June 19
Cheyenne, WY	June 20
Omaha, NE	June 21-22
Urbandale, IA	June 23
Walcott, IA	June 23
Ottawa, IL	June 24
Chicago, IL	June 24-26
South Bend, IN	June 26
Akron, OH	June 26
Gettysburg, PA	June 28
Fredrick, MD	June 28
Washington, DC	June 29

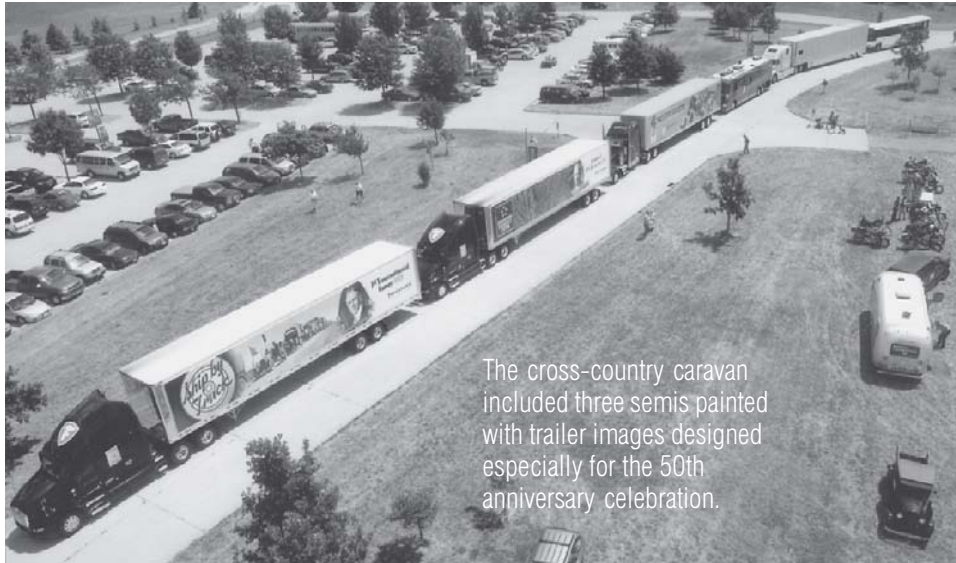
From coast to coast, the month-long celebration of the 50th anniversary of the signing of the bill to create the interstate system brought into focus the lifeline that connects our country. The more than 46,000 miles of interstate make everyday travel so effortless that we often take for granted the years of design and construction that went into building the system.

Iowa's celebration centered around telling the story of the system, the people who built it and the interstate's impact on our state. Through printed materials, radio advertising, a Web site and events held in Urbandale and Walcott, the history of the interstate was shared with travelers.

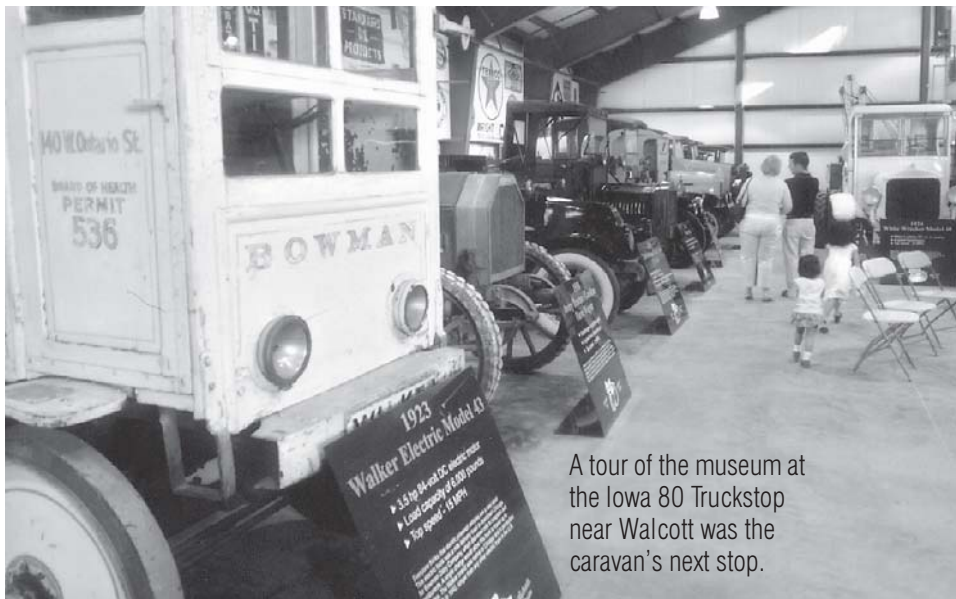


(Top photo) Cherice Ogg (left) and Cathy Mather (right) of the Office of Media and Marketing Services pour Pepsi at the Urbandale event.

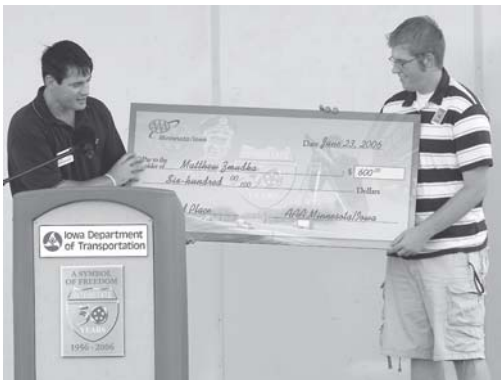
(Photo right) Office of Media and Marketing Services intern Chris Thomas (right) greets Lt. Gov. Sally Pederson (center) and DOT Director Nancy Richardson (left) in the display tent at the Urbandale event.



