

INSIDE

IOWA DEPARTMENT OF TRANSPORTATION NEWSLETTER OCTOBER 2005



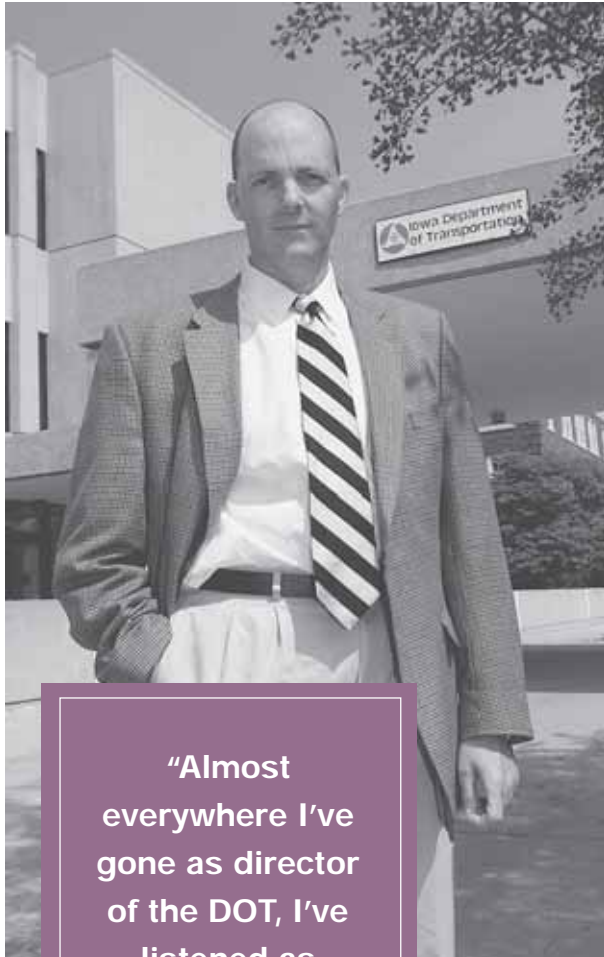
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From my view

Mark F. Wandro, P.E., L.S.

Wandro leaves DOT



"Almost everywhere I've gone as director of the DOT, I've listened as others, both inside and outside state government, compliment the work you do everyday."

I've said it a number of times, change is never easy. As most of you know by now, Sept. 30 was my last day as DOT director. I have accepted a position with a consulting firm, Snyder and Associates, in Ankeny. Deciding to leave the DOT was a very difficult decision, but in the end, I'm convinced it was the right choice for my family. This new opportunity means Jodi and I will stay in Iowa, and be able to raise our boys in the state where we both grew up.

While I was trying to make the decision to leave the department, I had a chance to spend a considerable amount of time reflecting on my last six years at the DOT. More than anything, I want employees to know how honored I am to have worked with such a dedicated group. As I told you in my first message in INSIDE, earlier in my career as a DOT engineer in Des Moines and Cherokee, I thought I knew what the organization was all about. Once I came back to the DOT as director, I quickly came to appreciate the many facets of this agency where crucial activities are completed behind the scenes on a daily basis.

Almost everywhere I've gone as director of the DOT, I've listened as others, both inside and outside state government, compliment the work you do everyday. Whether clearing snow-covered roads, planning major projects, issuing driver's licenses or any of the thousands of tasks performed at the DOT everyday, I leave here knowing that I could count on each and every one of you to perform your job to the best of your ability. Thank you for your hard work and dedication to the DOT.

As you might imagine, the DOT has been a major influence in my life. I'll be forever grateful for the experience I've gained and the friends I've made while working at the DOT. I hope to keep in touch with many of you. For now, though, a new challenge is before me and I'm excited about the opportunity to move on.

I wish each of you all the best life has to offer.

Winter's in sight

Goodbye to the dog days of summer. Let it snow, let it snow, let it snow! Winter maintenance employees are returning to the shops and preparing their snow-fighting equipment following a summer working on construction or other maintenance projects. Salt, sand, and brine facilities are being stocked and readied.

If you think back to last winter, the only major statewide snowstorm occurred Jan. 4-6. A band of heavy snow fell through the center section of the state with 15-17 inches of accumulation. The southern tiers of counties saw anywhere from three to six inches and the north section was blanketed with six to eight inches of the white stuff. All this was preceded by an ice storm, which made travel very dangerous in some areas and led to the closing of many Iowa schools. Although last winter's statewide average snowfall was less than two-thirds of our usual statewide average snow amount, freezing drizzle and other non-snow events kept maintenance crews busy.

