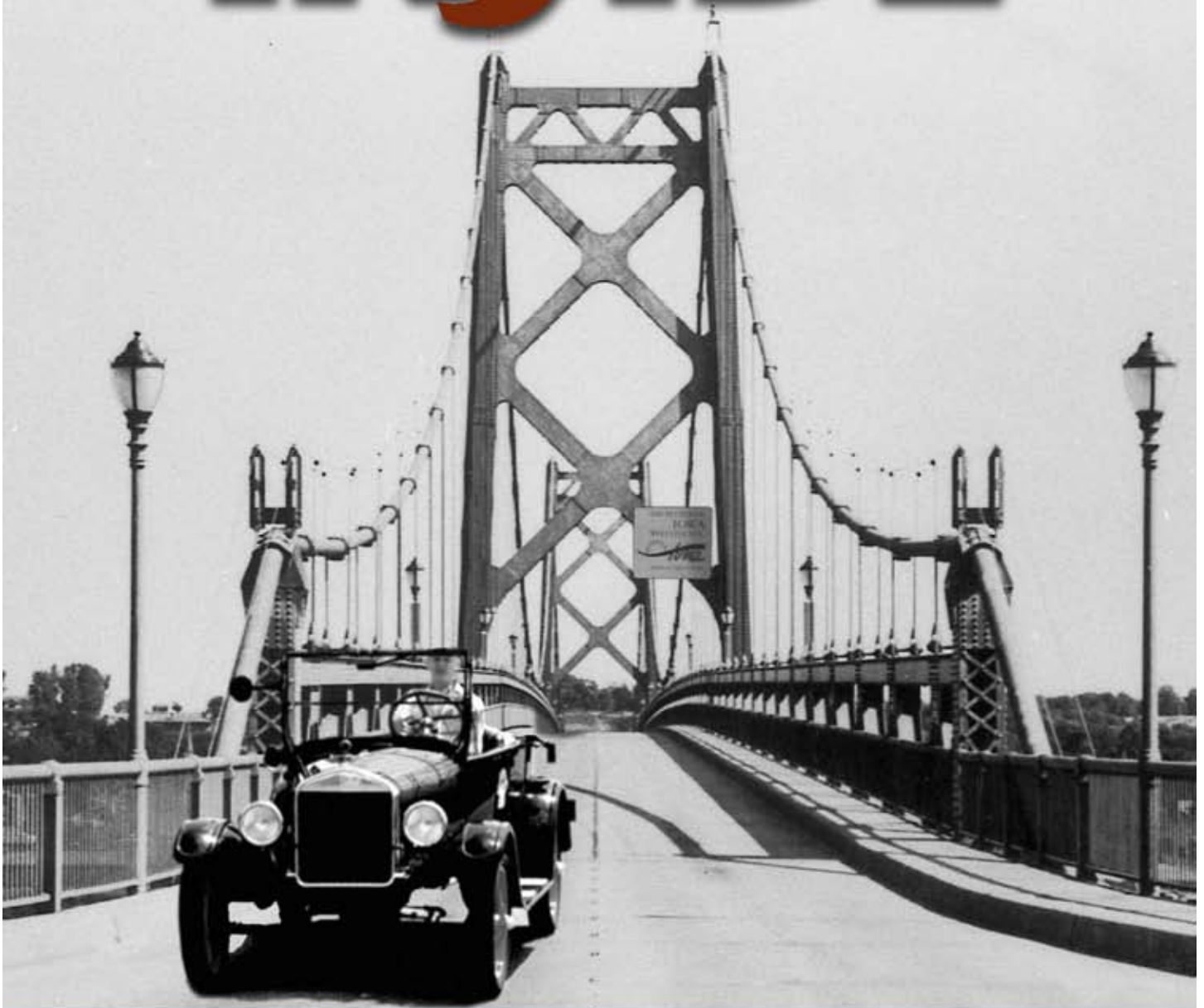


JULY 2010

# INSIDE



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## ONE 2 ONE

WITH DIRECTOR NANCY RICHARDSON

**L**ast month was a pretty emotional month for me. I suspect it also was for some of you. I've talked in prior columns about how the State Employee Retirement Incentive Program (SERIP) was affecting DOT, but it never really hit home until the June 24 deadline approached. Before it was a number; now it is people.

While employees have been leaving under the SERIP for the past few months, a lot of employees waited until the last month to leave. I, like many of you, couldn't go to all of the retirement parties for people I knew, but I tried to stop at as many as my schedule allowed. That made for a very hectic June.

As I said, it was emotional. I don't mean gut-wrenching, crying, bring me to my knees kind of emotional – although I admit I did tear up a couple of times – but the subtle highs and lows, melancholy about the past and nervous about the future kind of emotional.

I started in IPERS employment in 1973, state government employment in 1974 and at Iowa DOT in 1982. Anyway you look at it, I've been around a long time. Several of the retirement parties I stopped at were for people who I started my DOT career with more than 28 years ago, some were for employees with whom I had closely worked, and yet others were for employees that I supervised. The emotion came first from the memories. It was like a nostalgic trip down memory lane for me as I shared funny stories with employees and their friends and families about our early years here at DOT and all that took place over the past few decades.

I thought afterwards how interesting it was that most of the stories were about personal things rather than professional. There were the employees I had hired or promoted, the employees I had "reorganized" into other positions and the employees that had been involved with me in work projects. It was meaningful to me to be reminded that I had an impact on the DOT beyond what I myself did; no doubt my greatest impact has been through the other employees whose careers I helped nurture in some way.

But most of the memories were about the smaller things – a three-hour car ride with a co-worker singing children's songs to my young daughter; a day on the golf course in an us-versus-them challenge for who bought the drinks after-

ward; a shared passion for Iowa Hawkeye wrestling; lives entwined because of watching each other's children grow up; and even families now connected as in-laws. As I write these, it strikes me that the fact that talk of these connections dominated my retirement party chatter tells me these are not small things at all.

I think I've talked about it before, but it bears repeating as we say goodbye to so many of our friends. We spend more time with the people at work than with our personal friends and families and, for me, I feel a very real personal connection with those with whom I have worked most closely. So, it stands to reason that watching so many of them, and so much of my history here at DOT, walk out the door these past weeks is emotional.

I said my emotions stem first from the memories, and they do. I went to the retirement parties to show my respect and fondness for other long-timers. But, I also went to get closure. I needed to get my brain and my heart around this loss I was feeling. Sharing fond memories and hearing about retirement plans helped me with that acceptance.

I also made an effort to get to as many retirement events as I could to demonstrate to those of us still here that our careers matter. It can feel kind of sad to be left here after so many leave in such a short time period. Some of us have discussed having a feeling of being left

behind. For us long-timers feeling left behind, as well as for all the others in the earlier stages of their careers, our honoring retirees with parties and recognizing their years of hard work and accomplishment give us hope and encouragement for our own futures. It's awfully nice to work at a place where people care about each other.

Let me sign off this month with the most hopeful observation I had this past month – we have a lot of neat, younger, talented employees at DOT. We cannot easily replace all of the expertise and dedication that we lost with 355 SERIP retirements, but I think the future looks bright. I had the chance in June to be involved in two events that included many less-seasoned DOT employees. They are eager to learn, energetic, and seem genuinely pleased to be working here. Puts me in mind of the people I met when I started here 28 years ago. Isn't it terrific that there is always a supply of good people to take the baton when the long-timers are ready to hand it off.