The cross-country caravan included three semis painted with trailer images designed especially for the 50th anniversary celebration.



A tour of the museum at the Iowa 80 Truckstop near Walcott was the caravan's next stop.



Matthew Zmudka (right) won second place in an essay contest sponsored by AAA of Minnesota/Iowa.

(Photo top left) Ice cream sundaes donated by the Iowa Concrete Paving Association were a huge hit on a hot day at the Urbandale event.

(Photo above left) Jerry Martin and the Sounds was the headline act at the Urbandale stop. That's DOTer Layton Zbornik III, left, from Mason City.

(Photo right) A special pictorial cancellation created for the U.S. Postal Service was imprinted more than 2,500 times, many of those at an event held at DOT headquarters in Ames June 29.



Rumbles will greet U.S. 34 drivers who cross the centerline

by Dena Gray-Fisher

Rumble strips, which have proven effective in reducing motor vehicle crashes by alerting drivers when their vehicles are about to run off the road, will begin appearing in an unfamiliar place — the centerline.

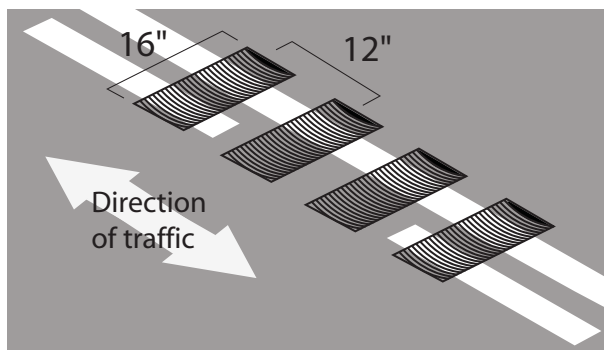
“Although centerline rumble strips have been tried in other parts of the United States, this is the first centerline application on a two-lane highway in Iowa,” said John Selmer, District 4 engineer. “This highway safety test project will evaluate the rumble strips’ effectiveness at reducing head-on, opposing-direction sideswipe and crossing the centerline crashes caused by driver inattention, driver error and fatigue.”

As part of the test, the DOT is also interested in collecting information on driver reaction and motorist acceptance of the centerline rumble strips. Comments may be submitted electronically by visiting <http://www.dot.state.ia.us/contact.htm>.

The location of the centerline rumble strip test project will be U.S. 34 from Creston to Thayer in Union County, which is currently undergoing hot-mix asphalt resurfacing. This stretch of roadway has had a history of crossing-the-centerline, head-on

crashes. In the last 10 years, there have been five crashes involving vehicles that crossed the centerline (not intending to pass) between Creston and Afton, which resulted in seven fatalities and five major injuries.

Modeled after shoulder rumble strips, centerline rumble strips are placed between opposing lanes of traffic. They are constructed by milling a series of parallel grooves into the asphalt that are 18 inches wide and spaced one foot on-center continuously throughout the project, with gaps at all side roads. The milled pattern is 1/2- to 5/8-inch deep.



“The rumble strips literally are a wake-up call for motorists,” Selmer explains. “The noise and vibration caused by driving over rumble strips alert the driver that they are encroaching on the centerline of the roadway, and provide the driver an opportunity to correct their behavior and return their vehicle to the travel lane.”

A 2003 study by the Insurance Institute for Highway Safety evaluated rural roadways in California, Colorado, Delaware, Maryland, Minnesota, Oregon, and Washington that had centerline rumble strips and average daily traffic counts of 5,000 to 22,000 vehicles. The study stated that, “Head-on and opposing-direction sideswipe crashes—the primary target of centerline rumble strips—were reduced by an estimated 21 percent, while head-on and opposing direction sideswipe crashes involving injuries were reduced by an estimated 25 percent.”



Church on the move

It's not every day you see a church rolling down Iowa 141. On June 6, Motor Vehicle Enforcement (MVE) officers assisted in moving the Trinity Lutheran Church building 12 miles from Gray, in Audubon County into Manning, in Carroll County.

Investigation by the local county engineers and Jan Wiley of the DOT's Office of Bridges and Structures verified the suitability of the route. The Office of Motor Carrier Services (OMCS) issued the necessary permits to Holland House Moving, and MVE officers drove the route prior to the move and escorted the caravan on the day of the move.

The church, which stands approximately 101 feet tall with the steeple, is nearly 114 feet long and more than 36 feet wide. The building weighs more than 276,000 pounds. On the day of the move, MVE staff reported the load was well-secured on top-notch equipment and ready to go. Assisting in the move were employees of the local power companies who took down wires along the route to accommodate the church move. The 12-mile trek was accomplished in about three and a half hours, with very few glitches along the way.