Snow and precipitation are not the only winter driving hazards. Road and bridge frost may also cause the roads to become slick. Bridge frost is particularly hazardous because it may be surprising to motorists. Since bridge frost often forms during calm and pleasant weather, and since frost often forms on the bridges while the rest of the road may remain perfectly dry, motorists may be unaware of a hazardous situation until they actually come upon it.

Luckily, frost is preventable. In the next several weeks, you may see anti-icing equipment out on sunny days spraying bridges and overpasses with salt brine to protect them from the morning frost.

"This is one of our most misunderstood operations," says Tina Greenfield-Huitt, Road Weather Information System coordinator. "People don't understand why we have anti-icing equipment out on sunny afternoons."



Last year's winter numbers

Sodium Chloride (salt) used: **185,682 tons**

Sand used: **8,847 tons**

Brine used: **10,061,969 gallons**

Calcium Chloride: **53,691 gallons**

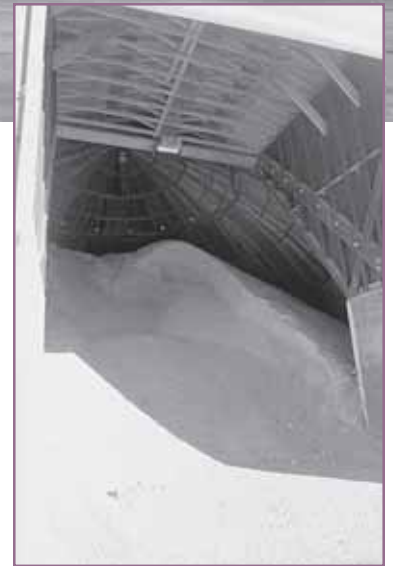
Hours: **293,572 hours**

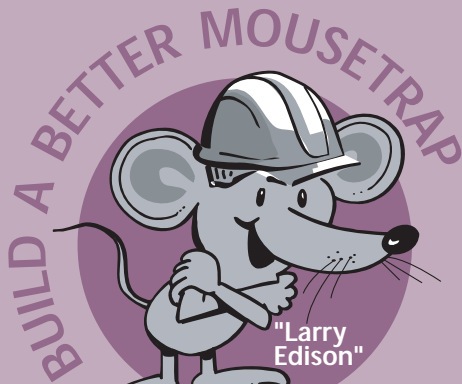
Salt domes around the state are well-stocked and ready for the first winter event.



Often during winter nights, the surface of bridges and roads actually becomes colder than the air. Sometimes bridges and roads become cold enough for frost to form on their surfaces. If the pavement was sprayed with salt brine the afternoon before, the salt left on the pavement will actually prevent the frost from forming. Motorists may never see frost on highways treated by the DOT.

Predictions call for this winter to be warmer than average. Predictions, although based on scientific data, are not to be completely trusted. DOT maintenance shops all around the state are gearing up for whatever winter can throw at us; be it snow, freezing rain, or frost.





This year's Build a Better Mousetrap competition included eight entries, all from the DOT. All eight will be highlighted in upcoming issues of INSIDE over the coming year. The entries were:

- Island Marker – De Soto garage: **Tim Branam, Darryl Davis** and **Pete Wonders**
- Hydraulic Hose Organizer for Batwing Mower – Onawa garage: **Glenn Hansen** and **Todd Cogdill**
- Improved Hitch and Wheels on One-man Edge Rutter – Le Mars garage; **Kim Christensen** and **Dale Anderson**
- Truck-mounted Edge Rut Blade – Le Mars garage: **Kim Christensen** and **Dale Anderson**
- Skidloader Attachment Rack – Tipton garage: **Trent Sorgenfrey** and **Denny Peterson** (see June 2005 INSIDE)
- Plow Mounting Procedure Change for Wausau Down-pressure Plow – Onawa garage: **Glenn Hansen** and **Todd Cogdill**
- Front-mount Narrow-shoulder Edge Rutter- Rockwell City and Sac City garages: **Garry Carlson** and **Randy Nees**
- Jetter Head – De Witt garage: **Dick Banowetz**



In the busy world of maintenance in Iowa, operators, managers and others interested in maintenance operations do not get many opportunities to exchange ideas in a single forum. A training Expo, like the one held Sept. 7-8 at the Scheman Building in Ames, gave city, county and state employees the opportunity to meet for a day and a half and review what's new. They also had a chance to learn tricks and tips on improving operations.

