

INSIDE

IOWA DEPARTMENT OF TRANSPORTATION NEWSLETTER SEPTEMBER 2006



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ONE 2 ONE

WITH DIRECTOR NANCY RICHARDSON

The last couple of months I've had the opportunity to spend time with my peers from other surrounding state DOTs. It let me gauge how Iowa DOT is doing relative to others, and get a better sense of how the issues I see facing us fit in a larger landscape. I thought you might also be interested in my observations.

The American Association of State Highway and Transportation Officials (AASHTO) is comprised of the DOTs of the 50 states, Puerto Rico and the District of Columbia. AASHTO's members are divided into four regions for purposes of determining regional representation on some committees, but more importantly to bring member departments together by geographic areas to address issues at a more regional level.

Iowa DOT is one of 10 states in the Mississippi Valley Conference (MVC) region which held its annual meeting in Chicago mid-July. Of greatest value to me was the time spent sharing with my peer directors, either in our board meetings or in meetings with our industry partners, about day-to-day issues and operations of our DOTs. The common theme of less-than-predicted federal spending authorization, coupled with escalating construction costs reducing states' buying power, and the resultant need to identify new, additional highway funding to address the growing system preservation and capacity demands, is widespread. What varies from state to state is the enormity

of the problem and the potential solutions that are viable and being considered.

I wrote about this from the Iowa DOT perspective in my April column when I was explaining why the 2006 highway program had to be reduced by \$69 million in March. In June, the Iowa Transportation Commission approved an updated 2007 program. Due to the same funding shortfalls and increased costs I described in April, plus having to address projects deferred from the 2006 program, the 2007 highway program had to be adjusted down by \$118 million in order to balance. We achieved that goal, but we now must work with the Commission to approve a five-year program (2007-2011) that addresses those deferrals and the impacts of less-than-predicted federal funding for the core programs and significantly reduced buying power through all five years. This is no easy task, so I was particularly interested in hearing how other MVC states are coping with the situation.

If "misery loves company" was a real solution, Iowa DOT would be in great shape! Every other state in the MVC region is experiencing the same drastic increases in construction costs and subsequent loss of buying power. The increases in construction costs seem to be in the 10-20 percent range, with no sign of easing. States are cutting and deferring projects from existing, previously-approved programs and are, to varying degrees, putting a "freeze" on any new projects that go beyond basic preservation of the current system.

All MVC states have, like Iowa, turned their emphasis to preservation - maintaining and rehabilitating existing roadways rather than adding more lanes. This is very challenging as there is growing pressure from economic development and freight movement perspectives to add to the system and address congestion. Iowa is no different as we hear from communities all around the state that want four-lane roads; bypasses; interchanges; additional lanes; and rebuilt systems. The Commission is committed to a stewardship investment strategy that focuses about three-fourths of our currently available funding on system preservation but, with increased construction costs and reduced buying power, that three-fourths investment no longer buys the amount of preservation intended and, arguably, needed in order to keep the existing state system from deteriorating to the point that much more costly rebuilds are required.

So what are the solutions? Some states are increasing their reliance on bonding, which is really just borrowing money in advance and paying it back over time. Think buying a house and having a mortgage, but just add a lot more zeroes! The loan repayments (called debt service) then become a big chunk of what future years' available program dollars must be spent on. A couple states reported that, due to aggressive bonding, debt service was now so high that the remaining available funds were not enough to even address basic preservation. Bonding is currently not an option for Iowa DOT as it is prohibited by Iowa Code.

Other states are taking the novel approach of privatizing some roads. Rather than the state owning the road, they sell or lease it long-term to a private company

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Problem solving the UYC way

Teaching problem solving is just one of the goals of the federal Urban Youth Corps (UYC) program administered through the DOT. Each year this program provides partial funding to support local groups that hire youth to complete transportation-related work that would not ordinarily be accomplished within the budgets of the sponsor agencies. These organizations seek to help youth obtain practical skills, learn what it takes to be a team member in a work environment and share information about the sponsor's program.

Each UYC project is designed to provide a transportation-related service to citizens, including: provision of facilities for pedestrians and bicycles; landscaping and scenic beautification within highway rights-of-way or in proximity to transportation facilities; preservation or rehabilitation of historic markers, buildings, structures or facilities having significance to transportation; and preservation of abandoned railway corridors. The federal program was established to offer meaningful full-time summer work for individuals age 16 to 25 in urban public works or transportation settings; give the participants a mix of work experience and on-the-job training that includes a minimum of 10 percent of the participant's time for basic life skills, education, training, and safety; and provide youth an opportunity to develop citizenship values and skills through service to their communities. The program utilizes federal funds that contribute up to 80 percent of the project cost. Each successful applicant must provide local matching funds of at least 20 percent of the project cost.

