

INSIDE

IOWA DEPARTMENT OF TRANSPORTATION NEWSLETTER AUGUST 2004



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From my view

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



Director's Staff Division

They're all about getting the word out. Whether to our own employees, the public, lawmakers or other local, state or federal transportation agencies, employees in the Director's Staff Division are

the ones who assist all DOT offices to research and communicate the department's position on issues and publicize the exceptional work being done around the state by DOT employees.

Policy and Legislative Services

Employees of PALS provide information to our congressional delegation with respect to appropriations and work with city, county and local officials on various transportation bills. The current struggle at the federal level with reauthorization of a surface transportation bill has kept members of this group very busy tracking the back-and-forth communications between the administration, congress and various industry and advocacy groups to assess the impact on Iowa's transportation systems. The addition of a federal legislative database and a DOT grant database assist PALS in more efficient record keeping and reporting.

At the state level PALS employees work very closely with Iowa lawmakers to ensure the continued success of DOT programs. Meeting with legislators prior to the session to introduce Iowa DOT initiatives and communicate our goals, and being available at the statehouse during the session to provide input to legislators and research answers to constituent questions on transportation topics are just a few services provided by PALS staff. Also during the session PALS employees track and share information on legislation related to transportation with DOT employees through their division and office directors.

The legislative process is the way statutes are put on the books. To accompany many of those statutes, administrative rules must be established at the DOT level. Recently PALS employees coordinated major rulemaking activities relating to such topics as public records and fair information practices; utility accommodation; procurement of equipment, materials,

supplies and services; hours of service and other motor carrier regulations; rail and aviation, just to name a few. The entire Iowa Transportation Laws manual (Code of Iowa, administrative rules and Iowa Acts) is available through DOTNET, thanks to the help of Media and Marketing Services and Information Technology Division staff.

While the legislation and administrative rules govern the state transportation system as a whole, within the DOT we have our own policies and procedures that guide our daily operations. These documents are generated by divisions, but are reviewed, edited and issued by PALS employees. A total of 180 DOT policies and procedures are in place. The people in PALS work with office and division directors to update these and develop new ones as needed.

Media and Marketing Services

The Office of Media and Marketing Services (M&MS) uses many avenues to share information about our agency and its projects with our employees, the public and others in the national transportation community.

On the communication forefront today is the Internet. Our department's ever-growing presence on the Web has made it a major information source for the Iowa DOT. Currently more than 1,700 pages of information are available on the DOT's Web site. While individual offices create their own Web pages, the responsibility for organizing and managing the complex site lies within this office.

For special or highly visible initiatives, such as the 511 Travel Information Service, Enviro-Explorers environmental education program and I-235 reconstruction project, targeted public relations campaigns are developed. To implement these campaigns the DOT uses a combination of Internet, print, radio and television, and other media to get all the information possible into the hands of those who need it. Day-to-day support and measurement of the effectiveness of these campaigns is also an ongoing task for M&MS staff.

Once a campaign is launched, M&MS employees work to supply the media and public with current and accurate information on project progress and successes. This is accomplished using electronic media releases, e-mail notices, in-house produced photographs, video clips, radio news releases, and the Internet.

From my view continued on page 12

DOT employee killed on I-235 project

Bobby Lee Derrickson, Sept. 25, 1948, to June 28, 2004

The Iowa DOT lost one of our own Monday, June 28, 2004. Bobby Lee Derrickson, an equipment operator from the Grimes shop, was working on the Interstate 235 project between East 14th and East 15th streets when police say he was run over by a piece of heavy equipment.

The loss is being felt throughout the department, but especially in the Grimes shop where Derrickson had worked since 2001. Richard Hedlund, highway maintenance supervisor in Grimes, said, "Bob was always willing to do whatever was asked of him. Whenever I would call him to work, in the middle of the night, a weekend, or a holiday, I could count on Bob being available. When he got to the shop, he would only ask what needed to be done, and what truck or equipment that he needed. Bob was as dependable as anyone could be. When the person that used to take care of the paper work for hazardous materials and fire extinguisher maintenance retired, I asked Bob if he would be willing to take over the job. He happily agreed to do it. Because of his training for the fire department, he was able to make sense of it all."

Regardless of the tasks Bob was asked to accomplish, whether it was in maintenance or construction, Bob was always up for the task. We will all miss him."

Dan Miner, equipment operator in Grimes, worked with Derrickson for the past three years. The two were also neighbors in Earlham. "The thing about Bob that I want people to know is his warmth. When you were assigned in a crew with Bob, you always knew the job would be done right and you'd have a great time doing it," he said. "Outside of work he was always the one who volunteered to help out with whatever you were doing. He was the grill master for every social event and volunteered as the shop Santa Claus for the last three years."