"We've tried a number of different approaches over the last eight or nine years with regard to presenting information at the Expo," said Dennis Burkheimer of the Office of Maintenance. "Initially this meeting was centered entirely on winter operations. The first year we tried doing separate winter and summer shows, but it makes more economic sense to explore relevant all-season maintenance issues at one time."

This year's sessions include information on native grass and

wildflower planting to reduce maintenance, pavement repair and management, new technology at the DOT, and alternative fuels, just to name a few. "One of the strengths of this event is the variety of people who attend," said Jim Dowd of the Office of Maintenance. "We had 727 registered participants, 450 from the DOT, about 100 from the counties and 50 or so from various cities. Getting everyone together in one place to share ideas has the potential to produce valuable long-term results. The presenters were from around the Midwest, as well as some of our own DOT personnel, and provided a great mix of very useful information."

Approximately 30 vendors from Iowa and around the U.S. participated in this year's event. Booths were set up inside and outside the Scheman Building to allow vendors the opportunity to demonstrate the benefits of their products.

Dale Anderson from the Le Mars garage explains one of his shop's Build A Better Mousetrap entries, "Improved Hitch and Wheels on One-man Edge Rutter."



From the ashes of the Rock

by Diane McCauley, Office of Rail Transportation

The time is the late 1970s. The railroad industry in the U.S. is in turmoil. Transportation needs are changing. The interstate system of cross-country highways has changed the dynamics of getting freight from place to place. Rail lines no longer have enough traffic or revenue to earn a profit. Yet, as a regulated industry, it is very difficult for railroads to abandon unprofitable lines or adjust rates for changing economic conditions. The debts of railroads are spiraling higher. Track and equipment maintenance is deferred or ignored and safety is becoming a real concern. As debts mount, many railroads find bankruptcy the only viable option, leaving customers with no rail transportation.

In light of the mounting crisis that was already affecting many areas of the nation, Congress passed the 1980 Staggers Act. It essentially deregulated the railroad industry.

Deregulation provided the railroads with more flexibility in responding to economic conditions. For some railroad companies, deregulation arrived too late to allow them to survive.

In Iowa, two of five east-west Iowa rail routes – the Chicago, Milwaukee, St. Paul and Pacific Railroad (commonly called the Milwaukee Road) and the Chicago, Rock Island and Pacific Railroad (commonly called the Rock Island) – declared bankruptcy and left hundreds of rail customers with potentially no service.

It was out of the ashes of the bankrupt Rock Island Railroad that Iowa Interstate was born. While Chicago and Northwestern

Railroad provided interim service on some Rock Island lines, a coalition of shippers went to work to save the route that was their lifeline. The group formed Heartland Rail Corporation and were intent on purchasing the Rock Island property.

With no profitability, many traditional sources of financing were not available to railroads or

potential buyers such as Heartland. To preserve essential rail service in Iowa, the state of Iowa stepped in. In 1981, the Iowa Legislature created the Iowa Railway Finance Authority (IRFA), an independent board with broad powers to acquire, preserve and upgrade rail lines in the state.

In October 1984, IRFA awarded a \$15 million loan to Heartland Rail Corporation to help acquire the Rock Island mainline in Iowa and Illinois, at a total cost of \$31 million. This was the culmination of years of work to preserve this crucial rail line. Heartland Rail Corporation, the Iowa DOT, IRFA, legislative leaders in Iowa and Illinois, the newly formed future operator (Iowa Interstate Railroad), as well as others, worked diligently to make the purchase a reality.

Upon start-up Iowa Interstate Railroad (IAIS) found itself the operator of hundreds of miles of track that were in a sorry state of repair, the victim of years of deferred maintenance. Frankly, there were doubters that the line could become a viable entity, let alone a profitable one. The early years were rough, but the owners kept dual goals in mind— increase business volume and invest money into the track.

Over the years, investors have come and gone, management has changed, and in 2004 Heartland (the owner of the property) and Iowa Interstate (the operator) were wholly acquired by Railroad Development Corporation, a company headed by Henry Posner III of Pittsburgh, Penn.