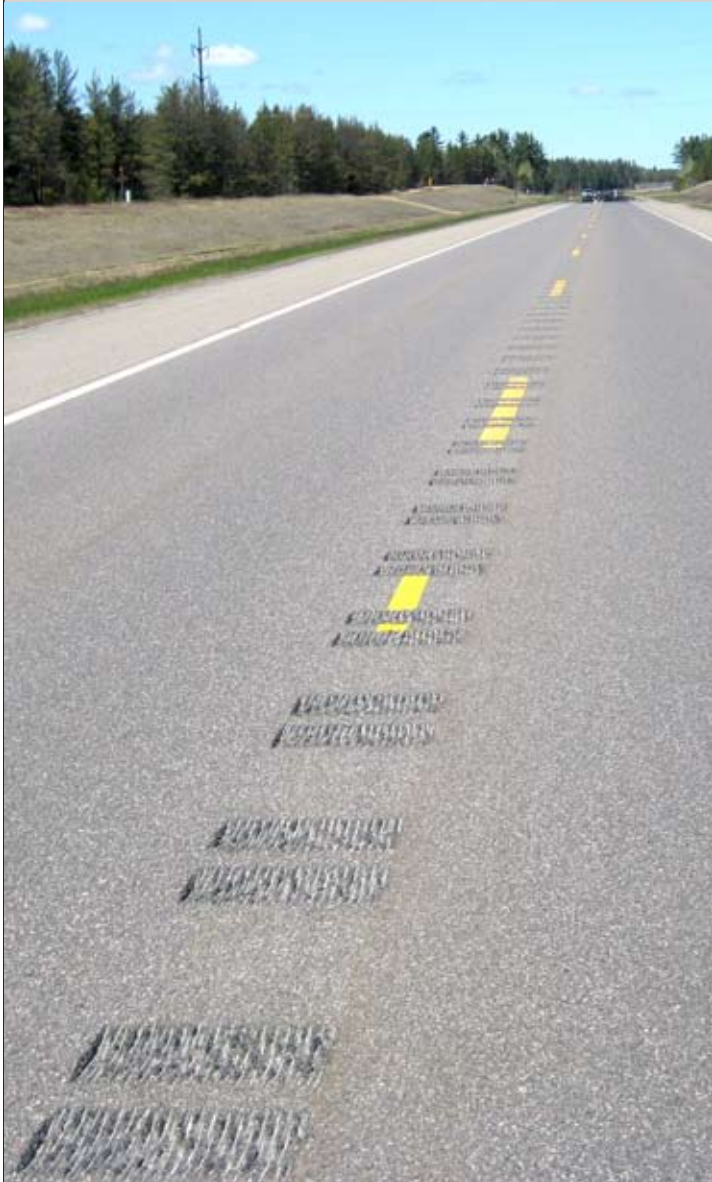
I miss all those that I knew who left. And since we can fill only about half of the positions, we will have a workforce reduced by about another 180 positions. I know you join me in saying thanks to all our friends who retired. Now the rest of us must find a "new normal" here at DOT...

*Nancy*

# Rumbling down the center of the road

**H**ave you ever driven down a rural two-lane road and, for one reason or another, drifted over the centerline? Luckily for most of us, that momentary drift did not have serious consequences, but for an average of 61 people each year in Iowa, centerline crossover crashes are deadly.

A new policy recently adopted by the Highway Division makes placement of centerline rumble strips standard practice on rural two-lane roadways with relatively high traffic volumes. The centerline rumble strips will be added wherever pavement upgrades are made on state-maintained roadways with greater than 3,000 vehicles per day. In addition, centerline rumble strips will be installed on any state-maintained roadways with a statistically high number of centerline crossover crashes, provided the pavement is in acceptable condition.



"This is about saving lives," said Tom Welch, recently retired Iowa DOT state safety engineer. "Iowa has already made great strides in implementing strategies that reduce run-off-the-road and crossover crashes, including shoulder rumble strips and cable median barrier. The centerline rumble strips are an additional safety measure."

Eighteen-inch wide grooves will be milled into the center of the road to alert inattentive drivers when their vehicles are about to cross into the opposite lane. Three test projects for centerline rumble strips have already been installed on U.S. 34 in Union County, U.S. 52 in Dubuque County and U.S. 61 in Des Moines County.

Don Stevens, resident construction engineer in Creston, said, "At first we had a few complaints on the rumble strips on U.S. 34 soon after the installation, but after people got used to them, most comments have been positive. I think people now see these as a safety enhancement that will save lives. Many people have told me that the centerline rumble strips have kept them from fading over the centerline on this stretch of highway. I was even a little skeptical at first, but now I believe they have been a good safety improvement."

At least 11 other states are currently using centerline rumble strips to reduce crashes on rural, two-lane roads. National statistics show a nearly one-third reduction in head-on crashes in areas where centerline rumble strips have been installed. A 2006 Minnesota study found that after installing centerline rumble strips, fatal and the most serious crashes were reduced by 25 percent per year. A 2001 Colorado DOT study found that head-on crashes decreased by 34 percent and opposite sideswipe crashes decreased by 36.5 percent, based on four years of before-and-after data.

Although some motorcycle interest groups have in the past expressed concern about the ability of motorcyclists to maintain control when passing other vehicles on roads with centerline rumble strips, a 2008 research project in Minnesota found no change in rider behavior. The study also showed that while 29 motorcycle crashes occurred on Minnesota roads that had centerline rumble strips, that roadway feature was not listed on any of the crash reports as a contributing factor. Finally, researchers had 32 motorcyclists riding various motorcycle designs evaluate rumble strips on a closed course. The research team found that riders had no difficulty passing over the rumble strips and made no adjustments to throttling, braking or steering during simulated passing operations.

*Several other states have had success in reducing centerline crossover crashes using centerline rumble strips. This application is from Michigan.*



## From a roof to a road— the odyssey of recycled shingles



**W**hether driven by environmental concerns, monetary motivations or other reasons, people finding new ways to use old or unwanted items continues to provide innovative technologies in many different fields, including transportation. One product now being studied in Iowa as an additional source of road-building materials is recycled asphalt roofing shingles.

According to the Northeast Recycling Council, asphalt shingles make up roughly two-thirds of the U.S. residential roofing market. These products are made of the same four basic materials contained in the hot mix asphalt used to build roads: fiberglass or cellulose backing; asphalt cement; sand-sized, ceramic-coated aggregate; and a mineral fiber or stabilizer that includes limestone, dolomite and silica.

Scott Schram, Iowa DOT bituminous engineer, says the reusable shingles come from two different sources. "The market includes both post- and preconsumer shingles," said Schram. "Postconsumer shingles are not yet widely accepted by states using recycled materials in road building mainly because the impact to performance is not known. Pre-consumer materials, which include shingles that have for

one reason or another been rejected by the manufacturer and have never been used on a roof, are permitted in other states, including Texas, Georgia, Minnesota, Massachusetts, Indiana, New Jersey, North Carolina, South Carolina and Missouri. Still, the greatest potential for landfill diversion lies in post-consumer shingles, which has led to the DOT's

**"Landfill diversion is the main environmental driver to using post-consumer recycled materials. Being able to reuse instead of dispose of something is a benefit to future generations."**

**Scott Schram**  
Iowa DOT bituminous engineer

participation in a pooled-fund study along with neighboring states Missouri, Minnesota, Wisconsin and Illinois."