Bobby Derrickson

Derrickson graduated from Earlham High School in 1968. He enlisted in the U.S. Navy in 1969 and was a veteran of the Vietnam War. In 1971 Charlotte Wigton became his wife. Derrickson was a member of the Earlham Methodist Church, Earlham American Legion Post #158, Earlham City Council, South Central 9-1-1 Board and Madison County Emergency Management System Board. A 30-year veteran of the Earlham Fire Department, Derrickson was also an instructor for the Fire Service Training Bureau in Ames. For several years he worked in the maintenance department for the city of Earlham. In 2001 he joined the Iowa Department of Transportation.

In his free time Derrickson loved going deer hunting with his friends, NASCAR racing, and spending time with family, especially his grandkids. It is said he never turned down an opportunity to help someone in need or never met anyone that he did not care about. Everyone loved him in return.

Derrickson is survived by his wife Charlotte of Earlham; daughter Shannon Payne and husband Brant of Earlham; daughter Shelley Boyle and husband Shawn of Earlham; daughter Kelley Orr and husband Chism of Winterset; daughter Bobbi Derrickson of Earlham; daughter Jennifer Smith of Rancho Cucamonga, California; mother Orpha VanAlstine of Winterset; father Charles Derrickson of Grand Island, Neb.; sister Barbara Clayton of Earlham; brother Larry Derrickson of Dugway, Utah; half sister Kerri Wetovick and husband Tim of Wood River Neb.; and five grandchildren, Tabitha, Thomas, Garrett, Gavin, and Josie.

Thank you

Thank you for the flowers, donations, visits, kind thoughts, and most of all, your prayers. I would like to be able to thank each one of you individually, but please accept this as my sincere thank you. It comes from our hearts and we will be forever grateful.

Charlotte Derrickson and family

2004 DOT strategic plan

Can you see three to five years into the future? Although it's impossible to accurately predict how future events might shape the work we do, taking a long-term, "big picture" look at our operations and forming improvement plans for specific areas is critical to our focused growth as a key part of Iowa government.

Periodically for more than a decade, the DOT has revisited and revised our strategic plan. A few years ago the Iowa General Assembly passed the Accountable Government Act. In response to that legislation, the DOT was one of the first agencies to undertake the Iowa Excellence assessment to evaluate the tasks we perform and set priorities and goals. Our strategic plan was revised based on the results of this effort. The latest version of the strategic plan was released in June and is available on the Internet.

Although the three goals listed in the strategic plan haven't changed since the 2003 version, the update focuses on implementing the items listed in the plan itself. In addition to complying with the Accountable Government Act by developing a strategic plan, the document also addresses specific ways to serve our customers, and respond to trends of a growing population and an ever-changing need to enhance and expand Iowa's transportation systems.

The successful implementation of the strategic plan depends on how well DOT employees understand the purpose and value of the strategic goals and how their work contributes to the accomplishment of these goals. The role employees play in the accomplishment of the strategic plan will vary from having an indirect role of understanding and supporting its implementation to daily work directly supporting the accomplishment of a specific goal.

Supervisors will discuss the importance and purpose of the strategic plan and the role each employee plays in its implementation during the annual Individual Performance Plan and Evaluation. All employees are encouraged to read and become familiar with the DOT's strategic plan.

Here is a brief description of the three goals in the 2004 strategic plan. Please go to http://publications.iowa.gov/archive/00001419/01/DOT_Strategic_Plan.pdf for the complete document.

Goal 1

Accessibility – Enhance the public's access to the DOT and Iowa's transportation system.

Strategies

- A. Make doing business with the DOT easy.
- B. Make it easy for the traveling public to use the airways, highways, railways, rails, transit and waterways.

Goal 2

Responsiveness – Be responsive to the citizens and businesses of Iowa in addressing their needs and ideas.

Strategy

Collect and act on concerns and suggestions of the public.

Goal 3

Accountability – Enhance the DOT's management of financial and human resources.

Strategy

Manage and use resources wisely.

Golden Dome Awards

Each year the Governor's Golden Dome Awards program recognizes state employees for excellence and dedication in the special contributions they've made to state agencies. DOT employees were recognized this year in the award categories of Leader of the Year and Employee of the Year.



Will Stein, a transportation engineer manager in the Office of Design, has been selected as the DOT's Leader of the Year. Will was nominated by two of his employees for his leadership

skills, which included championing and implementing a Brifen cable guardrail system on I-35 through Ankeny. The guardrails have never before been used in Iowa. Based on eyewitness testimony to a median crossover in January 2004, their installation has been credited with the prevention of a serious and possibly fatal outcome.

Of his award Stein said, "Awards like this are really a reflection of the many talented people you work with on projects such as this, especially the employees in the methods section. The section has implemented several major design changes over the past few years and the individuals I work with in methods are smart, self-motivated, and great at working out details and working through the problems that arise whenever you try something new. Without great people to implement new ideas and technologies, they either never get off the ground or they fail. The section and the other offices and districts involved should feel pride in everything they contributed to this specific project, as well as the other significant design changes that have been implemented in the past few years."