This year marks the end of one chapter of Iowa Interstate Railroad's story. Proving the doubters wrong, the railroad will repay in full the remaining balance of the \$15 million loan from the State of Iowa.

Planning a national road system

1919 was a turning point in the debate over a national highway system. In July of that year, a young Army captain named Dwight David Eisenhower departed with 294 other Army troops for the military's first mobile caravan across the U.S. Poor road conditions caused the caravan to average five miles per hour for the 62-day trek from Washington, D.C. to San Francisco. (This route will be retraced next summer by Eisenhower relatives and other dignitaries. Watch future editions of INSIDE for more details). This trip, and subsequent service in Germany with her well-maintained autobahns, left an indelible mark on the young soldier, one that would shape public policy in the decades to come.

Back in Washington the battle over a system of federal-aid highways raged as 1919 began. An exactly even split between the member states of the Association of State Highway Officials (AASHO) on the continuation of the Federal-State cooperative road building plan and the death of Bureau of Public Roads (BPR) leader, Logan Waller Page in late 1918, added to the quarrel.

Iowa Highway Commission Chief Engineer Thomas H. MacDonald, who had played a key role in developing AASHO's federal-aid highway bill, became the new BPR chief in early 1919. With his technical background and



Iowa Highway Commission Chief Engineer Thomas H. MacDonald

experience as a state highway official, he proved to be the ideal successor to Page in this new phase of highway development.

Previously in Iowa, MacDonald had published articles advocating a classification system of roads into primary and secondary importance. He saw the primary system at approximately 10 percent of the total mileage, or about 10,000 miles in Iowa. With this calculation, MacDonald was convinced every trading point in the state would be reached from at least two directions by primary roads.

Key to MacDonald's plan was the cooperation between the states and the federal government to ensure the primary systems in each state are connected with the primary systems of the adjoining states.

The most difficult problem facing MacDonald was the gap between advocates of long-distance roads and advocates of farm-to-market roads. The answer developed by MacDonald, in close cooperation with AASHO, was contained in the Federal Highway Act of 1921. Of the Act and the Bureau of Public Roads, MacDonald said in 1922, "...The Bureau does not seek to direct the states, but to cooperate with them. There is now a plan of action for the guidance of both organizations that is so clear and so explicit that neither can escape the responsibilities imposed. The Federal requirements are fairly defined and will be sincerely and faithfully enforced."

The 1921 act rejected the view of long-distance road advocates who wanted the federal government to build a national highway network. To satisfy them, the act limited federal aid to a system of federal-aid highways, not to exceed 7 percent of all roads in the state. Three-sevenths of this system must consist of roads that are "interstate in character." Up to 60 percent of federal-aid funds could be used on the interstate routes.

By retaining the federal-aid concept, the act also satisfied advocates of farm-to-market roads.

National road system, go to next page



The completion of the Interstate Highway System celebrates 50 years in 2006. Each month for the next year INSIDE will highlight the history of this system of roads. Information for this article was derived from the Federal Highway Administration's Web site "infrastructure origins section" written by Lee Mertz and from the FHWA's Public Roads Web site. The next installment will cover the 1920s and 30s.

National road system,

continued from previous page

The state highway agencies could be counted on to consider local concerns in deciding the mix of projects.

In cooperation with the state highway agencies, the BPR completed designation of the federal-aid system in November 1923. It totaled 272,000 kilometers (km) or 5.9 percent of all public roads. The federal-aid system would expand as states completed work on their original systems.

The 1920s were a “golden age” for road building. In 1922 alone, federal-aid projects totaling 16,500 km were completed at a cost of \$189 million, three times as much roadway as had been improved since the start of the federal-aid highway program in 1916. The projects usually involved providing graded earth, sand-clay, or gravel surfaces.

MacDonald set out to build state-federal partnerships; engineering professionalism; dedicate highway user revenues at the state level; establish independent highway commissions, highway research, highway classification, programming and project development based on economic principles; and transfer of highway jurisdictions from counties and townships to the states, just to highlight a few of the programs undertaken while MacDonald led the BPR.

Next month, From the Golden Age to the Depression - national roadbuilding as an economic development tool

Top: Transcontinental convoy in 1919 traveling along the Lincoln Highway which stopped in Tama, Iowa.
Center: Along for the cross-country trip was Dwight D. Eisenhower (right).
Bottom: Another shot of Tama stop.