Following the lead of our neighbor states has provided information including the benefits and drawbacks of post-consumer shingles. Schram says research shows the main issue with post-consumer shingles is the effect the shingles have on the overall mixture performance behavior. "The asphalt binder grade used to manufacture roofing shingles is much stiffer than grades used in paving. When exposed to the elements for a number of years, the material becomes highly oxidized and extremely stiff. With post-consumer product, you don't know whether those shingles have been on a roof for five years or 20," said Schram. "These stiffer materials may require blending with virgin binders that are softer than typical to ensure the pavement can perform well at low temperatures. The fibers in the shingles may also provide a benefit, but the possible presence of asbestos poses another issue. While shingles have not been manufactured with asbestos for more than 30 years and U.S. Environmental Protection Agency testing results have been negligible for the presence of asbestos, there is still a perception to be addressed. States' experiences have shown proper precautions can be taken to use post-consumer roofing shingles safely and successfully.

With an estimated 11 million tons of asphalt shingles disposed of each year in the United States, the potential for recycling this product is large. Schram says, "Landfill diversion is the main environmental driver to using post-consumer recycled materials. Being able to reuse instead of dispose of something is a benefit to future generations. There is also a financial incentive to the asphalt paving contractors, especially here in Iowa where the Iowa DOT

**Roof to road,**  
*continued next page*

## Roof to road, continued from previous page

pays for liquid asphalt separately from the rest of the pavement mixture. Shingles contain 25 to 30 percent asphalt, where paving mixtures typically contain only 5 to 6 percent. Adding 5 percent recycled asphalt shingles to the paving mixture could reduce the purchase of liquid asphalt by nearly 20 percent. "The Iowa DOT recently approved a developmental specification for use of recycled shingles. Two projects have already been constructed and five more are planned using the recycled material. "We are collecting a lot of data on the current projects over the summer. We'll be looking very closely at pavement performance on these projects. If the performance is at the level we expect, using recycled shingles could become a fairly standard practice. We anticipate the use of this material will be in the supplemental specifications in October 2011."

## Warm mix asphalt

In what would be a radical change to the way asphalt pavements are produced in Iowa, asphalt shingle materials may complement another emerging technology, warm mix asphalt, which will likely replace the current hot mix standard.

"Using warm mix instead of hot mix asphalt has many environmental benefits," said Schram. "Asphalt plants can operate at lower temperatures and reduce greenhouse gases. Operating at lower temperatures also saves on fuel consumption, reduces emissions and odor associated with the petroleum-based product, and does not age the asphalt as much in the production process. Because of this reduction in aging, there is potential for use of more recycled materials, such as shingles without an effect on performance."

## Johanna meets Obama



**Y**ou just never know what \$5 will get you. In May, Johanna Turner, transportation aide in the Office of Rail Transportation, donated \$5 to the Democratic Senate Campaign Committee (DSCC) to be entered into a contest to have dinner with President Barack Obama. "I had worked on the Obama campaign in Iowa and had met the president twice when he was a candidate, so I thought it would be fun to meet him again. I just thought, 'What the heck, I'll give \$5.' I really didn't think about it again."

Then came the phone call. "On May 24, I missed a phone call from Washington, D.C. So I called the number back and it was the DSCC telling me I had won the contest," said Turner.

The arrangements were very last minute because of security concerns, so on May 25, after a quick- but-thorough background check, Turner was on her way to San Francisco to a lavish dinner party the next night at the home of

Gordon Getty, an heir to the fortune of his father, oil baron J. Paul Getty. "Lots of wealthy people were there, so I was a little intimidated at first," said Turner. "But once they heard my story, the people were really nice. The dinner was a fund-raiser for California Senator Barbara Boxer, so I was able to meet a lot of her personal friends. It was an opportunity for me to ask advice. They were really open and willing to talk to me."



Turner and Senator Boxer

Turner continued, "I'm not used to having people wait on me and open doors and stuff, so that was a little strange, but the food was wonderful. Once Obama arrived, the dinner guests lined up to have photos taken with the president." Turner was also able to have a private conversation with Sen. Boxer. Turner, who wants to work as an international attorney someday, was excited to have one-on-one time with someone she admires.

Turner said President Obama was not able to stay for the dinner, but she was honored that Senator Boxer asked her to stand and be recognized by all those attending the gathering. "That was super special," she said.

After an evening of rubbing elbows and having great conversations, Turner, the college student from Iowa, reflected on the evening's events. She said, "Because I had met the president twice before when he was a candidate, it has been fascinating for me to follow through with meeting him again as president. The whole thing was like a fairy tale, especially when I found out later that some of those people paid \$35,000 to be there and \$1.7 million was raised that night."

# New bridge data collection process improves access to critical information



## Structure Inventory and Inspection Management System

**A**wkward. That one word sums up the current method to collect data from the inspection process on nearly 25,000 Iowa bridges, more than 4,000 owned by the Iowa DOT. Last spring, Jan Wiley, transportation engineer specialist in the Office of Bridges and Structure's bridge maintenance inspection (BMI) unit, gathered a team to review current processes, make suggestions on improvements and then implement the best ideas.

### Reviewing the current processes

The National Bridge Inspection Standard (NBIS) requires all bridges to be inspected at least once every 24 months. The NBIS also requires maintaining specific documentation for every bridge, but it does not specify how the information should be maintained, just that information be readily accessible to the bridge inspectors and program managers. Currently, 13 database applications and spreadsheets are used to collect/store bridge and ancillary structure inventory and inspection data. Most of these applications are not linked so correlating information between any of these is laborious.

Over the years, employees in the BMI unit have developed data collection processes, including use of the Iowa DOT's Electronic Records Management System (ERMS) and a separate access database. Wiley said, "While both systems have been useful, the steps needed to store and search information can be cumbersome."

Additional databases keep specialized reports of bridge elements, track progress of bridge inspection reports and provide information to identify bridges for the transportation improvement program. Still other databases are used to develop deterioration models to assist in planning bridge maintenance repair and replacement programs; scheduling inspections; identifying scour critical bridges; tracking inspection of overhead sign trusses, high-mast lighting towers and other ancillary structures; and providing other information.

Wiley said, "Our office is often asked to provide various types of information to management and the media regarding Iowa bridges, both Iowa DOT and local entity structures. The information is provided by querying one or more of the 13 databases, which is difficult and cumbersome."

### How can we do this better?

Last year, at the request of Iowa DOT Bridge Inspector Kevin Holm, Wiley scheduled a presentation from a company called InspectTech. Wiley said, "After sitting through this presentation, I thought this program or something similar would be an innovative approach to integrating all our bridge data into one easy-to-use application."

As a follow up, Wiley and others in his office invited three vendors to demonstrate their products and then, with the help of Automation Engineer Annette Jeffers and several other Iowa DOT personnel, developed a request for proposals. The contract was eventually awarded to InspectTech.