The DOT's honoree for Employee of the Year is **Bill Shuler**, an equipment operator senior in the Bedford Garage. Bill was selected for designing and fabricating two snowplow

modifications that may significantly affect snowplow operations. The current industry standard design allows trucks to operate effectively at 25 miles per hour and the new designs have been safely and effectively used at speeds greater than 40 miles per hour on a test plow. The designs thus reduce the amount of time required to return snow-packed roads to normal conditions, leading to lower costs, safer roads, and fewer accidents involving snowplows.



Shuler's team: (from left) Dean Rowe, Bill Shuler, Al Clayton and Joe Riley

Shuler said, "I was not aware of being nominated for the award until my supervisor called me at home one evening and told me I had won. Needless to say, I was shocked. I questioned him a little and he assured me it was true. I have worked hard on several projects but I never imagined I would receive this type of recognition. None of this would have happened without the help I received from my co-workers, my supervisor, Don Herdliska, and District Maintenance Manager Jim Bane. Dennis Burkheimer from Maintenance and the winter equipment group also played a major role in this project. Hopefully, with some more hard work and a little luck, these projects will find their way and improve winter operations for all of us."

Meeting focuses on road weather issues

The numbers are staggering. National averages of 7,000 weather-related fatalities, 800,000 injuries and 1.2 million crashes due to weather cost Americans \$42 billion each year. Responsibility for solving complex road weather issues falls on all transportation agencies, industry groups and educators.

In June representatives from nine state transportation agencies, the Federal Highway Administration, National Weather Service, asphalt and concrete paving groups, educators and value-added weather organizations gathered to begin a problem-solving process on transportation weather issues that could have far reaching results.

Wilf Nixon from the University of Iowa addressed the group emphasizing the need for quality processes dependent on data and measurement. He said establishing strong communication channels with the public and within the organizations that deal with roadway issues is vital. He charged the group to think of “what we need” in the future, not “how do we do this now.”

Participants were divided into focus groups dealing with specific issues relating to weather equipment and data with separate sessions for providers and users; winter maintenance issues including sessions for equipment and technologies, management methods and road maintenance operations; traffic management split into operations and intermodal focus groups and facilities issues with an emphasis on design and construction. The eight groups were given scenarios and asked to work out solutions for 20 years in the future to determine research needs.

Once the small group sessions were complete, each focus group brought three ideas to the entire gathering.

Sandra Larson, director of the DOT's Research and Technology Bureau, says this meeting was just the beginning of a long-term investigation on road weather issues. “Because this is a critical national issue, funding for this regional initiative may come from federal research dollars and state pooled-fund money. The outcome will be regional, but our goal is to make it applicable nationwide.”

Larson says the next step is the formulation of a final report detailing the work of the focus groups. Initially, the Center for Transportation Research and Education at Iowa State University will work to coordinate these efforts.

To find out more about the road weather initiative, go to www.ctre.iastate.edu.

Winter wrap-up

The winter of 2003-2004 appears to be a year of extremes for snowfall totals in some parts of the state. The statewide average snowfall for this past winter was just more than 38 inches, which is about six inches above normal for the state.

The extremes were in the snowfall totals for counties. The highest snowfall total for the state was recorded in Shelby County this past year with 56.5 inches of snow and the lowest in the state was Winneshiek and Clayton counties which recorded 24 inches of snow this year. Typically, Winneshiek and Clayton counties are areas with some of the highest snowfall totals each year and the Shelby County area usually records totals near the statewide average. The top five counties for snowfall were:

- | | |
|-------------|------|
| 1. Shelby | 56.5 |
| 2. Crawford | 55.5 |
| 3. Carroll | 55.0 |
| 4. Ida | 55.0 |
| 5. Guthrie | 54.0 |

The DOT used 221,700 tons of salt, 20,900 tons of sand, 7.8 million gallons of salt brine, and nearly 75,000 gallons of calcium chloride for winter road maintenance this past year. Salt use was up approximately 23 percent from the department's five-year average, but below the record setting year in 2000-2001 when more than 268,000 tons of salt were used to keep Iowa roadways clean. Sand, brine and calcium chloride use were in line with five-year averages.

The UYC class of 2004

One day the attention is focused on basic first aid, because safety comes first. The next might include a team effort to paint a shed at a county recreational facility. On the third day identifying native plant species at a state park while clearing a nature trail might be on the agenda. Nearly 40 Iowa youth involved in the DOT-funded Urban Youth Corps (UYC) program experience a wide variety of activities and learn what a sense of accomplishment and earning a paycheck are all about.

In the eighth year of UYC, the summer 2004 projects are as diverse as ever before. Seven agencies hired disadvantaged young people through the program that aims to complete transportation-related projects, mostly on recreational trails and county park facilities.

“For a lot of the kids, this is their first work experience,” said Bill Van Zuiden from Carroll County Conservation. “They learn to work together and ask questions. We’ve worked with youth groups before, and we think this year we have a great group.”

The 10 Carroll County UYC employees are learning about safety, construction, wildlife, teamwork and other skills to help them succeed in life outside the 12-week summer program.