Family Happenings

District 2
Lu Ann Mohorne



District 2 held a golf outing and barbeque Aug. 15. The 23 staff and family members who attended the event at the West Hills Golf Course in Nora Springs witnessed a variety of golf shots including driving while standing

on an inner tube and putting with a croquet mallet and pool cue. Prizes were awarded for the longest drive, shortest drive, longest putt and best outfit. Fun was had by all and plans are already underway for an expanded outing next year!

Design
Judy Lensing



By the look on his face, Aug. 27 was a very happy 60th birthday for **John Abrams**, transportation engineer manager in the rural 3 section. Members of his group filled his office with balloons and foam packing as part of a day of surprises.

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Rob Cornelis, design technician, and his wife, JoAnn, are the proud parents of a new baby girl. Maggie Jo was born Aug. 2 weighing 7 lbs., 8 ozs. and was 19 inches long. Big brother Clay, 5, just loves his baby sister. Congratulations to the Cornelis family!

Thank You

I would like to thank all the DOT employees who have donated leave. Dealing with an undiagnosed illness is very stressful, but knowing that I have the support of my co-workers means a lot. Thank you all for your generosity.

Richard Homewood
Motor Vehicle Enforcement

In Memory

DeRuth (Dutch) Stohlmeyer, 84, of Ames, died Sunday, Aug. 7, at Israel Family Hospice House. Stohlmeyer retired from the DOT in 1984 after 34 years of service. Following his retirement he worked with the Federal Emergency Management Agency for several years. He is survived by his wife, Dorothy of Ames; two daughters, Margaret Brown of Ames and Amy (Greg) Davis of Newton; two sons, Michael (Maureen) and Joe (Kathy) of Ames; seven grandchildren and other relatives.



Trophy Case

Recent DOT Awards

Governor Vilsack honors heroes at Iowa State Fair



Gov. Vilsack, Paul Wayne Oglesbee, Gary Bowlin

roadway and struck a guardrail. Oglesbee was on a snow run when he stopped to help the women. He radioed Bowlin to call emergency crews and then helped calm the injured McEntafer. Back at the shop Bowlin worked to contact the correct emergency response. Because the crash

location, I-35 west of Des Moines, is on the boundary line of emergency services, locating the appropriate response team proved difficult. With dedication and diligence Bowlin was able to get help to the scene where Oglesbee had been assisting the injured woman.

The other DOTer receiving a Governor's Meritorious Service Award was Grimes Equipment Operator **Douglas Heidke**. While on a snow run late in the evening of Jan. 20, 2005, Heidke found Kevin Tiernan's crashed vehicle near Beaver Run Golf Course on Iowa 141. Tiernan's black car had struck a deer and rolled several times down a steep embankment, coming to rest near a pond. Tiernan had escaped the vehicle and was sitting in the snow when Heidke saw the tire tracks running off the road. Because of the dark night and dark vehicle, the crash was difficult to see, but because of Heidke's quick thinking, Tiernan's life was saved that night.



Gov. Vilsack and Doug Heidke

Three of the DOT's very own heroes were honored by Governor Tom Vilsack at the Iowa State Fair. All three were presented with the Governor's Meritorious Service Award. This award is presented to those who render expeditious service in a time of emergency. In all, 33 individuals were honored Aug. 12.

Martensdale Equipment Operator **Paul Wayne Oglesbee** and Garage Operations Assistant **Gary Bowlin** were recognized for rescuing a mother and daughter, Elaine McEntafer and Glenna Lukehart VonWehye, on Jan. 4, 2004, after their car slid off a

To read more about these rescues, an article on Oglesbee and Bowlin was included in the April 2004 issue of INSIDE. An article on the Heidke rescue was in the March 2005 issue. These are available on DOTNET.

If you know an employee who has performed services above and beyond the call of duty that has resulted in a lifesaving effort, and would like to nominate them for the Governor's award, please contact Tracey Bramble, Office of Media and Marketing Services, 515-239-1314.

Milly's cake garners ribbon at Iowa State Fair

Milly Ortiz, Office of Systems Planning, has had a busy and prize-winning summer. She received two gold and two silver medals at the Iowa Games Rowing Competition. Ortiz also received second place at the Iowa State Fair in Decorated Cakes – Amateur – Special Occasions Class. Congratulations Milly!



SERVICE AWARDS

Information supplied by the Office of Employee Services for October 2005.

40 Years

James Doeden, District 2 Office; **Donald Dean Eggen**, Adair garage; **Lyle Garside**, Atlantic garage.