Wiley said, "We began using the new software in March. It's very intuitive and the training is straightforward. We've held eight sessions for county officials and one for our state bridge inspectors. The response has been very positive. Training for district and other central office personnel will continue throughout the summer."

Two modules for the system were developed, Collector and Manager. Elements in the two modules include an array of features.

#### Collector

- Integration of all the latest inspection forms
- Inclusion of photos, sketches and other files
- One-click generation of formatted reports
- Storage of all of the collected data in its internal database for easy access when reporting needs to be updated
- Connectivity with global positioning system (GPS) devices allowing coordinates to be directly entered into the system

*SIIMS, continued next page*



## SIIMS, continued from previous page

- Compatibility with import and export features from most commercial database formats

## Manager

- Seamless loading of inspection data from collector module
- Tracking completion of scheduled inspections
- Creation and storage of queries that allow for searching and generating reports from any inspection or maintenance field
- Provision of easy access to data by all users
- Storage of all bridge inspection files in a centralized location
- Ability to view time-sequence photographs of problems

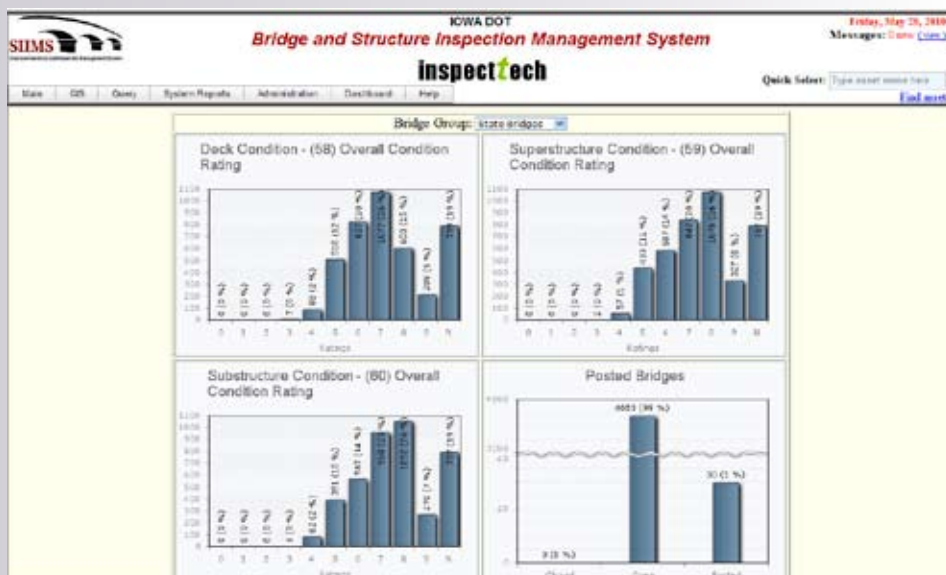
The new system, called Structure Inventory and Inspection Management System (SIIMS), will convey prioritized descriptions and photographs of maintenance needs to the Highway Division's Resource Management System (RMS), where provisions to complete the work will be managed.

Users are assigned a username and password. Access is given to users as necessary. Wiley said, "The data has been made available to bridge inspectors in the counties, cities and the Iowa DOT, as well as our consultants."

Wiley noted, "Allowing bridge inspectors to provide accurate data in an easy-to-use format and then having the ability to analyze that data and provide information quickly go a long way in improving the way the Iowa DOT, counties and cities provide a safe and reliable transportation system."

Inspection Date	SIIMS Number	Bridge ID	Bridge Name	Bridge Facility	Bridge Location	Bridge Status
04/24/2010	000000	000000	000000	000000	000000	000000
05/10/2010	000000	000000	000000	000000	000000	000000
05/10/2010	000000	000000	000000	000000	000000	000000
05/10/2010	000000	000000	000000	000000	000000	000000
05/10/2010	000000	000000	000000	000000	000000	000000
05/10/2010	000000	000000	000000	000000	000000	000000
05/10/2010	000000	000000	000000	000000	000000	000000
05/10/2010	000000	000000	000000	000000	000000	000000
05/10/2010	000000	000000	000000	000000	000000	000000
05/10/2010	000000	000000	000000	000000	000000	000000

A view of the SIIMS collector main page displaying bridge inspections in progress for all Iowa bridges. The tabs on this page display the status of each inspection. Individual users will only be presented bridges under their jurisdiction. The collector is a software solution to replace the pencil and clipboard used to record bridge inspection data.



A view of the SIIMS manager main page displaying the status of current bridge inspections. The tabs will allow a manager to view a Google map of the bridge, create a custom query or generate a system report. This page can also be used to view inspection reports, bridge history, diagrams, photographs and documents for any bridge.

Most Recent Bridges Accessed:

- CRAWFORD MILFORD-12890
- District 1: 00000000
- SHELBY JACKSON 07-13-210
- District 6: 2120-0000
- District 4: 0000-0000

Most Recent Inspection Reports Submitted:

- CRAWFORD MILFORD-12890
- CRAWFORD MILFORD-12891
- CRAWFORD MILFORD-12891
- CRAWFORD MILFORD-12891
- CRAWFORD MILFORD-12892

LEFT PROFILE AND WATERWAY OPENING, LOOKING UPSTREAM

1555 13.11R (District 4)

A display of county-owned bridge conditions for the deck, superstructure and substructure along with the bridges closed, open or posted; one of the information system reporting options.

# Using location data to paint a vivid picture in the Highway Division

It has been said that a picture is worth a thousand words. Due to added benefits from the Iowa DOT's geographic information systems (GIS), now a map's worth is on the increase. In the last edition of INSIDE, you read about GeoNexus, a mixing bowl of sorts for Iowa DOT spatial and business data. The Highway Division, now with three dedicated GIS coordinators, is finding new ways to blend data into applications that make the division's data easier to analyze and understand.

The Office of Location and Environment (OLE) originally developed a GIS Web portal for information related to the Interstate 80 corridor. The Iowa DOT's GIS coordination committee took on the challenge to update the portal, integrating many other databases into the Web interface. While the entire portal has yet to be completed, two pieces are available for use by Iowa DOT employees and others seeking combined spatial and business data.

In OLE, the new challenge was to blend data from archeological sites around the state. The data was previously held in separate databases at Iowa State University and the University of Iowa. Derek Peck, GIS coordinator in OLE, said, "The Office of the State Archeologist is required by federal law to maintain certain data. Much of that data is information we use at the Iowa DOT. Because we have the information systems to handle the data, the Iowa DOT volunteered to host the information for the office of the state archeologist."

Once the archeological data was transformed into a format usable by GeoNexus, it was made available to other state agencies, consultants and universities. The information includes surveys of archeological sites, both Iowa DOT and non-DOT, as well as other data. Some sensitive data is protected, requiring a login, while other information is available to anyone. "To protect the location of some of the archeological sites, the location data is not made public. But much of the other information about the findings and background of the project are available," said Peck.

Still under development in OLE is a piece of the portal that would include managing data related to environmental asset management, environmental process documentation and Iowa DOT land disposal. Peck said, "These are just a few of the other datasets that can be incorporated into the portal. There are also several others that will be developed over time."