The DOT employees involved in the permitting and route management of the move were: Larry Steckelberg from OMCS; and MVE employees Captain Lance Evans, Captain Tom Bruun, Officer Tom Messerole, and Officer Dan Gohlinghorst. Also involved were the Manning Police Department, Audubon County Sheriff's Office and Carroll County Sheriff's Office.

To see more about moving the Trinity Lutheran Church building, keep an eye on the Discovery Channel's Mega Movers program in the near future.



Trinity Lutheran Church was moved from Gray to Manning on June 6.





Build a Better Mousetrap highlights

by Chris Thomas

There's no shortage of innovative ideas at the DOT. "Build a Better

Mousetrap" is a competition held at the bi-annual Maintenance Expo sponsored by the DOT, cities, and counties and is intended to recognize the best innovations created by people working in Iowa's public agencies. Submissions include tools, equipment modifications, and systems that public agency personnel created to make their jobs easier, safer and less costly. The most recent Expo, held last September, featured eight DOT entries, six of which were deemed winners. Here is a look at five of those entries. One winning entry, a skid loader trailer modified in the Tipton shop, was highlighted in the June 2005 edition of INSIDE.

Island Marker



Tim Branam and Daryl Davis, equipment operators in the De Soto garage, found an opportunity for improvement in the design of island markers, which are frequently knocked down. Before this improvement, when the markers were knocked down the metal Telspar post was often damaged and needed to be replaced and reinserted into the ground. With the help of others, Branam and Davis manufactured a steel base plate using a 1¾-inch metal-based post, which is notched at the sides. A plastic sleeve was attached to it and three reflectors were placed at the top of the sleeve. The inventors have proven the modified markers are easier and more economical to replace because the base is generally not damaged, enabling the crew to repair the marker by simply placing a new plastic sleeve with reflectors onto an already-attached base. In addition to saving labor and materials expense, these innovative employees have also enhanced public safety.

"The modified island markers reduce damage to the colliding vehicle and bystanders because the part often detached is made entirely of plastic, as opposed to metal," said Branam, an 11-year DOT employee.

For just \$35 in materials and labor for each post, the De Soto maintenance crew has enhanced the efficiency of their operation and improved safety for both motorists and pedestrians.

"It was a group effort," said Branam. "Many contributed to the fabrication and design of the invention."

Truck-mounted edge rut blade

With experience as an operator and mechanic, Dale Anderson, Le Mars garage, knows how beneficial good equipment design can be to the productivity and cost of any operation. By augmenting an existing edge rut blade, Anderson was able to reduce the amount of equipment and number of crew members needed when filling edge ruts and smoothing shoulders. This is the first of Anderson's two entries in the competition.



"We would spend an awful lot of work hours and equipment resources on the road. Usually, the procedure took three or four different pieces of equipment, with an operator for each piece. The truck-mounted edge rut blade condensed it down to a one-person operation," said Anderson, a 24-year DOT employee.

The first blade moves material from right to left to fill the edge rut, while the second blade moves excess material back across the shoulder. A third blade floats along the left side of the machine to keep the material off the roadway. A roller can be pulled by the same truck to pack the shoulder.

Mousetrap, continued from previous page

This piece of equipment wasn't developed overnight. The invention had to be rebuilt three or four times before it was strong enough to withstand operation without damaging the edge line. Anderson said the biggest challenge was keeping the gravel off the edge line.

Most great inventions involve some trial and error and, at the completion, Anderson and others involved in the project can pat themselves on the back for the alteration of a piece of equipment that makes their operation four times as efficient for a one-time cost of \$600 in materials.

Improved hitch and wheels on one-person edge rutter

Dale Anderson's second award was for designing improvements to the one-person edge rutter, which originated in the Ames repair shop. Before Anderson's improvement, the rutter had only skids, no wheels. The skids caused the sled to tip forward during edge rutting operations at the slightest bump or imperfection in the road. When the skid would flip, it would often damage the bumper and always slow down operation time. In addition, skids would wear quickly and needed frequent replacement.



Adjustable pneumatic tires were added to each side of the sled. The tires prevented tipping, reduced the wear on the skids and distributed the load in the sled more evenly. The improved edge rutter works very well and has been used extensively in District 3.

"In fact, we have four of them in our three different shops. It's a real timesaver for the mechanics. I've even received calls from other shops asking about the design," said Anderson.

Anderson said he is always looking for ways to improve productivity and has done a lot over the years to carry out that mission. Last year was the first time he entered the competition. He notes that he was "talked into" it by Kim Christensen, District 3 mechanic.

Plow mounting procedure change for Wausau down-pressure plow

Glenn Hansen and Todd Cogdill, both mechanics in the Onawa garage, said they have always enjoyed building things and challenging the norm to find a better, more efficient way. This explains why last year the duo had two winning entries, one of which was a new procedure to facilitate placement and



alignment of a plow onto a truck.

Their innovation made hooking up the plow much easier. With \$20 in materials and an hour of labor, Hansen and Cogdill made the plow's transport and shipping strap longer. They also added a slotted hole on one end, allowing the plow

frame to be locked in a raised position when not on the truck, keeping it from settling into the ground as it had before. To help the operator see the blade from the truck's cab, the team added a nine-inch convex mirror and two small pieces of silver tape to parallel parts of the plow ram and truck mounting plate.