This summer there were four UYC programs in Iowa: Carroll County Conservation Board; Iowa Natural Heritage Foundation; Mayor's Youth Employment Program in Iowa City; and Mahaska County Conservation Board. For the group working in Carroll County, team problem solving was one task accomplished when they found a piece of wood was cut incorrectly during a building project at a state park near Carroll. The three young people noticed the problem and decided that it would have to be changed. Without blaming anyone for the mistake, they offered solutions as they went step-by-step to get the board to fit. Mark River from the Carroll County Conservation Board said, "Project selection for this program is very important. To teach the kids how to work together, we try to find projects where everyone can be involved. In Carroll County there are 25 areas in which we work with trails, landscaping and other projects. It gives the workers exposure to all the parks in the county. They get a lot done and do a great job."



(top photo) Urban Youth Corps workers rebuilt this building at a park in Carroll County. Next season it will be part of the park's petting zoo project.

(bottom photo) Bob Rye talks to two of the workers building the pet shelter in Carroll County.

According to Bob Rye, DOT project administrator for UYC, "The youth involved all have some kind of a challenge. Some may never have held a job before and may not know how to get along in the workplace or understand work rules. Others may have a learning challenge or past legal involvements. Whatever the issues, the sponsor organizations work with the kids to foster a sense of accomplishment and teach them life skills, like what it takes to get a paycheck, how to safely use tools and how to get along with your coworkers."

One Gift



Iowans Helping Iowans

This year's statewide One Gift campaign is set for Sept. 22 to Oct. 22. The state's departments of Public Health and Human Services are the lead agencies this year. With contributions from members of all Iowa's state agencies, One Gift funds more than 400 programs in Iowa, from early childhood education in child care centers to job training programs for adults to programs providing the elderly with hot, nutritious meals so they can live independently in their homes.

All employees will receive information and be invited to participate in this campaign in early September. Contact the Office of Policy and Legislative Services at 515-233-7964 with any questions you have, or visit the One Gift Web site at www.state.ia.us/onegift.

Iowa welcomes new railroad

by Chris Thomas

Iowa has a new railroad! On June 16 the Union Pacific Railroad sold the Marshalltown to Steamboat Rock portion of its line to the Iowa River Railroad. Iowa River Railroad has also acquired the long-dormant portion of track from Steamboat Rock to Ackley from the North Central Railway Association.



This dormant rail line between Ackley and Steamboat Rock will be rehabilitated and used by the new Iowa River Railroad.

The new railroad is in the process of hiring employees, and restoring the formerly idle track between Ackley and Steamboat Rock. The railroad interchanges with Chicago, Central & Pacific Railroad (owned by Canadian National) at Ackley and Union Pacific Railroad in Marshalltown. Diane McCauley of the DOT's Office of Rail Transportation noted, "Reinstating the Steamboat Rock to Ackley portion of track provides Iowa River Railroad with two interchanges, giving shippers the ability to connect to wider and different markets."

The principal owners of the Iowa River Railroad are the Pine Lake Ethanol plant, United Suppliers and Prairie Land Coop, which has a facility at Union. "Pine Lake Ethanol building on this line gave the shippers more incentive to get together and move this rail connection from the planning stage to reality," said McCauley.

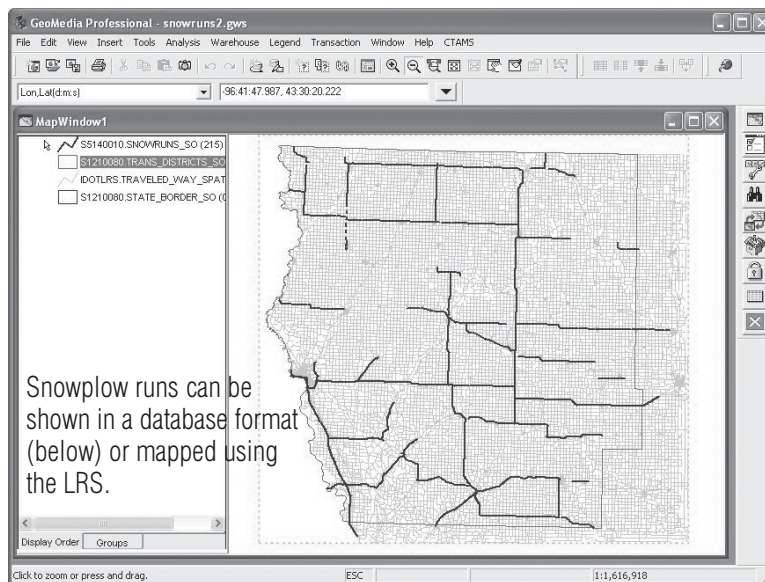
In the late 1980s, shippers on the line (including United Suppliers and Prairie Land Coop) purchased the track from Steamboat Rock to Hampton, which was a former Chicago & North Western mainline. Their original vision was to create a railroad from Mason City to Marshalltown and retain rail service to the shippers on the line. Over the years, interest in preserving the track north of Geneva died and that track is now gone. The segment of track from Ackley to Geneva remains under ownership of the North Central Railway Association and is operated by Chicago, Central & Pacific. Just a few years ago, the DOT built a bridge over the dormant track that will return to operation on the new alignment of U.S. 20. McCauley said that building the overpass, although the track was not operational at the time, was good foresight by the shippers and the DOT. She said, "Building that overpass allowed a railroad that was once a distant dream to become vital again."