While this is the first year for Carroll County to participate in UYC, other groups have found the cooperative effort a success for many years. In the fifth year of its participation, the Mahaska County Conservation Board hired three people to work up to 18 weeks at 19 park and recreational areas in the county. The group will also staff a booth at the Southern Iowa Fair to give participants an opportunity to publicly promote their projects.

In an ambitious project, the Iowa Natural Heritage Foundation is working with four UYC kids in Page, Fremont, Mills and Pottawattamie counties to rehabilitate parts of the Wabash Trace Nature Trail from Shenandoah to Council Bluffs.

For the city of Marengo, two UYC participants will assist with gateway enhancements to the city and other projects.

Another long-time partner, the Mayor’s Youth Employment Program in Iowa City, working with the U.S. Army Corps of Engineers and the city of Coralville, kept 10 kids busy on transportation-related projects in Iowa City, Coralville and at Coralville Reservoir for eight weeks this summer.



Bob Rye, District 1 field services coordinator, talks with the UYC participants prior to the day’s work of banding geese.



Urban Youth Corps workers learn about environmental issues, like the importance of tracking Iowa’s goose population, as part of their training.

The Black Hawk County Conservation Board challenged six UYC kids to finish trail maintenance, build benches and install sign bases at the Hartman Preserve in Black Hawk County in only three weeks.

In addition to all the outdoor work, classes to teach interviewing skills and resume writing are also offered in many of the UYC programs. The DOT used enhancement funds to finance nearly \$81,000 for this year’s UYC. The seven applicant agencies provided matching funds.

Scott Smyth back from Afghanistan

Although Operation Iraqi Freedom comes to mind when most of us think of the conflict our Armed Forces face, we can't forget the ongoing effort in Afghanistan, Operation Enduring Freedom.

Scott Smyth, electrician in the Grimes shop, returned from Afghanistan in late May after having served more than 10 months in the fight to keep peace in Afghanistan. Smyth, a 13-year veteran of the DOT and 19-year military man, credits his supervisors for supporting his military service. "When I left for this deployment, Rich Hedlund was my supervisor and when I came back I was assigned to Lance Starbuck. They are both very understanding and Lance is awesome, allowing me to do what I have to do. There's just tremendous support for me here."

Airlifting equipment was a major part of the work Smyth did in Afghanistan.



Helicopters are perfectly suited as cargo and transport vehicles in Afghanistan's rugged terrain.

Smyth has been deployed for most of the last 24 months, first for a year at Fort Campbell, Kentucky, then in Afghanistan. Although trained as a nuclear, biological and chemical weapons specialist, Smyth served in Afghanistan as a door gunner on a Blackhawk helicopter attached to the 10th Mountain Aviation unit out of Fort Durham, N.Y. Twice his chopper was chosen to transport the very reclusive president of Afghanistan. "That was quite an honor," said Smyth.

Flight time was the order of business for most of Smyth's days. "We flew three or four days each week. We would find out the flight schedule the night before. I'd usually be up and ready about 4 a.m. Two hours before the crew came in, we would be getting the aircraft ready. Most of our missions were to deliver mail, food, supplies or up to 30 Marines at a time," said Smyth. "We were fired on a lot, but they weren't very good shots. I was scared the first few times, but after that I didn't worry too much about it."

When he wasn't flying, Smyth says he spent his duty-time training Afghan guards and setting up communications equipment.

"Our guard unit had the old communications equipment like you see on M*A*S*H. The 10th Mountain bought us 10 new laptops. That made a huge difference," said Smyth.

In the off-duty hours Smyth could often be found at the military hospital visiting kids who had been caught in their homeland's horrible situation. "I would take stuffed animals to the kids," he said. "The hospitals there were awesome. The Americans, Egyptians and Koreans all had M*A*S*H units set up in tents. All three offered care far above what the Afghans could provide."

Smyth said he is very proud of the time spent in Afghanistan and the improvements he saw taking place in the months he was there. "We're making a big difference in that country. We're employing Afghans to do a lot of the reconstruction. That is having a major impact on their economy," he explained.

Although Smyth wholeheartedly believes in the causes being championed in the Middle East, being away from home for nearly two years has been difficult. Smyth is the father of two sons, Scotty, 12, and Trae, 11. "Even though I have to be away from them, the kids are very proud of their dad," said Smyth.

Use of the DOT service mark



The service mark or logo is one of the Iowa Department of Transportation's most valuable assets. As a service mark, it is registered with the Iowa Secretary of State's office and cannot be altered or used in a way not identified in the registration documentation. If the mark is used in an altered state, the DOT can take legal action and seek damages for any misuse.

The logo's value in identifying the department will increase if it is used properly and consistently. It unites the department, its divisions and offices, under one global umbrella. By providing a uniform symbol wherever visual identification occurs, the DOT logo projects the quality and professionalism that the Iowa DOT has come to represent. Following these logo use guidelines will provide the consistency and direction that will help the Iowa DOT maintain its rights to this mark.

Rules for using the DOT logo

Use the logo exactly as it appears in the original file. In other words, don't change the colors or distort the proportions. If your document will be printed in black-and-white, use a black-and-white version of the logo. Leave some clear space around the logo so other design elements and text don't run into (or over) the logo.