Hansen and Cogdill said the greatest challenge for their invention was making it simple to use and the most rewarding aspect was being able to simplify a two-person operation down to a one-person task that can be executed in a matter of minutes. "We brainstorm and hope what we design works," said Hansen and Cogdill.

New Ashton garage set to open

Situated on approximately 13 acres on the east side of the Iowa 60 Ashton bypass, the DOT's newest maintenance garage is set to open in mid-August. The facility has a total of 15 stalls ---10 for maintenance trucks, three mechanic bays and two equipment wash bays. The site also includes a separate cold storage unit and a separate hoop building that will hold 2,000 tons of salt. Included in the facility are a break room, training space and staff offices.

The Ashton maintenance garage will replace the DOT maintenance garage located in Sheldon. The 1930s-era Sheldon facility had only seven bays. With the expanded service area being covered by Sheldon maintenance employees as a result of the closing of the DOT Sibley garage in 1999, the new facility will give employees the space and accommodations they



need to better accomplish their mission of maintaining and keeping the primary highways in northwest Iowa safe for travelers.

Pollmann celebrates 50 years with DOT golf league

After 50 seasons, Gene Pollmann's golf game is still going strong. Pollmann, who retired from the Office of Bridges and Structures in 1996 after 39 years of service, received a set of starter golf clubs from his parents for his graduation from South Dakota State University in Brookings. When he started his new job at the Iowa Highway Commission shortly thereafter, the clubs had only been used once or twice.

In his first week of work Pollmann was asked if he wanted to substitute for someone on the department's golf team. "I had only played a couple of times, but I wanted to try out my new clubs. I had never seen grass greens before," said Pollmann. "The greens in South Dakota were sand."

Following that golf outing Pollmann became a regular on the DOT league and even helped start the Claire Jackson Memorial Tournament that ran from the 1960s until a few years ago. "There probably aren't many people around who even remember Claire," explained Pollmann, "But he was a good friend and an enthusiastic golfer."

Pollmann keeps active with many endeavors above and beyond golf. He bowls in the Ames Senior Mixed League and belongs to the local Kiwanis. He also works out at the city gym a couple of times a week, and there's always work around the house and yard.



Pollmann

"We have a routine," said Pollmann of himself and his wife, Ardith. "We have lots of activities, but we take more time between them than we used to." The Pollmanns have raised four active children, as well. Eldest daughter Lori and her husband, Bryan Kies, live in Keokuk and have two children, Chelsea, 13, and Kelby, 9. Daughter Stacy and her husband, Gary Lang, live in Urbandale and have Mackenzie, 18, and Spencer, 16. Son Mark and his wife, Shannon, live in Beavertdale and have an 18-month old son, Lukas. Son Michael and his wife, Heidi, live in Kansas City.

"Most of our kids are runners and they also golf," said Pollmann. "Mark plays in the Iowa Masters and has played in the Ames City Tournament. Mike played golf for Ames High School. Mike, Heidi and Stacy are marathon runners."

Keeping active and connected is important to Pollmann. "By staying in the DOT golf league I meet people and enjoy the competition. I also get to keep up with what's going on at the DOT."

DOT employee by day; performer by night

by Chris Thomas

Clare Wilson, sign fabricator and 30-year DOT employee, plays percussion as the newest member of "Jarod Pedersen and the Junk Yard Band," a house band for the Ames Elks Club that plays a variety of popular music spanning three decades from the 50s to the 70s.

His musical career began one night last April when Wilson was enjoying an evening at the lodge with his fellow members. The house band was practicing, but they were having trouble finding a percussionist who could stay on beat. Then one of the band members shouted, "Have Cocoa do it!" (Fellow Elks commonly refer to Wilson as "Cocoa," named after his winter drink of choice.)

When Wilson first picked up that tambourine, he had never played a musical instrument before, yet he accompanied the band brilliantly. When asked if he gets stage fright, Wilson said, "I don't get nervous. I just get up there and strum away."

Since joining the band, Wilson has performed in three gigs, twice at the lodge and once during the 2006 Fourth of July festivities in Nevada. Wilson's band is scheduled to return to Nevada Aug. 26 to compete in a Battle of the Bands in celebration of Lincoln Highway Days.

Wilson has been a member of the Elks Club for 24 years and holds the office of Tiler, the member who guards the entrance of the Lodge. Wilson said he enjoys being a member of the Elks and is proud of all the good things they accomplish, while still having fun.



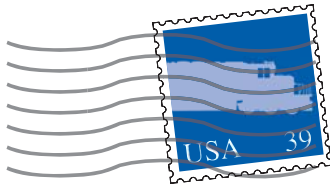
(Top photo) Clare Wilson keeps the beat for the band.
(Bottom photo) Jarod Pedersen and the Junk Yard Band perform in Nevada

Think it's going to be a long, hot summer?

Here's some information to help you remember the cold, dark winter.

The unofficial statewide average snowfall was 33 inches from Nov. 15, 2005 to April 15, 2006. The average snowfall total over the last five years is about 32 inches. To deal with the snow, ice and associated nastiness, winter operations for last winter included use of the following:

Materials	Used last winter	Five-year average use
salt	190,111 tons	179,362 tons
sand	7,867 tons	16,254 tons
salt brine	12,248,925 gallons	8,771,081 gallons
calcium chloride	82,038 gallons	78,963 gallons
snow removal hours	299,980 hours	308,316 hours



Kudos!