LRS update

Pinpointing an exact spot along an Iowa road – it seems simple enough. But spatial data, whether in the form of a mile marker, literal description or other location component, has varied in the many different databases used by the DOT over the years. Since 2000, a project has been underway to align the linear reference points in all DOT databases so information from crash statistics, pavement management and other business data can be accurately mapped and data more easily analyzed.

The Linear Referencing System (LRS) also tracks when linear information changes, so even road alignment changes, such as bypasses or other modifications, can be reflected through geographic information systems (GIS) software such as GeoMedia and ArcView. Recently the LRS project finished the road network collection portion of the system. Steve Kadolph of the Research and Technology Bureau has been working on LRS since the beginning. “We now have very accurate information on the entire road system in the state. Other agencies are recognizing that we have very accurate location data for our road system. Thirty-one counties of LRS data will be used in the 2010 U.S. census to increase accuracy.” In addition, Polk County is utilizing the LRS location data to populate their Emergency Response System, with others closely watching its development.

The Office of Transportation Data, which has also been involved in the LRS since its inception, has begun to redesign their Geographic Information Management System (GIMS) database to derive its location component from the LRS. Transportation Data is responsible for



	A	B	C	D	E	F	G	H	I
	GARAGE AREA	RUN NBR	Run Leg	Direction	HWY NBR	Service LEVEL	M.P. FROM	M.P. TO	NBR LANES
3	Ashton	381001	1	E	IA 60	B	30.3	42.1	2.0
4	Ashton	381002	1	E	IA 60	B	30.3	42.1	2.0
5	Ashton	381003	1	E	IA 60	B	42.1	56.9	2.0
6	Ashton	381004	1	E	IA 60	B	42.1	56.9	2.0
7	Ashton	381005	1	N	US 59	C	194.0	211.0	2.0
8	Ashton	381006	1	N	US 59	C	186.0	193.0	2
9	Ashton	381007	1	E	US 18	B	53.7	60.6	2
10	Ashton	381008	1	E	US 18	B	34.4	42.1	2
11	Ashton	381008	2	E	US 18	B	42.1	43.5	4
12	Ashton	381009	1	E	US 18	B	43.5	53.6	2
13	Ashton	381010	1	E	IA 9	B	46.8	57.4	2.0
14	Ashton	381011	1	F	IA 9	C	41.8	46.8	2

the maintenance of the LRS and it only made sense to incorporate it into their current processes. The LRS will provide a more accurate location on which to depict the variety of business data maintained within the GIMS database and will eliminate the need for redundant data maintenance between the two systems.

Accurately locating roadway sections and easily mapping them has been a challenge in the past. Using the LRS, reference information that is currently in the form of a text file, spreadsheet or database

can now be mapped by starting with the road network to create a base map and then adding the business data from the database, spreadsheet or text file. This data then can be used in GIS software to produce easily understood maps of data like snowplow routes or five-year program improvements.

Eric Abrams, spatial and geographical information systems coordinator in the Information Technology Division, says integrating the same base road network with all DOT databases is

Back to school brings emphasis on bike safety

Sending your kids off to school often means pulling the bikes out of the garage. While bike riding is a lot of fun, accidents happen. According to the KidsHealth.org Web site, about 176,000 kids go to emergency rooms because of bike crash injuries each year. Unfortunately, some of these children have severe head injuries and many die. Because the risk of head injury is so real, require your child to wear a bike helmet.

Helmet how-to

Bike helmet use is not just for kids. Wearing a helmet can significantly reduce your risk of head injury in the event of a crash.