35 Years

Robert Younie, District 1 Office.

30 Years

Janet Mortvedt, Information Technology Division; **Ruth Skluzacek**, Motor Carrier Services; **Rita Warren**, Information Technology Division.

25 Years

Vicki Germer, Information Technology Division; **Larry Moore**, Repair Shop.

20 Years

Michael Bolin, Waterloo garage; **Tom Gettings**, Right-of-Way; **Rickie Gordon**, Urbana garage; **Ronald Hardee**, Waverly garage; **Richard Hibbert Jr.**, Carlisle garage; **Dean House**, Motor Vehicle Enforcement; **Rodney Kennedy**, Neola garage; **Robert Moffitt**, Perry garage; **Ven Mom**, Driver Services; **Joseph Putherickal**, Materials; **Craig Riecken**, Traffic and Safety; **Michael Sheets**, Motor Vehicle Enforcement; **Matthew Swanson**, Finance; **Cheryl Williams**, Finance.

15 Years

Debbie Cox, Driver Services; **Garry Dickey**, Materials; **Don Dietz**, Waterloo garage; **Ronald Hoffman**, New Hampton garage; **Larry Hostetler**, Transportation Data; **Jeff Huston**, Transportation Data; **Mary Jacob**, Dubuque DL station; **Amy Maeder**, District 4 Office; **Jeff Nielsen**, Waterloo garage; **Von Richards**, Finance; **Steven Scott**, Williams garage; **Wade Sheesley**, Transportation Data; **David Titcomb**, Driver Services.

10 Years

Kirk Bailey, Charles City garage; **Steve Borcharding**, Latimer garage; **John Chrencik**, Hanlontown garage; **Joseph Hovey**, Washington garage; **Todd Huju**, District 3 Office; **Lynn Kilburg**, Davenport interstate garage; **Ronald Mozena**, Jefferson garage; **Paul Myers**, Emmetsburg garage; **Kurtis Shackelford**, District 1 Office; **Michael Small**, Dubuque garage; **Carrie Tietz**, Driver Services; **Pamela Tinta**, Information Technology Division; **Brad Tobey**, De Witt garage; **Steven White**, Jefferson garage.

5 Years

Scott Fix, Muscatine garage; **Susan Getz**, Right-of-Way; **Robert Hauger**, Pacific Junction garage; **Gerald Irwin**, Fairfield garage; **Jeffrey Johnson**, Mount Pleasant construction; **Ronald Lauer**, Greenfield garage; **Bernard Lawson**, Carlisle garage; **Kelly Poole**, Location and Environment; **James Schoening**, Pacific Junction garage; **Lamont Sutter**, Mount Pleasant garage; **Brian Williams**, Burlington garage.

PERSONNEL UPDATES

Information supplied by the Office of Employee Services for July 29 to Aug. 25, 2005.

New Hires

Erika Eckstein, word processor 2, Vehicle Services; **Billie Hoch**, clerk advanced, Motor Carrier Services; **Julius Jepsen**, construction technician, Cherokee construction; **Huy Luong**, design technician associate, Design.

Promotions

Kris Riesenberg, from program planner 2 to program planner 3, Location and Environment; **Marcus Ryan**, from information technology specialist 4 to information technology specialist 5, Information Technology Division; **Nicholas Spotten**, from equipment operator, Ida Grove garage, to construction technician, Cherokee construction.

Transfers

Deanna Maifield, from transportation engineer specialist to transportation engineer manager, Design.

Retirements

Douglas Foster, construction technician, Davenport construction; **John Nagel**, equipment operator, Elkader garage.

SHORT TAKES

Two recent fundraisers have proven the generosity of DOTers

A bake sale held at the central complex on Monday, Sept. 12, raised more than \$1,200 for Hurricane Katrina disaster relief. Darla Best, who helped organize the event, would like to thank all who brought in the delightful goodies and also those who purchased them. To add to the funds, the Office of Right-of-Way had a hot dog lunch Sept. 13 which raised an additional \$340.

The Office of Design held a silent auction Sept. 8 to raise money for the Iowa Special Olympics. In all, 42 items were donated and \$1,215 was raised. This money will be combined with the efforts of the Motor Vehicle Division in supporting this worthy cause. Organizer Mona Kretlow and her committee would like to thank all those who donated and/or purchased items.