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



To: Nancy Richardson, director

From: Patrick Palmersheim, executive director,
Iowa Department of Veterans Affairs

The Iowa Department of Veterans Affairs staff and I would like to thank the DOT crew who installed the new "Future Site of the Iowa State Veterans Cemetery" sign on May 22 at the Van Meter site just off Interstate 80 at exit 113. It was not just a matter of putting up the sign, but it had to be perfect to the crew. Their committed professionalism and concern about the appearance of the sign was greatly appreciated. The sign is just the beginning of what, in time, will be a memorial with National Shrine status to honor our veterans and their families for their service to our country. Again, our utmost thanks in helping complete this endeavour on short notice to have it in place by Memorial Day.

(Editor's note: Coordination for this sign installation was handled by **Wes Swallow**, garage operations assistant at De Soto. The operators who put up the sign were **Daryl Davis** and **Steve Osborn** with help from Swallow and Highway Maintenance Supervisor **Pete Wonders**.)

To: Iowa DOT Web site

From: Jay Barnes

I had a tire blow out today on I-80 east of 2nd Avenue in Des Moines. We are very grateful for the help we received from the DOT. Your roadside assistance is one of the best things the state has to offer.

(Editor's note: This particular instance of roadside assistance was handled by the DOT's **Highway Helpers** in the Des Moines metro.)

To: Dick Ferguson, equipment operator senior, Jefferson garage

From: Dennis Jensen, chief of police,
Union Pacific Railroad

On behalf of the Union Pacific Railroad, I would like to say thank you for your timely call to report a mechanical problem with the concrete crossing pad at the North Elm Street crossing in Jefferson. The information you provided allowed us to temporarily cease our nearby train operations, have a maintenance inspector conduct a safety inspection of the area and take necessary actions to prevent a potentially critical incident. Your quick thinking and follow through was quite commendable.

(Editor's note: **Dick Ferguson** and the crew at the Jefferson shop temporarily placed a concrete pad in place with wrecking bars until railroad officials arrived to complete the repair. This crossing (North Elm) is Iowa 4 in Jefferson.)

To: Mark Brandl, Davenport resident construction engineer

From: Sergeant Tim DeVrieze, Moline Police Department

As you know, I-74 is one of the main routes to a concert attended by more than 10,000 people at The Mark. At the time of the concert, the bridge was undergoing a washing. This meant one lane of traffic was closed, as well as the River Drive on-ramp. This presented us with a major problem in our ability to handle outbound traffic. In a desperate attempt to alleviate this problem, I met with **Dan Bailey** and people from K-2 Construction. Not only were they sympathetic, the construction company volunteered to end their night work early to accommodate concert traffic. Mr. Bailey agreed not to charge the construction company a day of work for this situation. I wanted to express my gratitude, along with those unknowing concert goers, for Mr. Bailey's cooperation in this matter. I think it went beyond the call and was much appreciated.

(Editor's note: **Dan Bailey** is a bridge inspector 1 at the Davenport garage.)

To: Kevin Mahoney, Highway Division Director

From: Gary Quade, Alliant Energy Corp.

My job is to coordinate the process for utility relocations and to work closely with the departments of transportation in the four states in which Alliant Energy serves customers. I have been working with the Iowa DOT personnel in a similar capacity since 1987 when I was originally with Interstate Power Company. I have long seen the need for better coordination and a better process for road projects.

I want to now give Kudos to **Dave Widdick** in the Office of Traffic and Safety, and **Deanne Popp** and **Barry Sieh** in the Office of Local Systems at the Iowa DOT, and anyone else that had a hand in developing Point 25 in the cooperation agreement between the utilities, the DOT and contractors. The main reason for this letter is to let you know that the cooperative program is starting to work. I reference the state DOT project on U.S. 34, NHSX-34-8, the Fairfield Bypass in Jefferson County. Alliant Energy Corp. had relocated portions of our gas line in preparation for the road contractor to move in. Recently we were given notice that there were portions of our line that would still need to be relocated because of deep cuts that the DOT would be making on the project.

Generally, I have found that once the design is completed, the plans are more often than not "set in stone." Through the cooperation and coordination efforts of **Brenda Sanders, Bonnie Ford and Pete Tollenaere**, in the DOT's District 5 Office, it was determined that the deep cuts that were originally engineered were not necessary for drainage as originally thought and that the cuts could be re-designed so that we would not need to relocate our facilities. Alliant Energy's facilities are on private right of way in this location and, therefore, compensable. However, changing the design was more than likely far less costly than forcing us to relocate. In the past I think that we would have just been told to move. The ratepayers/taxpayers, who are one in the same, saved money because of the decisions of the people involved.

Over the last few years I have seen a change develop for the better in the attitude of the DOT. The annual meetings, development of Point 25 and fairly new utility coordinator positions are all promoting better relations than we have enjoyed in the past. I certainly hope that you have seen this sort of change from the utilities, also. I would like to thank the people in your organization who have had a hand in the development and promotion of better relations with my company in particular, but with the utility industry as a whole. We all can gain from better coordination, communication and cooperation.