- The safest bicycle helmet will have a sticker stating that the helmet meets standards set by the Consumer Product Safety Commission.
- A bike helmet should fit you properly at the time it is purchased; this is not an item for your child to “grow into.”
- Never wear a hat or allow your child to wear a hat under a bike helmet.
- The helmet should be worn level and cover your forehead.
- The straps should always be fastened. If the straps are flying, it’s likely to fall off your head when you need it most.
- Make sure the straps are adjusted so they’re snug enough that the helmet can’t be pulled off or twisted around on the head.
- Bike helmets can be damaged and damaged helmets don’t work properly during a crash. Inspect the helmet for cracks and replace it if it is damaged.
- Bike helmets have become much more of a fashion statement in recent years. Many bike helmets today are lightweight and come in bright colors. Allow your kids to personalize the helmet with reflective stickers. These are a great choice because they look cool and make the helmet more visible.

Helmet on, now what?

- Riding a bike that is the right size for you also helps keep you safe. Like helmets, bicycles should be purchased to fit, not to grow into.
- When you are on your bicycle, stand straddling the top bar of your bike so that both feet are flat on the ground. There should be 1 to 3 inches of space between you and the top bar.

- Make sure your seat, handlebars and wheels fit tightly.
- Check and oil the chain regularly.
- Check the bicycle’s brakes to be sure they work well and aren’t sticking.
- Check the tires to make sure they have enough air and the right tire pressure.

Be seen, be safe!

Wearing bright clothes and putting reflectors on your bike can also help you stay safe. It helps other people on the road see you. And if they see you, that means they’re less likely to run into you.

- You’ll also want to make sure that nothing will get caught in your bike chain, such as loose pant legs, backpack straps or shoelaces. Wear the right shoes - sneakers - when you bike. Sandals and shoes with heels or cleats make it harder to grip the pedals. And never ride barefoot.
- Avoid wearing headphones because the music can distract you from noises around you, such as a car blowing its horn.

Follow the rules of the road

If you ride or allow your child to ride on the road, follow these rules:

- Always stop and check for traffic in both directions when leaving your driveway, an alley or a curb.
- Cross at intersections. When you pull out between parked cars, drivers can’t see you coming.
- Walk your bike across busy intersections using the crosswalk and following traffic signals.
- Ride on the right-hand side of the street so you travel in the same direction as the cars. Never ride against traffic.
- Use bike lanes or designated bike routes wherever you can.
- Don’t ride too close to parked cars. Doors can open suddenly.
- Stop at all stop signs and obey traffic signals just as cars do.
- Ride single file on the street with friends.
- When passing other bikers or people on the street, always pass to their left side and call out “On your left!” so they know you are coming.

Family happenings

Design

Judy Lensing



Farrokh Fattahi, design technician in the methods section, was married in a civil ceremony Aug. 1 to Fariba Moraghebi. A wedding celebration is planned at a later date. The bride is a researcher with Newlink Genetics in Ames, working on finding a cure for cancer. Best wishes to the couple.

District 5

Brenda Hadley

John L. Gardner, construction technician supervisor in the Chariton RCE Office, retired July 13 after 42 years of service. John was hired by the Iowa Highway Commission on April 27, 1964.

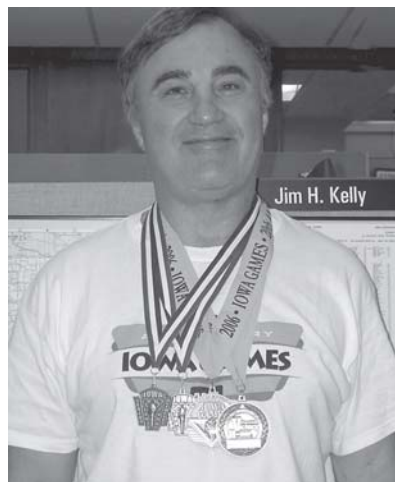


He worked as an engineering aide 4 on the survey crew. In 1969, he was promoted to construction technician 1 as a construction survey party chief. John ran a survey crew for much of his career. He staked many large/complex highway construction projects, including the interstate system in southern Iowa.

In 2004, John was promoted to construction technician supervisor. A coffee was held in John's honor on his last day of work at the Chariton RCE Office. On July 29 approximately 80 family members, friends and coworkers gathered at Lake Rathbun for a farewell celebration and barbecue hosted by the Chariton office. All those who worked with him will miss John and his knowledge of surveying, and the many years of experience he shared with his coworkers. Happy retirement, John!