While much of the portal is still under development, a second completed piece of this Web site comes from the Office of Maintenance. Shawn Blaesing, GIS coordinator in



*Highway Division information can be blended from several databases and displayed graphically making it easier to use.*

Maintenance, says modernizing the data captured in her office is the goal. "Previously data was captured and disseminated in a number of formats, including Excel spreadsheets and paper documents. We wanted a way to keep all the data in one location and be able to mix it up and analyze it as needed. That way changes would be available to the field in a dynamic format, rather than waiting for updated paper copies of information."

Blaesing says information included in the maintenance database includes roadway service levels, number of lanes and cost center boundaries. "We recently showed the district operations managers, district maintenance managers and other maintenance staff how inserting or deleting one snow run would impact the rest of the runs in that district. I think that made an impression of how using this data can quickly assist day-to-day operations."

Steve Mefford, District 4 operations manager, said, "Shawn's demonstration was really impressive. We developed our snow runs back in 2005, before the DOT had access to online mapping. Needless to say, the maps we developed are not what we would like them to be. I'm anxious to get into the system and see what it can do for us."



# Colo kids win K'NEX contest

Family ties might have added fuel to the next generation's interest in transportation for a class of Colo second graders. Emmy Hostetler, granddaughter of Larry Hostetler, highway technician associate in Marshalltown, and Emily Brinkman, daughter of Jeff Brinkman, materials technician in District 1, and Kristine Brinkman, engineering technician senior in the Office of Design, are part of this class that participated in a model-building contest sponsored by the K'NEX company.

In the second grade division of the contest, open to students in the United States and Canada, the class was required to design and construct a model of a mode of transportation using the toy building material K'NEX. Two Iowa DOTers assisted kids with their project. Scott Robinson, garage operations assistant, and Randy Reifschneider, highway technician associate, both from the Ames garage, brought a snowplow to school in Colo to allow the children to complete their research on building a snowplow out of the building material.

Jeff Brinkman said, "The weather had been awful that week, actually the whole winter, and the guys had been working endlessly plowing snow. When Mrs. Williams asked me to help identify the parts of the snowplow pictures I sent her, I appealed to Scott, an alumni of Colo Elementary. He was excited to help out. Even though their vehicles needed work, and Scott and Randy needed rest, they were more than happy to do what they did. Seeing them get the thanks and recognition they weren't even seeking is appreciated as a parent of one of the kids they helped out."

The Colo kids were rewarded for their hard work with a first-place finish. For its winning entry, the class received a \$325 gift certificate toward K'NEX instructional materials, and each student received a K'NEX building kit.



*The winning K'NEX entry*



*Emmy Hostetler, granddaughter of retired DOTer Larry Hostetler, is in the front row, third from the left in the white coat. Emily Brinkman, daughter of DOTers Jeff and Kristine Brinkman, is fifth from the left in a brown coat with a white and green stripe. DOTers Scott Robinson (man on left) and Randy Reifschneider (man on right) assisted the kids with their school project.*

## Law Enforcement Torch Run

If you thought only mail carriers battled the elements for a good cause, think again. Against a chilly rain and head wind six officers from the Iowa DOT's Office of Motor Vehicle Enforcement (MVE) and Mark Lowe, Motor Vehicle Division director, braved the weather May 20 to participate in the Final Leg Run of the Law Enforcement Torch Run (LETR) to kick off Special Olympics Iowa's summer games.

Iowa DOT MVE participants picked up the torch from representatives of the Dallas County Sheriff's Office on U.S. 69 at Elkhart and ran with it to Huxley, where it was passed off for the final leg into Ames and the opening ceremonies of the Special Olympics Iowa summer games.

While LETR is a national effort, Iowa law enforcement began participating in 1987. Since that time, LETR has evolved into the largest grassroots fund-raiser for Special Olympics Iowa. In addition to the Final Leg Run, LETR events include statewide Polar Plunges, Cop on Top activities, Tip a Cop events, T-shirt sales, truck convoys, car shows, dances, auctions, and more. In 2009, the Iowa LETR events raised more than \$420,000 to support Special Olympics.

### Torch Run Facts\*

- The LETR is held in 50 states and 35 countries raising \$40 million annually and recruiting more than 15,000 law enforcement officers from all over the world. The original run began 27 years ago in Kansas as a vision of Chief Richard LaMunyon who wanted to give his officers an opportunity to participate in something positive.
- The mission of the LETR is to raise both dollars and awareness for Special Olympics. Nearly 100 Iowa agencies and 1,500 officers work year-round to accomplish this goal. The LETR is the largest grass roots fundraiser for Special Olympics Iowa.
- All funds raised by LETR events help support Special Olympics Iowa's year-round sports training and athletic competition.

\* (Information adapted from the Special Olympics Iowa's Web site: [www.soiowa.org](http://www.soiowa.org))



*"Let me win, but if I cannot win,  
let me be brave in the attempt."*

Special Olympics oath



Back row, from left: Rod Rhiner, Caitlin Reisner, Steve Wamer, Kevin Steele, Mark Lowe. Front row, from left: Darren Reid and James Flattery



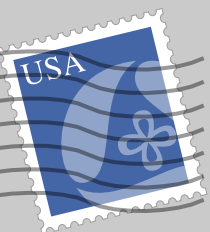
Steve Wamer (back left) prepares to take the torch from a member of the Dallas County Sheriff's office team.

*Running in the rain was no trouble for law enforcement officers on a mission.*





## Kudos



## Kudos!

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

To: Iowa DOT Director Nancy Richardson  
From: Iowa Department of Human Services (DHS)  
Director Charles Krogmeier

The Iowa Department of Human Services (DHS), Iowa Medicaid Enterprise (IME) has been interested in developing a nonemergency medical transportation (NEMT) brokerage system in Iowa for some time. This process started with a University of Iowa Public Policy Center's study of NEMT programs throughout the United States. This study provided several sound recommendations for the IME. Last summer the IME began the process of writing a request for proposals. On May 10, 2010, the IME announced TMS Management Group Inc. as the successful bidder of the request.

I would like to thank the Iowa Department of Transportation for the assistance, support and expertise provided to DHS in helping us with developing the NEMT brokerage program. In particular, I would like to personally thank one person who has been instrumental in assisting us through this process - Peter Hallock. He has provided his expertise of transit systems and has been invaluable to us in this process. He has been involved with the process since the beginning, including helping with the initial study. He provided input on the request for proposals, and was a member of the evaluation team that read and scored the bid proposals.

It has come to my attention that Mr. Hallock has chosen to take early retirement. I am sure his retirement is bittersweet as, while you wish him the best in the future, the knowledge and expertise Mr. Hallock provides will be very difficult to replace. Again, thank you for allowing him to assist us.

To: Iowa DOT Food Drive  
From: Carol Simms-Davis, Mid-Iowa Community Action Inc.

Mid-Iowa Community Action Inc. wishes to thank you for your support during the month of May. The summer months are an especially important time for donations as this is a very busy time of year for our office. Without ongoing support from the community we would not be able to serve so many families in need. Your continuing generosity is truly appreciated by both MICA and the families that we serve. Thank you for finding room in your budget to help those in need during this difficult economic time.

MICA hopes that you can continue to be a strong partner in helping Story County families in need.