(Editor's note: As you read in the July INSIDE, **Brenda Sanders** was honored with a Golden Dome Award from Governor Tom Vilsack for her development of a training program for utility personnel to assist them in completing applications for utility permits.)

To: Iowa DOT Web site

From: Betty Knowlton, Pickerington, Ohio

My husband and I returned from a trip out west this week. We traveled along I-80, and it was like driving through a wildflower garden. Purples, whites and yellows were lush alongside the road with trees, grasses, hills and corn. I had been planning to do some reading, but no way. I spent the whole time gazing out the window, loving what I was seeing. What a joy!

To: Iowa DOT Web site

From: Harry Rozakis, San Ramon, Calif.

While driving across the country from New York to California I had a blowout on I-80 near Mitchellville, Iowa. The blowout occurred near the DOT weigh station and I was able to get my car off the road and in front of the weigh station. I want to take this opportunity to thank the Iowa DOT and the officers at the station for their assistance. They were extremely courteous and effective in getting me back on the road. They also provided me directions to a BMW dealer where I could get a replacement tire. As a former CEO of a publicly traded manufacturing services company, I recognize and am appreciative of quality customer service. The good officers at your station demonstrated the highest level of service to a citizen in need and I just wanted to thank you.

(Editor's note: Jasper County scale employees at the scale that day were Officers **Randall Rice, Roquel Oldfield, Craig Tigges, Tracy Barker**; Sergeant **Cal Enfield** and Captain **Don Page**.)

To: Motor Vehicle Division

From: Robert Strickland, driver's education instructor, Riverside High School

I would like to take this opportunity to commend **Colleen Kenkel** for her presentation to my driver's education class. She delivered the information in an orderly and non-threatening manner that encouraged the students to ask questions. I feel that they got a lot of information and are much better informed on the guidelines of graduated licenses and school permits. Ms. Kenkel is a wonderful representative of your department and is an essential resource for the driver's education instructors in this area.

(Editor's note: **Colleen Kenkel** is a driver's license examiner in the Council Bluffs DL station.)

Family Happenings

Planning and Programming

Mary Kay Reimers



Jorge Zamora, program planner in Transportation Data, and Paula Portz were married May 27 at the All Saints Catholic Church in Des Moines. A reception followed at the Tourism Building on the Iowa State Fairgrounds. The couple then honeymooned in Colorado where they spent time mountain biking, white water rafting and visiting Pike's Peak. Congratulations to Jorge and Paula!

District 1

Kay Ridgway



Troy Calvert, construction technician senior in the Des Moines construction office, and his wife, Jody, are proud to introduce their new daughter, Kiley Renay. Baby Kiley was born

July 15 at 2:06 p.m. She weighed 6 lbs., 10 oz. Mommy and Kiley are doing great, and big brother Colby is enjoying his sister. Grandparents are **Dan Calvert**, Jefferson construction, his wife, Kathy, and Janella Kammin.

Traffic and Safety

Linda McBride



Joyce Emery retired on June 30 after 27 years of service with the state of Iowa. Joyce spent her career working with traffic records. These records include all aspects of crash data, including how roadway elements affect crashes. She co-chaired Iowa's multi-discipline and multi-agency Statewide Traffic Records Advisory Committee (STRAC) for many years, and gained a state and national reputation for her leadership in developing and sustaining records that help safety practitioners apply data to save lives on our highways.

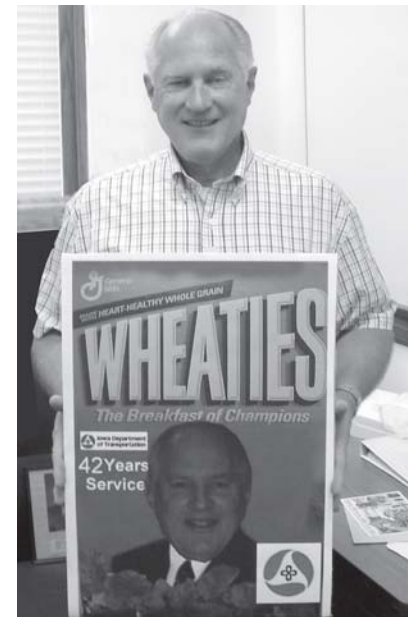
She was honored by her peers at her final STRAC committee meeting June 29. On June 30 she enjoyed an informal reception in our office. Joyce received recognition awards from the Governor's Traffic Safety Bureau, STRAC, and Iowa Safety Management System.

In retirement, Joyce and her husband, Dennis, will divide their

time between their home in Ames near their six granddaughters and Santa Barbara, California, where they'll often visit Joyce's sister. Dennis has taken up paragliding and Joyce enjoys a "safer" activity closer to the ground. You can see her fully outfitted with her bicycle safety helmet as she bikes around Ames.

Design

Judy Lensing



After 42 years with the DOT, **Mike Jensen**, design technician specialist, retired July 13. Many friends and family members stopped by a coffee held for Mike on his last day.

Family Happenings,
continued on next page

Family Happenings, continued from previous page

Motor Vehicle Enforcement

Valerie Hunter

Mike Winfrey began his career in 1974 as an investigator for the Iowa Department of Public Safety. When the DOT began operations in 1975, some of those investigators were transferred to the DOT's Office of Motor Vehicle Enforcement (MVE) in the newly formed Motor Vehicle Division. Mike was among them.