Ashes, continued from page 5

Today Iowa Interstate, headquartered in Cedar Rapids, operates more than 500 miles of track between Council Bluffs and Chicago, serving the heart of Iowa through Davenport, Newton, Des Moines, Atlantic, and Council Bluffs, as well as a branch line from Bureau to Peoria in Illinois. It connects to all major Class 1 carriers at various points on its line, allowing customers to ship goods anywhere in North America.

This year marks the end of one chapter of the Iowa Interstate Railroad's story. Proving the doubters wrong, the railroad will repay in full the remaining balance of the \$15 million loan from the State of Iowa.

A new chapter will begin for Iowa Interstate as a major track upgrade project is planned. After a long and arduous application process, Iowa Interstate was awarded a \$32.7 million federal loan through the Railroad Rehabilitation and Investment Financing (RRIF) program. This low interest loan will enable the

company to restructure its financing, and more importantly, finance track upgrades across the state to handle the heavier rail cars now becoming an industry standard.

Iowa Interstate's journey has been long, and it has taken the help and cooperation of the state and many individuals and companies. What some viewed as a bad investment at the time has proven otherwise. The citizens of Iowa have been repaid in a number of ways, including a fully repaid loan investment with interest, preservation of a key rail line through the heart of Iowa and serving many shippers, and ensuring there are opportunities for future economic growth for rail dependent industries.

"Several new industries have located on IAIS in the past couple of years, and we hope to attract many more in the coming years. The track program will also increase the railroad speed, as well as handling heavier cars," said President and CEO Dennis Miller.

Take time to cool anger

Anger in the workplace can be destructive, especially when you waste major time and energy on trivial irritants. Use these tips to help you keep your cool next time a coworker provokes an angry response.

1 Take a couple of deep breaths, and ask yourself "Is this a temporary problem? Will it matter in a week?" Your answers will put the situation in perspective.

2 Think of someone whom you respect. Would that person react angrily in your situation? If not, you've blown the incident out of proportion.

- Reprinted from *Communications Briefings*, April 2005 edition (www.briefings.com), as adapted from "How to Let Go of Anger," Pauline Wallin, *Inner Brat Newsletter*, www.innerbrat.com



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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PLEASE RECYCLE THIS ISSUE

On the cover: Snow is on its way - and we're ready!

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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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Maintenance	Cindy Shipley , Ames	515-239-1824
Materials	Dawne Berner , Ames	515-239-1919
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Motor Carrier Services	Diann McMillen , Des Moines	515-237-3250
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Vehicle Services	Thelma Huffman , Des Moines	515-237-3182

CRASH Q&A



Q: Someone just rear-ended you while you were driving a DOT vehicle. What do you do?

- A: 1. Render aid and assistance
2. Notify law enforcement
3. Notify your supervisor
4. Notify claims management

Q: Who is the state's insurance company?

A: The state is self-insured and claims management administers the self-insurance program for the DOT. You should contact claims management to report a crash just as you would contact your insurance agent if you were involved in a crash in your personal vehicle.

Q: What if I have an incident, but there isn't much damage?

A: All incidents involving DOT vehicles should be reported to claims management regardless of the amount of damage to the DOT vehicle, to another vehicle or to property.

Q: Are there forms to complete?

A: Yes. The three-page Vehicle Accident Reporting Procedures packet (Form 181336) must be carried in every DOT vehicle. The front page of this packet provides step-by-step instructions to assist you if you're involved in a crash. The second page is an information exchange sheet. The third page is the report form which is to be completed in full by the DOT driver and submitted to claims management within 48 hours of the crash. Please do not copy these packets since the information exchange sheet is perforated. Extra copies may be ordered from inventory.

Q: Is there an easy way to remember this information?

A: Employees who drive DOT vehicles should carry a Vehicle Accident Reporting Procedures wallet card (Form 183043). This card also provides instructions to assist you if you're involved in a crash. The wallet cards are available in inventory.

Q: Does the DOT handle many of these claims?

A: Claims management handles approximately 450 DOT vehicle accident reports and 300 tort claims annually. Many of the tort claims are related to incidents involving DOT vehicles. It is critical that proper procedures are followed and that claims management is contacted immediately. Getting details of the crash from the employee's perspective is usually the best way to get the most accurate description of what happened.

For more information about DOT vehicle crashes, please refer to PPM 010.06 or contact Von Richards in claims management at 515-239-1671.