The DOT logo has been designed for optimal flexibility in

use, and there are several variations to meet your needs. There's really only one simple rule to follow when using the logo: don't alter it. If DOT staff members begin adjusting the type, proportions, colors and other characteristics of the logo, our efforts to create a consistent, high-quality brand image will be jeopardized.

Size, proportion and spacing

The logo must be reproduced only from authorized originals and cannot be redrawn, repositioned or modified in any way.

Whenever possible, the logo should be reproduced from authorized electronic sources rather than physically cut and pasted from a camera-ready original.

The electronic version may be reduced or enlarged proportionately by up to 25 percent, but the proportions may not be changed. (To avoid changing the proportions unintentionally, it's best to enlarge/reduce the logo by percentages rather than by clicking and dragging the logo across the page.)

Keep in mind that the logo was optimized for use at a certain size, and lines may quickly become distorted and text unreadable if they are enlarged or reduced more than 25 percent. If you must enlarge the logo beyond 125 percent or reduce it below 75 percent, please contact Lynn Purcell in the Director's Staff Division's Office of Media and Marketing Services. With a little

lead time, Lynn will get you an electronic file that's optimized for your particular use.

The logo should be used in a size large enough to ensure clarity and legibility when the document is reproduced. Registration (proper alignment) of the red and black inks is a big concern when the DOT logo is commercially printed; improper registration results in muddy colors and a generally sloppy look. Poor registration is especially likely when the DOT logo is reproduced in smaller sizes. When you're doing a two- or four-color print job, be sure to let the printer know that the registration of the red and black must be precise.

Nothing may be superimposed over the DOT logo. The logo may be used as a transparent bug or watermark on Web pages, slides or overheads, provided that nothing is overprinted on it.

To obtain an electronic copy of the DOT logo, contact Lynn Purcell at 515-239-1730.

FLY IOWA 2004

Put 10,000 people, beautiful weather, a friendly eastern Iowa community, great aircraft, and an excellent airport together, and you will have the makings of FLY IOWA 2004 held June 5-6 at the Washington Airport.

FLY IOWA 2004 was a great event that introduced a large number of adults and children to aviation and put smiles on even the most experienced aviators. The DOT was represented in several ways at the event. The Office of Aviation had a presence at FLY IOWA with a display that promoted the importance of Iowa's air transportation system. Mike Seek from the sign shop was an exhibitor at the event showing his collection of aviation and military toys.

Warbirds, show planes and experimental aircraft graced the ramps. Aerobatic performances entertained the crowd. Helicopters flew overhead giving rides. A 75 year-old woman made her first ever skydive along with dozens of other skydivers filling the wild blue yonder. More than 150 children experienced Young Eagle flights. A constant flow of aircraft arrived at the airport.

The community of Washington teamed up with the Iowa Aviation Promotion Group to organize a successful event.



Top photo: Kay Thede from the Office of Aviation staffs the DOT booth at FLY IOWA 2004.

Center photo: Mike Seek from the sign shop is an avid military toy collector. He poses here with the "real" version of a plane he assembled as a model (lower photo).



No. 3985 barrels through Iowa



Crowds of rail enthusiasts and curiosity seekers gathered June 25 -26 to marvel at the Union Pacific Challenger No. 3985. Challenger, the world's largest operating steam locomotive, barreled through Iowa billowing clouds of smoke as onlookers watched and snapped photos. The locomotive left Trenton, Miss., June 25, traveled to Des Moines for a short stop, and proceeded to Boone for an overnight stay.

According to the Challenger Web site, the locomotive was designed by Union Pacific and built in 1943 by the American Locomotive Company. Challenger 3985 is one of 105 Challengers built between 1936 and 1943 and is the only operating engine of its class in the world today.

No. 3985 last operated in "regular" train service in 1957. It was retired in 1962 and stored in the roundhouse in Cheyenne, Wyo., until 1975, when it was placed on display near the Cheyenne depot. A group of Union Pacific employees volunteered their services to restore the locomotive to running condition in 1981. The locomotive now tours the country promoting railroading and pulling trains for charity events.



Background

The name Challenger was given to steam locomotives with a 4-6-6-4 wheel arrangement. This means that they have four wheels in the leading "pilot" truck, which helps guide the locomotive into curves; two sets of six "driving" wheels, and finally, four "trailing" wheels, which support the rear of the engine and its massive fire box. Each set of driving wheels has its own steam cylinder. The result, in essence, is two engines under one boiler.

The frame of the locomotive is "**articulated,**" or hinged, to allow it to go through curves. When watching the approaching locomotive go through a curve, you can see the boiler swing out left or right independently of the lower half of the engine as the rear half of the locomotive remains in a straight direction until its wheels and frame are halfway through the curve.

The Challengers were designed for fast freight service, but occasionally pulled passenger trains. No. 3985 originally burned coal and pulled a tender with a 32-ton capacity. In 1990 it was converted to use No. 5 oil. The top speed of No. 3985 is about 70 miles an hour.