Contracts

Peg Muxfeldt



Jim Kelly, compliance officer 1 in Contracts, participated in the 20th Iowa Senior Olympics in June and 20th Iowa Games in July in the 55-59 age group. In the Senior Olympics Jim received a gold medal in the shot put and a silver medal in the discus. In the Iowa games he earned a gold medal in both the shot put and discus. Congratulations, Jim!

Materials

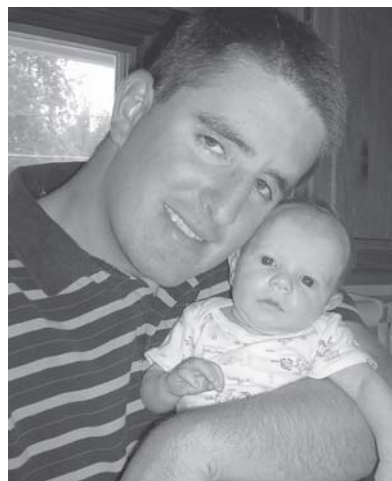
Dawne Berner



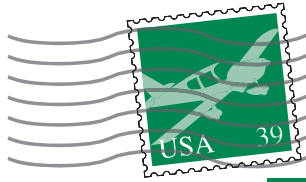
Jason Osmundson, special investigations engineer, and his wife, Jodi, welcomed Samuel Orion July 3. Baby Sam weighed 8 lbs. and was 21 inches long. He made his way right into the arms of big sister Natalie, 3. Congratulations to the Osmundson family!

District 1

Kay Ridgway



Tony Babcock, transportation engineer intern in Des Moines construction, and his wife, Annette, welcomed baby number four into their family June 18. Austin George weighed 6 lbs. 11 ozs. and was 19 ½ inches long. Baby Austin joins siblings Ally, 7; Anna, 5; and Andrew, 3. Best wishes to the Babcocks.



Kudos!

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

To: DOT newsletter
From: George and Sharon Cleveland, Des Moines

My husband and I were traveling to Omaha, Nebraska on Monday, July 24. Just as we got to the rest area east of Adair on I-80, the wheel came off our Jeep! It rolled all the way to the end of the rest area. My husband got the vehicle stopped and ran after the tire. A DOT employee saw our dilemma and came to the rescue! He picked up my husband and the tire, returned to the Jeep, used the DOT's hydraulic jack and four-way to assist my husband in putting the wheel back on. Luckily, the only thing that happened was the lug nuts had come off. He also gave us directions to the NAPA dealer in Adair. We were on our way again in about 30 minutes. We didn't get his name, but he was driving a DOT truck with license plate #7864. He is a great representative of your agency. Please pass our gratitude to such a helpful employee! Thank you. As they say, "Only in Iowa."

*(Editor's note: The employee helping the Clevelands was **Kevin Petty**, garage operations assistant from the Adair shop.)*

To: **Kathy Ridnour**, Systems Planning
From: Trails of Winneshiek Committee

The Trails of Winneshiek Committee would like to thank you for the generous donation of bike safety items. The Trout Run Trail festival was a great success and we thank you for your support.

*(Editor's note: **Kathy Ridnour** is project coordinator for the Safe Routes to School program at the DOT.)*

To: Nancy Richardson, Director
From: Paul Coates, Director, Office of State and Local Government Programs, Iowa State University, Political Science Extension

I am writing to let you know what an effective job some of your staff did presenting at our Iowa Municipal Clerks' Academy. **Tammi Bell** and **Donna Buchwald** did a good job presenting on the road report that cities are required to complete. **Carol Coates** and her staff of **Jerry Giebelstein**, **Mary Zimmerman** and **Kermit Wilson** did an outstanding job of presenting a session on the public sector procurement process. Their session was rated one of the best for the whole academy. I was particularly impressed with the staff you have and their effectiveness in relating to the audience. I am very thankful to Carol and her staff as they filled in on short notice. I hope you will pass along my thanks to your fine staff.

*(Editor's note: **Tammi Bell** and **Donna Buchwald** work in Local Systems. **Carol Coates**, **Jerry Giebelstein**, **Mary Zimmerman** and **Kermit Wilson** are staff members in Procurement and Distribution.)*

To: **Anthony Blint** and **Brian Iles**, Mount Pleasant
From: Jeffrey Johnson, Resident Construction Engineer, Mount Pleasant

We received a call from an elderly gentleman named Fred Parks. Evidently he was traveling from Burlington to Iowa City for surgery and had a flat tire. He said you stopped and helped him when the auto clubs couldn't respond in a timely manner. Mr. Parks was very appreciative of your help and wanted to make sure you were thanked. We would also like to say thanks, as we know you two spend many volunteer hours helping with community service, fire department and church organizations. This is just another example of your willingness to help others in time of need.