Over the years as he moved up the ranks in MVE, Mike earned a reputation for innovation and excellence, not only within Iowa, but with his peers throughout the nation and at the federal level. He was instrumental in development of a now-nation-wide system that ties a commercial carrier's ability to register vehicles to the company safety record. Mike has been active in the Commercial Vehicle Safety Alliance (CVSA) for the past 10 years, serving three years as chair of CVSA's Intelligent Transportation Systems committee. Mike was also the CVSA Region III vice chair from 2001 to 2003.

Attending the special retirement event held July 6 to wish Mike a fond farewell were investigators, officers, support staff, other motor vehicle division and DOT employees, along with retirees, legislators, counterparts from other states, representatives from the Federal Motor Carrier Safety Administration (FMCSA), industry representatives and his family. He was presented with gifts, a display box filled with his badges and patches, a clock, and special recognition awards from CVSA, the Iowa Division of FMCSA and also FMCSA headquarters in Washington, D.C. The plaque from FMCSA headquarters read, "Presented to Mike Winfrey in grateful appreciation for 32 years of outstanding leadership and dedication to making highways safer through enhanced commercial vehicle enforcement and more effective federal-state partnerships."

The accolades continue to roll in for Mike as he will be awarded "public servant of the year" honors at the Associated General Contractors' annual meeting and annual meeting of the Iowa Motor Truck Association.



Mike Winfrey (center) with his family

E-mail solutions

E-mail is a great way to communicate short, concise messages instantly. But can you still take advantage of the convenience of E-mail when you have a lot to say?

Strategy: If you have edited your message and cannot shorten it further, but feel it is still too long, cut and paste it into another document. Attach the document to your E-mail message and use the body of the E-mail to write a brief note introducing your attachment. That signals the recipient that you have important information to convey.

Reprinted from *Communications Briefings*, June 2006 edition, as adapted from "Write Your E-mails Properly," Anna Hestler, *South China Morning Post*, www.scmp.com

SERVICE AWARDS

Information supplied by the Office of Employee Services for August 2006

40 Years

Terry Sedore, Ottumwa construction

35 Years

Jesse Ashley, Altoona garage; **Craig Berry**, Ames materials; **John Chester**, Design; **Gary Allen Jolce**, Sioux City materials

30 Years

Jeffrey Daniels, Design; **Carolyn Hait**, Driver Services; **Ronald Hankemeier**, Maquoketa garage; **Barbara Mallon**, Employee Services

25 Years

Stanley Collins, Neola garage; **Mark Dolash**, Marshalltown garage; **Rick McDermott**, Atlantic garage; **Cheryl McGraw**, Driver Services; **Dale Sexton**, Cedar Rapids garage; **Jeffrey Tjaden**, Cedar Rapids garage; **Lyle Waters**, Urbana garage

20 Years

Monty Clark, Correctionville garage; **David Doolittle**, Procurement and Distribution; **Steven Flockhart**, Cedar Rapids construction; **Kay Gilliam**, Finance; **Shirley Morse**, Motor Vehicle Enforcement; **Charles Shipley**, Red Oak garage

15 Years

Vivian Broesder, Fort Dodge DL station; **Renee Holub**, District 6 Office; **Bill Luko**, District 5 maintenance; **Paul Steier**, Motor Vehicle Enforcement; **Douglas Heeren**, District 6 Office

10 Years

Bryan Nedved, Britt construction; **Debra Saltzman**, Sioux City DL station

5 Years

Kristi Miene, Sioux City DL station; **Kathi Simenson**, Sioux City DL station

PERSONNEL UPDATES

Information supplied by the Office of Employee Services for June 2 to June 29, 2006

New Hires

Jason Dale, transportation engineer intern, Research and Technology; **David Evans**, transportation engineer intern, Bridges and Structures; **Tanya Kruse**, secretary 2, Rail Transportation; **Karen Stein**, architectural technician 2, Facilities Support; **Marybeth Williams**, clerk advanced, Motor Carrier Services

Promotions

Cindy Baker, from driver's license clerk senior to driver's license examiner, Des Moines DL station; **Tom Bruun**, from motor vehicle sergeant to motor vehicle captain, Motor Vehicle Enforcement; **Christina Butler**, from driver's license clerk to driver's license clerk senior, Cedar Rapids DL station; **David Erenberger**, from equipment operator to equipment operator senior, Oakdale garage; **Rosemary Lucas**, from driver's license clerk senior to driver's license examiner, Des Moines DL station; **Norman Miller**, from land surveyor, District 1 Office to survey manager, Design; **Michael Ross**, from design technician associate to design technician, Design; **John Taylor**, from equipment operator senior, Garner garage to construction technician, Britt construction

Transfers

Cindy Lloyd, driver's license clerk senior, from Iowa City DL station to Muscatine DL station

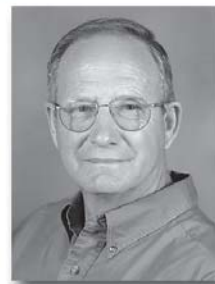
Retirements

Charles Baker, equipment operator, De Soto garage

35 YEARS Iowa Department of Transportation



John Chester
Design



Jesse Ashley
Altoona garage

In Memory

Randy Padgett, 54, and his wife, **Ouida Padgett**, 52, of Oskaloosa, passed away Saturday night, July 1, at the Pella Regional Health Center in Pella as a result of a drowning incident in Lake Red Rock. Randy was an equipment operator in the Oskaloosa shop.