Family Happenings

District 3

MaryBeth Banta



MaryBeth Banta, District 3 typist, is the proud new mommy of a son. Jordan Ethan was born Tuesday, May 11 at 4:16 p.m. He weighed 8 lbs. 6 ozs. and was 21 inches long.

Vehicle Services

Thelma Huffman



Elaine Kunzman, accounting clerk 3, became a great-grandmother for the first time. Mackenzie Marie Lorton was born May 5. She weighed 7 lbs. and was 20 inches long. Congratulations, Elaine!

Motor Vehicle Enforcement

Valerie Hunter



MV Investigator Tony Batcheller is a first-time grandpa! Moira Eve Sogor was born April 27 weighing just 5 lbs. 1 oz. She was 18.5 inches long. Moira's parents are Batcheller's daughter Kara and her husband Aron. The family is at home in the San Francisco Bay area. Congratulations, Tony!

Thank you

Thank you, thank you, thank you! I could never say that enough to all of you. Thank you to those who donated leave time after my accident. Thank you also for all the cards, letters and flowers I received during my hospital stays and recovery time. It was nice to hear from so many of you and it really cheered me up. I am very blessed to work with so many caring and wonderful people.

Kelli Arnburg
District 2 materials

From my view continued from page 2

Video production is another communication tool that is valuable in assisting with employee training, public education, and documenting activities such as materials testing and project construction.

M&MS staff are also available to assist other DOT offices with media relations. This includes developing talking points, writing news releases, providing offices with access to a statewide media list, conducting news conferences, and offering training for employees on how to deal with the media.

Other communication activities target specific audiences or address a particular education need. For instance, M&MS staff are often called upon to assist other offices with writing and editing trade publication articles. These articles are a great opportunity for the department to share best practices and showcase our state to national and international audiences. At home, Iowans were continually asking about the department's roadside planting program. To fulfill this informational gap, the Office of Media and Marketing Services worked with Design's roadside development section in publishing the very popular Roadside Plant Profiler.

For special events such as the opening of the U.S. 20 Iowa River Bridge near Steamboat Rock last summer, M&MS staff are available to assist in planning the event and coordinating the media coverage.

Efforts to keep our employees informed on agency-wide initiatives also fall to this office. You're reading one of the main tools used to communicate with employees. **From my view** continued on page 13

From my view continued from page 12

DOTNET, also administered by M&MS employees is another employee information tool being increasingly used by DOT staff to keep current on issues.

DOTNET houses division-specific information as well as agency-wide information including electronic copies of INSIDE, press clippings, the policies and procedures manual and other information pieces employees can use.

Regardless of the communication vehicle selected, this office strives to provide timely, edited and accurate information in a way that best represents the department and serves our customers.

Process Review

This group of employees coordinates a wide variety of agency-wide services. Working to meet the requirements of the Accountable Government Act including strategic planning (see article on page 4), performance planning and measurement; coordinating the department's self-assessment for the Iowa Excellence initiative (previously in INSIDE); compiling and tracking the DOT's affirmative action progress and investigating complaints of illegal discrimination; reviewing appeals to sanctions placed on driver license, motor vehicle dealer licenses and other regulated DOT functions; coordinating responses to all correspondence for the director and transportation-related inquiries received by the Governor's office; staffing the department's switchboard; and managing many special projects for the director make every day different and exciting.



Christy Steinfeld

2004 Examiner of the Year

Driver's license supervisors have named Christy Steinfeld, driver's license examiner in the Cedar Rapids DL station, Examiner of the Year.

Steinfeld began her career as an emergency DL clerk in Marengo in July 1972 under the Iowa State Patrol. After graduating from high school, she was looking for an interesting job. The starting wage of \$2.60 an hour wasn't great in 1972. She must have found her niche, however, since this is her 32nd year in a DL station. She has traveled around the state issuing driver licenses in Iowa, Benton, Keokuk, Washington and Tama counties, working Monday through Saturday morning. In 1977 she was promoted to an assistant driver license examiner and to DL examiner in 1985.

In 2000 it was time to stop traveling, so Steinfeld transferred to the Cedar Rapids DL station from her hometown of Marengo. "It's the same job but a completely different interaction with the customers. As an itinerant examiner all the cities were small," she explained. "I went from driving Miss Daisy to drive testing the fast and the furious."

Steinfeld says she enjoys her current team of 20 employees but does miss her old team of five. "Each day is a new experience. You never know what's going to happen. It's kind of like a roller coaster," she said. "The pace is extremely fast. When I finally look at the clock it's already time to go home."

Upon being named examiner of the year, Steinfeld says she was very surprised and honored. "Being nominated by supervisors statewide makes this a very special honor," she said. "We have always had an excellent supervisory staff. I've seen a lot of changes, helped a lot of customers, attended numerous training sessions, all of which I have found worthwhile," said Steinfeld. "I'm proud to be Iowa's DOT Examiner of the Year."