To: Iowa DOT Food Drive  
From: Shelly McQueeney, Assault Care Center Extending Shelter and Support (ACCESS)

On behalf of the clients and staff of ACCESS, thank you for your generosity. Because of support like yours we can continue our mission of advocating for clients who have experienced domestic and sexual violence, while at the same time working to create a safer community for all of us.

This letter acknowledges your charitable donations of \$461.67, as well as necessary food for our shelter. We greatly appreciate your support of our agency.



## Family happenings

### District 3

MaryBeth Banta



Craig Lynn, highway technician associate in the Soldier garage, retired Oct. 1, 2009. Because of the busy winter, his retirement party was postponed until March. Lynn began working at the Iowa DOT in 1994 as a summer employee. He worked part time for a number of years, assisting with many different duties at several garages and offices. He became a permanent employee in 1996 as an equipment operator. He participated several summers in the shared worker program, assisting the District 3 paint crew.

**Note about retirements** - A special section of employee celebrations held as part of the state's retirement incentive program will be included in *INSIDE* in August or September.

### Location and Environment

Susie McCullough

**There has been a baby boom in the Office of Location and Environment (OLE)!**



Derek Peck, executive officer 2 in OLE, and his wife, Maren, welcomed Anders Shefferd to the family Nov. 25, 2009. Baby Anders weighed 8 pounds, 2 ounces and was 20¾ inches long. He joins big sister, Anja, 4, at home.



Angie Poole, program planner 3 in OLE, and her husband Chris from the Office of Design, welcomed Marigold May on Jan. 7. Marigold (Goldie) weighed 8 pounds, 12 ounces and was 21 inches long.



Shawn Goetz, design technician specialist in OLE, and his wife, Vanessa, transportation engineer intern in Materials, welcomed Bianca Riel Jan. 13. Baby Bianca weighed 8 pounds, 15 ounces and was 22 inches long. She joins big brother, Evan, 3, at home.



Jill Rudloff, environmental specialist senior in OLE, and her husband, David, welcomed Gabryel Jolyn April 8. Baby Gabryel weighed 7 pounds, 13 ounces and was 21 inches long.



Lindsay Edgar, environmental specialist senior in OLE, and her husband, Brian, welcomed Norah Kathleen, April 18. Baby Norah weighed 6 pounds, 12 ounces and was 19 inches long.

## In memory

**Merle "Dean" Chester**, 70, of Mystic died Saturday, May 22, at Mercy Medical Center in Centerville. Chester was born Dec. 21, 1939, in Lucas County to Myrl and Oneta Johnson Chester. He married Alice Kaestner on Nov. 24, 1967. Chester worked for the Iowa DOT for 25 years as an equipment operator, retiring in 1999 from the Centerville Maintenance garage. He was a volunteer for the Mystic Fire Department/Mystic First Responders for more than 25 years. He also enjoyed fishing, barbecuing, playing cards and hunting.

He is survived by his wife, Alice of Mystic; four children, Betty (Pat) Howell of Sugar Land, Texas, Tina (Bruce) Amos of Indianola, Lisa (Tim) Croushorn of Tampa, Fla., and Chris Chester (Heather Faulkner) of Mystic; eight grandchildren and three great-grandchildren.

**Dan Clauson**, 64, Boone, died May 27, at the Boone County Hospital. Clauson was born in Chicago, Ill., July 24, 1945, the son of Rev. Ralph and Luellamae (Skarin) Clauson. He graduated from Boone High School in 1963. Clauson served with the Iowa Army National Guard for 17 years. He worked for the Iowa DOT for 43 years as a road design project planner, design technician and surveyor, retiring in June 2007. Clauson also was a supervisor of events at Iowa State University for football and basketball games. He also worked at the Hy-Vee Regal Liquors. Clauson was a social member of the V.F.W. #817, the American Legion #56, the Loyal Order of Moose #104 and the Boone Veterans Council. Clauson was a past president and board member of the Boone Little League and was active in Little League as a coach, volunteer and All-Star umpire. He enjoyed outdoor activities - especially gardening, traveling and crossword puzzles; and he was an avid Iowa Hawkeyes fan.

Clauson is survived by two sons, Josh and companion Andrea Hicks (and her children, Nick and Andresa), and Joby; a granddaughter Delilah Jo Rose Clauson; special friend Ronda Mortensen and her children; a brother; nieces, nephews and many friends.

**Edward H. Jaacks**, 97, of Kingsley, died May 30, at Kingsley Nursing and Rehab Center. Jaacks was born Dec. 9, 1912, in Platteville, Wis., the son of Adolph H. and Emma Anna (Scheel) Jaacks. The family moved to Remsen, Iowa, in 1913. He was raised in Correctionville. He married Alice M. Mann Feb. 16, 1938, in Sioux City. The couple moved to Sioux City around 1957. He was employed as a mechanic for the Iowa DOT from 1957 to 1977, when he retired. Alice passed away July 15, 2002, in Sioux City. He lived in Kingsley from 2002 until moving to Sergeant Bluff in 2008. He returned to Kingsley in 2010.

Jaacks was a member of First Lutheran Church in Kingsley. He enjoyed working on cars and working in his vegetable garden. He also liked to travel, play golf and spend time with his children and grandchildren. Survivors include seven sons and their wives, Gary (Kay) of Santa Ana, Calif., Jim (Jeri Ann) of Sioux City, Stanley (Linda) of Phoenix, Ariz., Ron (Tammy) of Platteville, Wis., Randy (Debra) of Woonsocket, R.I., Dennis (Judy) of Omaha and Monte (Stacy) of Sergeant Bluff; two daughters, Kay Duke of Council Bluffs and Jolene "Jody" (Don) Riemenschneider of Kingsley; 20 grandchildren; 18 great-grandchildren; three great-great-grandchildren; a sister-in-law, a son-in-law, Gary Roepke of Merrill, Iowa; and several nieces and nephews.

**Donald E. Hanson**, 69, of Forest City, died June 3, at the University of Iowa Hospitals in Iowa City following a heart transplant. Hanson was born in Fort Dodge March 15, 1941, to Roy E. and Bertha (Amosson) Hanson. He

graduated from Belmond High School in 1959. Hanson began his career with the Iowa State Highway Commission in Clarion in 1959. Hanson married Shirley Tripp June 18, 1961. They were blessed with three children. In 1978, Hanson was promoted and the family moved to Forest City. Don finished his Iowa DOT career after 37 years in Mount Ayr and came back to Forest City where he retired.

Hanson was active in West Prairie Lutheran Church by serving on various church boards and was church council president. He loved to fish and spent many years fishing in Minnesota and Canada and enjoyed salmon fishing in Wisconsin. He also enjoyed spending time with his family, playing cards and socializing with friends over coffee.

Hanson is survived by Shirley, his wife of 48 years; his children: Kathy (Kevin) Triggs of Mount Ayr; Kristine (Jerome) Christianson of Hartley; James (Denise) Hanson of Brooklyn; four grandchildren; a brother and sister-in-law; a sister; and many nieces and nephews.