*(Editor's note: **Anthony Blint** is a construction technician in Mount Pleasant construction. **Brian Iles** is an equipment operator in the Mount Pleasant garage.)*

To: Kerry Kirkpatrick, Commander Investigative Unit, Motor Vehicle Enforcement
From: Cindy Schmall, Insurance Fraud Bureau Chief, Iowa Insurance Division

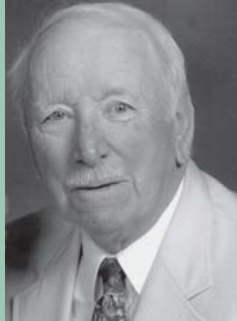
I would like to take a brief moment of your time to express appreciation for the outstanding investigative packet that was compiled for the Iowa Insurance Fraud Bureau by Ms. **Nancy Lacy**. She provided numerous photos and title history information on an organized crime ring that the bureau and United States Postal Inspection Service had been investigating for two years. Because of her efforts and the efforts of several insurance companies, the Bureau was able to secure an indictment against three defendants who were involved in a staged collision and paper accident ring in the Des Moines area. One was sentenced to seven years in prison, the other two received five years probation.

The bureau is appreciative of the investigative assistance that we received from all of the agencies involved in the case, including the U.S. Postal Service, National Insurance Crime Bureau and numerous insurance companies. With this joint investigative effort, one defendant received one of the longest sentences for insurance fraud in the history of the bureau.

*(Editor's note: **Nancy Lacy** is a secretary 1 in Motor Vehicle Enforcement.)*

In Memory

Orlo Robert (Bob) Best, 85, of Ames died July 21 at Riverside Manor. Bob was a lifelong resident of Ames and an avid Ames High School and Iowa State University fan. He attended ISU and achieved the rank of sergeant in the U.S. Army Air Corps. Bob co-owned Best Electric Company with his parents and then worked at the DOT for almost 20 years as an electrician and buildings and grounds supervisor in Facilities Management. After his retirement in 1986, Bob worked part-time for Wilson Olds Cadillac, FEMA and Hy-Vee. He also worked football games in the ISU press box for more than 30 years. He enjoyed his family, sports and a good life. Bob was a member of the Elks, Moose Lodge, American Legion, Iowa Softball Hall of Fame, and Ames Bowling Hall of Fame. Surviving are his wife, Anna Marie Best (also a DOT retiree in Materials and Data Processing); children, Bob (Kathy); Bill (Peggy); Barry (Darla, who works in Employee Services); Barb (Gary) Banks; Beverly; and Brian, all of Ames; Ben of Sarasota, Florida; and Bridget (Bud) Wilkinson of Central Point, Oregon; seventeen grandchildren and six great grandchildren.



Marvin "Mike" L. Reeves, 79, of Davenport, died Monday, May 1 at Genesis Medical Center, Davenport. Mike was born in Murray, Iowa, on May 10, 1926. He married Naomi J. Lehrkamp Feb. 21, 1950. Mike served in the United States Army. He retired in 2001 as a DOT surveyor after more than 49 years of service. He is survived by his wife, Naomi, five daughters and their families, two sons, and their families, and other extended family members.



One 2 One, continued from page 2

for a considerable sum up front. In return, the company agrees to build/maintain the road to certain standards and can keep all revenue (tolls) generated by the use of the road. Again, this concept is not currently available for Iowa's roads because Iowa Code only permits tolls on river bridges.

Most states are considering revenue-generating packages for their next legislative sessions. Increases in typical user fees – state fuel taxes, vehicle registration fees, and driver licenses – are being widely considered. Less common fee generators – sales tax on fuel; wheel tax; severance tax on exported natural resources; traffic impact fees charged to land developers; vehicle-miles of travel tax; etc. – are also being considered for initiation or increase. Some states are also considering implementing or expanding the use of local option taxes, tax increment financing, and transportation improvement districts that form and tax within a certain geographic area. The bottom line is states are considering any and all revenue-generating options.

Iowa is no different. I previously wrote about the Road Use Tax Fund (RUTF) Committee work taking place to provide a report to the Iowa General Assembly by Dec. 1, 2006. This report will identify the needs of all three road systems (state, county and city), the amount of funding needed to meet those needs over a reasonable amount of time, and revenue-generating options recommended for legislative action. We – cities, counties and Iowa DOT – expect the report to set the stage for transportation funding as a topic for the next legislative session convening in January. Combining an ever-aging system of roads pushing the need for preservation, an increasing expectation of transportation's support of economic development through road improvements and expansion, and significant erosion in buying power with current, stagnated funding levels, the time for considering transportation revenue in Iowa is now.