Steinfeld and her husband, Blake, an Iowa County deputy sheriff in Marengo, have two daughters. Brook, 20, attends Capri College in Cedar Rapids, and Camy, 15, will be a sophomore at Iowa Valley High School in Marengo.



SERVICE AWARDS

Information supplied by the Office of Employee Services for August 2004.

45 Years

Ronald Otto, Right-of-Way

35 Years

Harry Fortney, Construction; **Linda Gardner**, Driver Services.

30 Years

Michael Benner, Motor Vehicle Enforcement; **Darrill Burgett**, Bridge and Structures; **Dan Collins**, Elkader garage; **Ralph Giesman**, Information Technology Division; **Lionel Keeney**, Maquoketa garage; **Karen Magie-Crouse**, Transportation Data; **Patty Valline**, Document Services.

25 Years

Danny Barnhouse, Centerville garage; **Ronald Bloomquist**, District 5 Materials; **Gregory Ellis**, Design; **Joyce Emery**, Traffic and Safety; **Joseph P. Golinvaux**, Public Transit; **Kevin Gramlich**, Maintenance; **Douglas Johnson**, Bridges and Structures; **Roger Jones**, Materials; **Eugene Last**, Altoona garage; **E. Timothy McDonald**, Des Moines-north garage; **Diann McMillen**, Motor Carrier Services; **Eileen Nelson**, Information Technology Division; **Kevin Petty**, Adair garage; **Gary Pickett**, Newton interstate garage; **Douglas Samuel**, De Witt garage; **Souk Sounthanavong**, Facilities Support; **Darrell Weyen**, Akron garage; **Donald Wiley**, Burlington garage.

20 Years

Timothy Brown, Design; **Lisa Hennessey**, Driver Services; **Mona Kretlow**, Design; **Julia Lucas**, Des Moines construction; **Treva Peterson**, Right-of-Way; **Ronald Pexa**, Williamsburg garage; **Tracy Roberts**, District 4 Office; **Larry Shriver**, Neola garage; **David Widick**, Traffic and Safety; **Darrell Wiegand**, Motor Vehicle Enforcement; **Joe Worthington**, Red Oak garage.

15 Years

Brent Christian, Right-of-Way; **Sheri Harris**, Document Services; **Kirk Johnson**, Cherokee construction; **Leona Kirkpatrick**, Vehicle Services; **Elvie Laudencia**, Finance; **Rhonda Meeker**, Construction; **Kerry Morris**, Procurement and Distribution; **Evelyn O'Loughlin**, Design; **E. Jon Ranney**, Program Management; **Scott Suhr**, District 4 Office; **Katherina Taylor**, Systems Planning; **John Hung Vu**, Construction.

10 Years

Phoumine Baccam, Des Moines DL station; **Troy Calvert**, Des Moines construction; **Daniel Carlson**, Procurement and Distribution; **J. Thomas Lind**, Right-of-Way; **Lester Mahlstedt Jr.**, Charles City garage; **J. Chris Moline**, Motor Vehicle Enforcement; **Kimball Olson**, Bridges and Structures; **John Redlinger**, Washington garage; **Deanne Simons**, Right-of-Way; **Travis Tinken**, Rail Transportation; **Ethan Tuttle**, Centerville garage.

5 Years

John Bogert, Donnellson garage; **Donald Briggie**, Des Moines-north garage; **Cecil Brummond**, Sioux City construction; **Rozann Dallenbach**, Waterloo DL station; **Jean Gustafson**, Procurement and Distribution; **Richard Hughes**, Altoona garage; **William Kaufman**, Bridges and Structures; **Miriam Long**, Contracts; **Steven Robinson**, Motor Vehicle Enforcement; **Kyle Schuchmann**, Motor Vehicle Enforcement; **Mary Stahlhut**, Traffic and Safety; **James Wright**, Council Bluffs construction.

PERSONNEL UPDATES

Information supplied by the Office of Employee Services for June 4 to July 1, 2004.

New Hires

Brent Chambers, program planner 3, Motor Vehicle Division.

Promotions

Tammy Adrian, driver's license examiner, Dubuque DL station; **Kyle Bennett**, design technician, Design; **Kurt Estrem**, design technician, Design; **Jason Holst**, transportation engineer, Design; **Darla James**, design technician, Design; **Philip Jensen**, electrician, Des Moines maintenance; **Michael Slater**, accounting clerk 2, Motor Carrier Services; **Daniel Stokes**, design technician, Design.

(Most early out retirements will be covered in the September edition of *INSIDE*.)

Transfers

Sheri Anderson, program planner 2, Office of Maintenance; **Gloria Aswegan**, clerk specialist, Vehicle Services; **Nancy Goecke**, information technology specialist 5, Information Technology Division; **Larry Mesenbrink**, transportation planner 2, Rail Transportation; **Gail Nordholm**, secretary 2, Local Systems.

Retirements

William Bishop, design technician, Design; **Eula Burton**, clerk advanced, Vehicle Services; **Elizabeth Parr**, information technology specialist 3, Information Technology Division; **Dann Thomas**, construction technician, District 5 maintenance.