**Dann G. Thomas**, 62, of Ottumwa, died June 4 at Hospice House in Ottumwa. He was born Aug. 13, 1947, in Davenport to Charles and Janis (Morey) Thomas. He married Jane Loehrl July 24, 1970. He began working for the Iowa DOT in Davenport in 1967, transferring to Ottumwa in 1972. He was a construction technician in the Ottumwa construction office at the time of his retirement in June 2004. He had also worked as an equipment operator in the Ottumwa maintenance garage in his earlier years with the Iowa DOT. He attended St. Patrick Catholic Church and was a member of South Central Iowa Bass Club.

Survivors include his wife, Jane; two daughters, Renee Thomas of Fairfield and Anne (Tom) Gustafson of Oskaloosa; two granddaughters and a brother.

## Personnel updates

Information supplied by the Office of Employee Services for April 30 to May 21

### New hires

**John Brott**, highway technician associate, Clarion garage; **Shane Campbell**, highway technician associate, Osceola garage; **Amelia Carman**, planning aide 2, Transportation Data; **Matthew Chambers**, transportation planner 2, Program Management; **Nichole Coffman**, clerk specialist, Driver Services; **Brent Coggins**, engineering technician senior, District 2 Office; **Georgette Detrick**, driver's license clerk senior, Des Moines DL station; **Ryan Flugum**, highway technician associate, District 2 paint crew; **Michael Fulton**, design technician, Right of Way; **Matthew Haubrich**, management analyst 4, Maintenance; **Anthony Herman**, highway technician associate, Boone garage; **Jess Hoyt**, highway technician, Red Oak garage; **Scott Innis**, design technician specialist, Bridges and Structures; **Stuart Karlin**, highway technician associate, Missouri Valley garage; **Thomas Low**, transportation engineer intern, Sioux City construction; **John McCormick**, highway technician associate, Boone garage; **Jennie Retke**, architectural technician 1, Facilities Support; **Gregory Schreiber**, highway technician associate, Washington garage; **David Sierra**, highway technician associate, Fort Dodge garage; **Paul Sodahl**, design technician associate, Bridges and Structures; **Cory Steele**, highway technician associate, Washington garage; **Steven Stonehocker**, driver's license clerk senior, Des Moines DL station; **Scott Stucky**, highway technician senior, Britt construction

### Promotions

**Kelli Arnburg**, from materials technician 4 to materials technician 5, District 2 materials; **Cleighton Davis**, from highway technician associate, DeSoto garage to equipment operator senior, Greenfield garage; **Marcus McClannahan**, from driver's license clerk to driver's license clerk senior, Des Moines DL station; **Derek Sellars**, from highway technician associate, Oskaloosa garage to materials fabrication inspector 1, District 5 materials; **Norman Shepard**, from construction technician senior to construction technician supervisor, Creston construction; **Sarah Skelton**, from driver's license clerk to driver's license clerk senior, Des Moines DL station; **Allyssa Sweeney**, from secretary 1 to right-of-way-aide 4, Right of Way; **Jeffrey Tjaden**, from highway maintenance supervisor, Cedar Rapids garage to public service executive 2, District 6 maintenance; **Todd Young**, from highway technician associate to highway technician, Garner garage

### Transfers

**Kristine Brinkman**, engineering technician senior from Contacts to Design; **Frank Heimbaugh**, highway technician associate, from Altoona garage to Carlisle garage; **Annette Henning**, construction technician senior, from New Hampton construction to Cedar Rapids construction; **Thomas Norm**, highway technician associate, from DeSoto garage to Grimes garage

### Retirements

**Eileen Alff**, driver's license examiner, Council Bluffs DL station; **James Almond**, highway technician associate, Oskaloosa garage; **Warren Barcus**, highway technician associate, De Soto garage; **Craig Berry**, materials technician 3, District 1 materials; **Dennis Bovee**, design technician specialist, Design; **Norman Burns**, information technology specialist 3, Information Tech-

## Service awards

Information supplied by the Office of Employee Services for July 2010.

### 35 years

**Daniel Olson**, Document Services

### 30 years

**Kirsten Adams**, Information Technology Division; **Kim Snook**, Driver Services

### 25 years

**Susan Fultz**, Traffic and Safety; **Douglas Hopp**, Donnellson garage; **Rex Kinkade**, District 1 materials; **Merlin Osbahr**, Avoca garage; **James Whittwer**, District 4 bridge crew

### 20 years

**Eric Abrams**, Information Technology Division; **Ted Briggs**, Council Bluffs construction; **Chi Cox**, Vehicle Services; **Rick McCahen**, Waterloo garage; **Jeffrey Secora**, Rail Transportation

### 15 years

**Kirk Alexander**, Carlisle garage; **Stephanie Anderson**, Right of Way; **Jon Arjes**, Materials; **Randall Beard**, Waterloo garage; **Dave Beidler**, Dubuque garage; **Troy Cook**, Des Moines construction; **Keith Corkery**, Waterloo garage; **Timothy Even**, Waterloo garage; **James Gallart**, Location and Environment; **Ted Geerts**, New Hampton garage; **Phillip Ketchum**, Des Moines construction; **Deanna Maifield**, Design; **Randy Mildenstein**, Ida Grove garage; **Lynn Neff**, Bridges and Structures; **Paul Oglesbee**, Martensdale garage; **David Poland**, Des Moines garage; **Joel Schlueter**, Atlantic garage

### 10 years

**David Coon**, Davenport garage; **Bret Denekas**, Materials; **Joseph Guckert**, Right of Way; **Steven Jiras**, Coralville garage; **Matthew Law**, Finance; **Russell Leeper**, Pocahontas garage; **Brad Musal**, Davenport garage; **Thomas Wilhelm**, Bridges and Structures

### 5 years

**Bryan Bradley**, Traffic and Safety; **Kory Kroeger**, Le Mars garage; **James Muetzel**, District 4 Office

nology Division; **Craig Eckhart**, highway technician associate, Hanlontown garage; **Steven Furness**, highway technician associate, Hanlontown garage; **Roger Geesaman**, design technician, District 6 Office; **Timothy Greenwood**, right-of-way agent 3, Right of Way; **Thomas Hall**, motor vehicle investigator, Motor Vehicle Enforcement; **Rodney Halverson**, design technician specialist, Local Systems; **Danny Harvey**, equipment operator senior, Knoxville garage; **John Heggen**, transportation engineer manager, District 1 Office; **Dick Hendrix**, construction technician, Cedar Rapids construction; **Richard Hibbert**, highway technician associate, Carlisle garage; **Richard Homewood**, motor vehicle officer, Motor Vehicle Enforcement; **Gary Hood**, program planner 3, Location and Environment; **Bradford Huso**, highway technician associate, Mason