This fall I'll be focusing my attention in meetings with legislators around the state on system and revenue needs. I'll keep you posted on progress with the RUTF report and legislative proposals as they develop. This is a very pivotal point in the future of transportation in Iowa and the Iowa DOT. I wish we could find comfort in knowing other states are experiencing the same thing. Stay tuned!

Nancy

Service Awards

Information supplied by the Office of Employee Services for September 2006

40 Years

Kathleen Sanders, Driver Services; **Thomas Valline**, Local Systems

35 Years

Edward Bergeson, Fort Dodge garage; **Joseph Cook**, Britt construction; **Carl Fenceroy**, Information Technology Division; **John Heggen**, Jefferson construction; **Steven McCauley**, Materials; **Dean Meredith**, Pacific Junction garage; **Thayne Sorenson**, Bridges and Structures

30 Years

Sheri R. Anderson, Maintenance; **Brian Gossman**, Materials; **Edward Kosina**, Cedar Rapids garage; **Susan Schaudt**, Information Technology Division

25 Years

Sharon Bowers, Right of Way; **Debra Coles**, Finance; **Deborah Stream**, Council Bluffs maintenance; **Kevin Strenge**, Spirit Lake garage

20 Years

Richard Baker, Correctionville garage; **Clyde Barnes**, Right of Way; **Douglas Bates**, Right of Way; **Gregory Brown**, Motor Vehicle Enforcement; **Cheeko Camel**, Motor Vehicle Enforcement; **Kevin Christianson**, Motor Vehicle Enforcement; **Danny Fine**, Motor Vehicle Enforcement; **Dana Jurgens**, Chariton construction; **James Brien Keltner**, Anamosa garage; **Brenda Lee McCuen**, Des Moines DL station; **David Younie**, Right of Way

15 Years

Michelle Rene Teel, Davenport DL station

10 Years

Terri Abbett, Location and Environment; **Suzanne Amsbaugh**, Procurement and Distribution; **Tonya Bishop**, Vehicle Services; **Jerry Dillman**, Chariton construction; **Todd McCullough**, Creston construction; **Jason Omundson**, Materials; **Jennie Sorensen**, Denison maintenance; **Allan Yoshida**, Atlantic garage

5 Years

Cheryl Cowie, Transportation Data

Personnel Updates

Information supplied by the Office of Employee Services for June 30 to July 27, 2006

New Hires

Jeff Crise, driver's license clerk senior, Des Moines DL station; **Melissa Simmons**, driver's license clerk senior, Des Moines DL station

Promotions

Jodi Collins, from driver's license clerk to driver's license clerk senior, Des Moines DL station; **Theresa Kern**, from secretary 1 to secretary 2, Driver Services; **David Lorenzen**, from motor vehicle captain to public service executive 5, Motor Vehicle Enforcement

Transfers

Daniel Engstrom, mechanic, from repair shop to motor pool; **Michael Frank**, mechanic, from Mason City garage to Hanlontown garage

Retirements

Fred Anderson, power plant engineer, Facilities Support; **Dennis Aukes**, construction technician supervisor, Britt construction; **Michael Benner**, motor vehicle enforcement commander uniform, Motor Vehicle Enforcement; **Richard Bierman**, bridge inspector 2, Bridges and Structures; **Harold Busby**, motor vehicle officer, Motor Vehicle Enforcement; **Dennis Davis**, equipment operator, Garner garage; **James Doeden**, executive officer 2, District 2 Office; **Donald Eggen**, highway maintenance supervisor, Adair garage; **Joyce Emery**, executive officer 2, Traffic and Safety; **John Gardner**, construction technician supervisor, Chariton construction; **Lyle Garside**, equipment operator, Atlantic garage; **Jerry Haley**, equipment operator senior, Mount Ayr garage; **Richard Hutchinson**, information technology specialist 5, Information Technology Division; **Michael Jensen**, design technician specialist, Design; **Cheri Johnsen**, right-of-way agent 2, Right of Way; **Roger Mann**, equipment operator senior, Spencer garage; **Fred McClaran**, driver's license examiner, Des Moines DL station; **Larry McGrane**, construction technician senior, New Hampton construction; **Corinne McQuillen**, equipment operator, Dyersville garage; **Terry Meade**, motor vehicle investigator, Motor Vehicle Enforcement; **Marilyn Nielsen**, information technology specialist 2, Information Technology Division; **Garvin Nienhaus**, equipment operator, Tipton garage; **Allan Rathjen**, equipment operator, Davenport garage; **Dan Rush**, equipment operator, Iowa Falls garage; **Jerry Sabin**, mechanic, motor pool; **Michael Winfrey**, public service executive 5, Motor Vehicle Enforcement; **Renae Younie**, information technology specialist 4, Information Technology Division

LRS update, continued from page 5
 the goal. He said, "Although most employees won't notice it, many things are happening behind the scenes to tie all our large databases together. Eventually, the hope is all databases will be able to use graphical depictions off the same base road network. But one of the challenges is to accomplish that without interrupting day-to-day operations. To do this, we are using existing databases to overlay information, and make analysis much easier and more accurate."