Big popcorn ball



Motor vehicle officer Shirley Morse checks the scale

They know how to party in Sac City! June 12 was the day to challenge the Guinness Book of World Records for the largest popcorn ball. Several dozen local citizens turned out, as well as two motor vehicle officers, Keith Troug and Shirley Morse, to officiate weighing the ball.

Once all the corn was popped and the ball stuck together (on top of a pallet to make moving it easier), the ball was positioned on portable DOT scales. The final weight was 3,100 pounds, topping the town's previous 2,225 pound ball built about 10 years ago.

"This was a fun deal," said MV Captain Lance Evans, "The people take this very seriously, but it's also a fun community event."

35 YEARS

Iowa Department of Transportation



Linda Gardner,
Driver Services.

Management tip

Never take back a delegated assignment because you can do it better or faster. Instead, help your staff member learn to do it faster and better. You run the risk that the employee might make a mistake. But the person you delegate to will learn invaluable lessons from the experience.

From the editors of *Communications Briefings*

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, 515-239-1314 or e-mail tracey.bramble@dot.state.ia.us.

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PLEASE RECYCLE THIS ISSUE

On the cover: Geese on Swan Lake prior to a banding operation.

Service Area	Correspondent	Phone
District 1	Lori Morris, Ames	515-239-1635
District 2	Pam Cox, Mason City	641-423-7584
District 3	Mary Beth Banta, Sioux City	712-276-1451
District 4	Marlene Jensen, Atlantic	712-243-3355
District 5	Brenda Hadley, Fairfield	641-472-6142
District 6	Jeanne Heeren, Cedar Rapids	319-364-0235
Bridges and Structures	Judy Whitney, Ames	515-239-1564
Construction	Nancy McMenamin, Ames	515-239-1043
Contracts	Peg Muxfeldt, Ames	515-239-1422
Design	Judy Lensing, Ames	515-239-1469
Director's Staff Division	Lynn Purcell, Ames	515-239-1730
Driver Services	Melanie Mathes, Des Moines	515-237-3153
General Counsel	Sheri Anderson, Ames	515-239-1509
Information Technology Division	Colette Simpson, Ames	515-233-7728
Local Systems	Kathy LaRue, Ames	515-239-1081
Location and Environment	Jean Jesse, Ames	515-239-1225
Maintenance	Cindy Shipley, Ames	515-239-1824
Materials	Dawne Berner, Ames	515-239-1919
Modal	Mary Kay Reimers, Ames	515-239-1661
Planning & Programming Divisions	Mary Kay Reimers, Ames	515-239-1661
Motor Carrier Services	Diann McMillen, Des Moines	515-237-3250
Motor Vehicle Enforcement	Val Hunter, Des Moines	515-237-3218
Operations and Finance Division	Janet Kout-Samson, Ames	515-239-1340
Research and Technology Bureau	Phyllis Geer, Ames	515-239-1646
Right-of-Way	Linda Kriegel, Ames	515-239-1135
Traffic and Safety	Linda McBride, Ames	515-239-1557
Vehicle Services	Thelma Huffman, Des Moines	515-237-3182

Rebuilding the Cedar Bridge

W

hen an arson fire destroyed the Cedar Bridge, one of Madison County's best-known landmarks, Iowa DOT bridge engineers stepped up to advise the county and the engineering firm hired to design and reconstruct the historic covered bridge.

According to cedarcoveredbridge.com, 19 covered bridges were originally built in the county. The Madison County Board of Supervisors ordered the bridges to be covered, helping preserve the large flooring timbers, which were more expensive to replace than the lumber used to cover the bridge sides and roof. The 76-foot long Cedar Bridge, built by Benton Jones in 1883, spanned Cedar Creek north of the county seat of Winterset and was the last of the covered bridges to be opened to traffic.

In 1921 Cedar Bridge was moved about a mile by steam-powered tractor to span the creek on U.S. 169.

Cedar Bridge became world famous in 1992, when it played a prominent role in Robert James Waller's novel, *The Bridges of Madison County*.

In 1993 Oprah Winfrey broadcast a television talk show from Cedar Bridge. Calling *The Bridges of Madison County* her favorite book of the year, Oprah brought author Robert Waller and her entire crew on location to Madison County.

As with the other five remaining bridges, Cedar Bridge was carefully maintained and listed on the National Register of Historic Places. The structure was meticulously restored in 1998 at a cost of \$128,073.

When an arson fire destroyed the landmark on Sept. 3, 2002, the event devastated local residents. Although the original Cedar Bridge's 119-year history is irreplaceable, the fire brought the community together to plan the rebuilding, using the same methods and materials of the original structure to ensure future generations remember this landmark.

A dedication ceremony for the reconstructed bridge is scheduled for Saturday, Oct. 9, 2004, during the annual Covered Bridge Festival.



Reconstruction of the Cedar Bridge in Madison County is continuing and expected to finish in time for a dedication ceremony in October.