Mousetrap, continued from page 11



Hydraulic hose organizer

The second winning entry submitted by Glenn Hansen and Terry Cogdill, mechanics in the Onawa shop, was the hydraulic hose organizer for a batwing mower. This invention was not only cost-effective, but also enhanced the safety of their operation.

Before the invention of Hansen and Cogdill's hydraulic hose organizer, the hydraulic hoses on a batwing mower would

drag on the ground, tangle and get caught in the wheels of the tractor when negotiating turns. The hoses were often damaged and needed frequent replacement. However, damage of equipment wasn't the only problem this cumbersome design presented. There was a safety risk as well.

"If the tractor is not equipped with a cab, a detached or damaged hose may spray the operator with hot fluid and cause injury. This design prevents that," said Hansen.

Hansen and Cogdill constructed a hydraulic hose organizer from steel tubing and pipe. The organizer was mounted to the base of the mower tongue, and a cross piece was added to support the pivot where the hoses are attached.

The hydraulic hose organizer greatly extends the life of the hoses. A hose replacement typically costs \$50 per hose, in addition to labor and hydraulic

fluid expenses. Cogdill said, "We have only replaced a couple of hoses in the last two years from normal wear, and none from tire damage."

For \$15 in material and an hour of their time, Hansen and Cogdill were able to reduce expenses and increase safety for mower operators. Hansen and Cogdill are considering applying their design to other pieces of equipment with similar inadequate hose structure.

For more information about the next "Build a Better Mousetrap" competition to be held in 2007, contact Jim Dowd in the Office of Maintenance at 515-239-1724.



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 coworkers. For more information, contact Tracey Bramble, Office of Media and Marketing Services, 515-239-1314 or e-mail tracey.bramble@dot.iowa.gov.

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District 4	Marlene Jensen , Atlantic	712-243-3355
District 5	Brenda Hadley , Fairfield	641-472-6142
District 6	Jeanne Heeren , Cedar Rapids	319-364-0235
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Construction	Nancy McMenamin , Ames	515-239-1043
Contracts	Peg Muxfeldt , Ames	515-239-1422
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Location and Environment	Jean Jesse , Ames	515-239-1225
Maintenance	Cindy Shipley , Ames	515-239-1824
Materials	Dawne Berner , Ames	515-239-1919
Modal and		
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Motor Vehicle Enforcement	Val Hunter , Des Moines	515-237-3218
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Traffic and Safety	Linda McBride , Ames	515-239-1557
Vehicle Services	Thelma Huffman , Des Moines	515-237-3182

On the cover: Church on the move into Manning

Great Saints Weekend Adventure

The Great Saints Weekend Adventure kicked off June 16 in Mount Pleasant. A celebration at the Mount Pleasant High School included Governor Tom Vilsack, Senator Tom Harkin, former DOT Commissioner and Avenue-backer Don



ST. PAUL, MINNESOTA TO ST. LOUIS, MISSOURI

Carmody, and several others extolling the virtues of the border-to-border, four-lane highway; many displays inside the school commons; and plenty of cookies, Pepsi and bottled water for more than 200 guests.

Following the formal ceremony was a weekend of sun and fun along the Avenue. More than 100 businesses signed up on the DOT's Avenue of the Saints Web site to host special events in the 13 counties directly served by the roadway. From city-wide garage sales to increased hours at local attractions, and special events at area pools and campgrounds, the party was on along the Avenue. Although this year's events were tied together by efforts of the DOT's Office of Media and Marketing Services, many chambers of com-

merce along the route are already orchestrating another Great Saints Weekend Adventure of their own next year.

The corridor is estimated to be the home of nearly 7 million people and 250,000 businesses, and will help create new economic development opportunities for busi-

nesses and consumers alike every inch of the way.

The Avenue, covering 536 miles from St. Paul, Minn., to St. Louis, Mo., was just a dream when it was proposed to Congress 20 years ago by Iowa community leaders. But now the Iowa section — covering 268 miles past 30 cities and towns in 13 counties — is a reality. One of the costliest road construction projects in state history, approximately \$541 million was dedicated to construction of the Avenue, with more than 80 percent of the funding coming from federal sources.

The "Avenue of the Saints" nickname was coined by the late Ernie Hayes, a Mount Pleasant businessman, along with New Hampton banker and former Commissioner Robert Rigler and Warren Dunham, former director of the Iowa DOT. They were seeking a catchy name to draw attention to the project in Washington, D.C. The Avenue of the Saints logo was adopted nationally from a design by Lynn Purcell of the DOT's Office of Media and Marketing Services.



(Above) Federal, state and local officials tear the banner to celebrate the Great Saints Weekend Adventure.

(Below) About 200 people attended the kick-off in Mount Pleasant June 16.



(Photo above) Former DOT commissioner Don Carmody addresses the crowd at the Avenue of the Saints event.