When analyzing spatial data, it is difficult to picture columns of database information in your mind. Kadolph said, "Analysis is much more intuitive using a map. It's much easier to look at a map and see exactly where milepost 68 on I-35 is located, rather than trying to picture the same information displayed in a database format."

The LRS project team has worked with DOT employees from many different offices to identify needs related to mapping data. Transportation Data has just completed training of employees who will maintain the data on how to use a new tool to update the road network, and will be bringing others into train as new applications are completed.

One of the projects that has been completed is automating graphical representations of proposed projects in the five-year program using the LRS. Before the LRS, the Office of Program Management needed to digitize each road and bridge project. The goal was to help Program Management more efficiently perform analysis and work on special data

requests. Since the five-year program contains reference post and route information, it was an easy transition to utilize the LRS for geometry creation. Rod Houge, Scott Weiler, Don Tebben, and Rynold Foss worked hard to make the project a success.

Another project in the works involves using LRS to map snow runs. Currently, the districts are working to standardize the spreadsheets listing the beginning and ending points of each snow run. Once this is done, these spreadsheets will be imported to an oracle database and geometries derived to create a statewide snow run map. "Once we have the Spatial Oracle database, supervisors will be able to easily see gaps or overlaps in coverage areas," said Kadolph.

Also in the works are ways to use the LRS and Intelligent Transportation Systems (ITS) devices, dynamic message signs, cameras, and other sensors that are being deployed to show these assets in a GIS format. District 1 is working with Information Technology Division staff to produce a culvert inventory application. Once complete, District 1 will be able to assign culvert work orders and track culvert conditions over time.

Using an Oracle spatial database allows offices to store business and spatial data together. By storing data together offices can access their data multiple ways. Through GIS software, like GeoMedia, the Web can be used to view maps and data, and even produce on-demand reports. Offices can be given the power to change data in one place and have the change be reflected immediately across all applications.



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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On the cover: Thousands of historic photos are now available on the DOT Web site.

History preserved on DOT Web site

Over the years the DOT has collected an interesting mix of historic transportation-related images. Now, electronic copies of more than 2,300 of these photographs and glass negatives, some dating back to the late 1800s, are being made available at iowadot.gov/historic_photos

Many of the images are one-of-a-kind, rare or unique, and are part of the DOT's historic glass plate negative and archival collections. The photos cover an assortment of transportation issues, including the

early interstate highway system, snow removal, line painting, Iowa officials, early Iowa history, the Adopt-A-Highway program, DOT facilities, roads and streets, city streets and buildings, pipelines, bicycles, road building, slipform paver, rivers, trains, horse-powered vehicles, vintage motor vehicles, the Lincoln Highway, aviation, interurban railroads, streetcars, and buses.

Dena Gray-Fisher, director of the Office of Media and Marketing Services, said, "Getting these images digitized and put on a Web site was a group effort carried out over the past year. Many employees from the offices of Document Services and Media and Marketing Services and the Information Technology Division worked diligently to accomplish the very complex task of scanning and cataloging the images, as well as researching the best way to present the images to the public. I think we all appreciate transportation history a little more now that we've been through all these images. This has been a really interesting project."

The mission of this effort is to make these resources available and useful to the public, and to sustain and preserve a universal collection of knowledge and creativity for future generations. Since many of the original physical archives are in the form of glass negatives, they are extremely susceptible to damage from handling, so the public has had little or no access to these images. The Web site provides the public with a way for the DOT to open up a rich information source on Iowa transportation history.

Many of the photographs in the collection were taken by the department's official staff photographers, but photos donated by employees or the public throughout the years have also been included. Due to the volume of photos, only a limited number of images are currently being offered on the Web. Additional images will be added periodically, as resources permit.

Visitors to the site will be able to browse the more than 2,300 images currently available, search the collection, and select thumbnail images to be moved to a lightbox (similar to a shopping cart on a retail site) to be examined further and/or downloaded. Images can be downloaded for non-commercial use without obtaining permission. To use any of the images for commercial gain, permission must be obtained in writing from DOT officials. Details are on the Web site.