*Personnel update, continued next page*



## Personnel updates, continued from previous page

City garage; **Lorraine Johnson**, mail clerk 1, Document Services; **Ted Johnson**, mechanic, Knoxville garage; **Michael Kempf**, highway technician associate, Perry garage; **Kenneth Kennedy**, materials technician 3, District 3 materials; **Stephen Larson**, environmental program supervisor, Location and Environment; **Korene Launderville**, construction technician senior, Sioux City construction; **Judy Lett**, typist advanced, Driver Services; **Paul Lynam**, construction technician senior, Creston construction; **Charles Mann**, highway technician associate, Cherokee garage; **Richard Meyer**, materials technician 5, District 4 materials; **James Myers**, equipment operator senior, Carlisle garage; **Tara Narotam**, administrative assistant 1, Systems Planning; **Cheryl Norris**, public service executive 2, Employee Services; **Richard O'Brien**, construction technician assistant, Design; **Robert Olson**, assistant survey party chief, District 5 Office; **Donna Paulson**, driver's license clerk, Ames DL station; **Larry Rader**, highway technician associate, Alton garage; **Galen Richard**, highway technician associate, Carlisle garage; **Frank Savick**, materials fabrication inspector 1, District 4 materials; **Howard Spencer**, construction technician senior, Marshalltown construction; **Benjamin Straw**, highway technician associate, Independence garage; **Peter Tollenaere**, transportation engineer executive, District 5 Office; **Ruben Valenzuela**, highway technician associate, Muscatine garage; **Noe Villarreal**, highway technician associate, Swea City garage; **Keith Vlademar**, land surveyor senior, District 5 Office; **William Welch**, equipment operator senior, Sioux City-Hamilton garage; **Lyle Wiezorek**, highway technician associate, Knoxville garage

## See 'ya

**L**ynn Purcell, information specialist 3 in the Office of Media and Marketing Services, left state employment June 24 after 33 years. Purcell was one of 355 employees to take advantage of the State Employee Retirement Incentive Program (SERIP). As one of the creative minds behind many of the logos and publications people see every day, including INSIDE, Purcell says he especially enjoyed working on major projects over the years.



Some of the graphics Purcell designed include the welcome signs for the state of Iowa, the logo and marketing information for the Avenue of the Saints, and all the ads, brochures and other items associated with the I-235 project.

In retirement, Purcell plans to goof off. For those who know him, we know that part will come easy. Purcell and his better half, Deb, plan a trip out west this summer and then he plans to do some freelance graphic design work when the weather is too bad to canoe or bum around the neighborhood with his golden retriever, Buster.

Watch upcoming issues of *INSIDE* for information on other SERIP retirements.

# INSIDE

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

**Nancy J. Richardson**, Director

**Tracey Bramble**, Media and Marketing Services, editor  
**Lynn Purcell**, Media and Marketing Services, desktop publisher  
**Christina Andersen**, Media and Marketing Services, staff writer  
**Keven Arrowsmith**, Media and Marketing Services, photographer  
**Printing Staff**, Document Services, printing



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**PLEASE RECYCLE THIS ISSUE**

**On the cover:** Iowa's historic bridges are a treasure.

**July I-Spy Clue:** Interesting signage

**June I-Spy solution:** There is an airplane horizon indicator in place of the speedometer.

Service Area	Correspondent	Phone
District 1 .....	<b>Christine Hood</b> , Ames .....	515-663-6371
District 2 .....	<b>Lu Mohorne</b> , Mason City .....	641-423-7584
District 3 .....	<b>MaryBeth Banta</b> , Sioux City .....	712-276-1451
District 4 .....	<b>Marlene Jensen</b> , Atlantic .....	712-243-3355
District 5 .....	<b>Brenda Hadley</b> , Fairfield .....	641-472-6142
District 6 .....	<b>Sandi Byers</b> , Cedar Rapids .....	319-364-0235
Bridges and Structures .....	<b>Judy Whitney</b> , Ames .....	515-233-7917
Construction .....	<b>Nancy McMenamin</b> , Ames .....	515-239-1353
Contracts .....	<b>Peg Muxfeldt</b> , Ames .....	515-239-1422
Design .....	<b>Judy Lensing</b> , Ames .....	515-239-1469
Driver Services .....	<b>Vacant</b> , Ankeny .....	515-237-3253
General Counsel .....	<b>Chris Crow</b> , Ames .....	515-239-1509
Information Technology Division .....	<b>Colette Simpson</b> , Ames .....	515-233-7728
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Location and Environment .....	<b>Susie McCullough</b> , Ames .....	515-239-1225
Maintenance .....	<b>Cindy Shipley</b> , Ames .....	515-239-1971
Materials .....	<b>Brian Squier</b> , Ames .....	515-233-7915
Planning, Programming and Modal Division .....	<b>Cathy Mather</b> , Ames .....	515-239-1140
Motor Carrier Services .....	<b>Diann McMillen</b> , Ankeny .....	515-237-3250
Motor Vehicle Enforcement .....	<b>Anthony Batcheller</b> , Ankeny .....	515-237-3218
Operations and Finance Division .....	<b>Sheri Anderson</b> , Ames .....	515-239-1340
Research and Technology Bureau .....	<b>Tami Bailiff</b> , Ames .....	515-239-1646
Right of Way .....	<b>Mary Netten</b> , Ames .....	515-239-1216
Traffic and Safety .....	<b>Stephanie Anderson</b> , Ames .....	515-239-1746
Vehicle Services .....	<b>Becky Sawatzky</b> , Ankeny .....	515-237-3182

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## Bike to Work

Iowa DOT employees participated in the eighth annual Bike to Work Week May 17 to 21. Bike to Work week is promoted nationally as an opportunity to encourage people to try riding bikes for transportation, increase cycling awareness and promote a healthy alternative to motor vehicles.

The central complex Bike to Work Week committee consisted of Kathy Ridnour, Stan Peterson and Milly Ortiz, Systems Planning; Ed Engle, Research and Technology Bureau; Jorge Zamora, Location and Environment; Steve Kenton, Traffic and Safety; and Chris King, Bridges and Structures. The group planned a day of activities May 19, including a free breakfast from Hy Vee for the approximately 40 central complex employees who biked to work that day. They also had a drawing for giveaways donated by Bike World.

### Prize winners were:

T-shirt - **Peter Hallock**

Socks - **Kelly Bell**

Flashing rear light - **Ken Cameron**

Flashing rear light - **Yvonne Diller**

Bike tune-up - **Olya Arjmand**

Helmet - **Kay Thede**

Leg band - **Brent Christian**

Leg band - **Geoffrey Cadogan**

Leg band - **Steve Kenton**

Water bottle - **Zhaia Mergen**

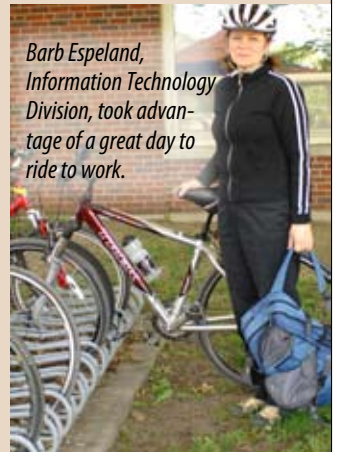
In District 2, George Perdue, materials fabrication inspector 1 in the Britt construction office, rode his bike every day May 17 to 21. On May 19, Craig Wood, Krista Rostad, Dean Wiebke, Chris Suntken and Bob Welper from the District 2 Office also took the opportunity to pedal to work.

*Center left photo: CyRide provides bike racks on some of its vehicles to assist those who want to use both transportation modes.*

*Bottom photo from left: Craig Wood, Krista Rostad and Bob Welper rode bicycles to work June 19.*



*An employee of Bike World adjusts an Iowa DOT employee's bike.*



*Barb Espeland, Information Technology Division, took advantage of a great day to ride to work.*

