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ONE 2 ONE

WITH DIRECTOR NANCY RICHARDSON

A couple of Sundays ago I baked a chicken, which got me thinking about comfort food. You know...food that makes you feel content and satisfied. The dictionary says comfort food is "psychologically comforting." For most of us it is nostalgic in that it takes us back to a simpler time, usually when we were young, and is a food our mothers often made.

For me, that's baked chicken – or even more so, capon, since I am a Decorah girl and they produce a lot of capon there. Mom sometimes stuffed it and sometimes not, but it was a special meal just the same. So was pot roast, homemade buns, mashed potatoes and all kinds of gravy. These were the things that Sunday meals – the big meal of the week – were made of. And they are to this day some of my favorite foods. Simple, easy to prepare and unsophisticated!

Other than that I love the taste of these foods, my favorite thing is that they make me think so vividly about my mother even though she died more than ten years ago. I always think how pleased she would be that I carry on her traditions. I was the one who followed her around the kitchen where I think she and I both subconsciously turned cooking into our bonding time. She worked as a school teacher at a time when it was far less common for mothers to work, so time in the kitchen became our special time together. I guess that explains a lot about the "comfort" part of certain foods for me.

I love to cook, a fact for which I clearly have my mother to thank. So, in addition to adopting many of mom's favorite recipes, I created some of my own comfort food...most notably a dish which friends and family alike simply call Nancy's rice dish. It is what they want – expect – when they come to my house and I frequently oblige.

The psychological or emotional aspect of comfort food, I think, is that it somehow makes one feel safe. It's like a hug in the form of food. It makes me feel close to happy times and people I care about. And it's risk-free and predictable...it always turns out right without a lot of effort on my part.

I think comfort food is a good metaphor for certain work activities. There are habits we form, ways of doing things, to which we always return. For me this includes

editing – dare I say over-editing – things people write. It also includes taking on things to do myself so they can be done "just so" rather than leaving them for others to do.

As I think about it, "comfort activities" share the same qualities as comfort food. I get satisfaction from doing them, they make me feel content, and they are psychologically comforting. They are work habits that are predictable and safe. I have been working this way for over thirty years. I know what to expect; I know they usually make me feel good, in control and capable.

Just like a tried and true recipe, I pretty much know how things will turn out when I perform comfort activities. Things get done my way and in my words. But, just like if you always eat comfort food you'll get tired of it (not to mention you'll pack on pounds from all the carbs!), if I always do things the same, safe and predictable way at work or in life, it won't be as interesting, productive and fulfilling as it might be. I need to try different foods – and ways of doing things – to have a healthy diet. That's hard because I like the control that predictability brings, but I know I need to lighten up and be more flexible and adventurous.

So, that's my challenge...to let go, try new ways of doing things, and let others do things rather than always having to have control. Wish me luck. I figure if it stresses me out, I can always make some rice dish!

Speaking of comfort, I have made several more field visits the last couple of months and have been made to feel welcome and comfortable everywhere I go. DOT has great people and I have been very impressed with the commitment to doing good work, the interest in a wide array of things, and, most especially, the kindness shown to me. Thanks to all for your hospitality.

(Note: Want to help me with a couple of columns? I've been thinking about a column about sayings I use and how they apply to work. I have a favorite I use often and I bet you do, too. I've also been thinking about a Letterman Top Ten list...the Top Ten misconceptions about DOT or DOT workers. Please send me any entries you have that I might use in one of these columns. I am looking for fun answers – good, clean fun!)

Nancy

Clean and green

The new motor vehicle offices offer customers and employees a healthier environment

The 225 employees of the Motor Vehicle Division (MVD) can all breathe a sigh of relief in their new offices at 6310 S.E. Convenience Blvd. in Ankeny. The move from Park Fair Mall in Des Moines to the facility in Ankeny the weekend of June 22 went incredibly well, in spite of monsoon-like conditions for most of the evening. Driver Services, Motor Carrier Services, Vehicle Services, and Motor Vehicle Enforcement were all open for business Monday morning. The full-service driver's license station in the new building and a renewal station at Oliver Plaza in Des Moines opened as scheduled at 8 a.m. Tuesday.

Noralee Warrick, secretary 2 in Driver Services, likes the bright environment of the Ankeny facility.



Noralee Warrick

"The open ceilings and industrial look are a big change from the basement offices at Park Fair," she said. "Being able to better control the temperature in the new building is great and having windows and seeing the sky during the day makes a huge difference."



Diann McMillen

"The natural light is wonderful," said Diann McMillen, secretary 2 in Motor Carrier Services. "The offices are fresh and clean. The drive to Ankeny is about the same distance I had from home to Park Fair, except without the traffic, which is nice."



Design, construction and operational concepts

The DOT is proud to be a good steward of the environment and the new facility showcases that commitment in design, construction and operation. By incorporating "green building" concepts, employees and customers are in a healthy building, operational costs are kept to a minimum and storm water leaving the site is cleansed of possible contaminants.

Storm water management

The design for the 7-acre site includes innovative, environmentally friendly storm water management practices to improve water quality and help prevent erosion. There are two main components to this: pervious concrete and bio-swales (water retention areas).

- Pervious concrete is a porous concrete that allows storm water to flow through the concrete into a gravel sub-base and ultimately into a series of pipes that lead off site to a regional detention area. The water is filtered during the process, trapping harmful contaminants

in the concrete and rock, sending clean water to the detention area.

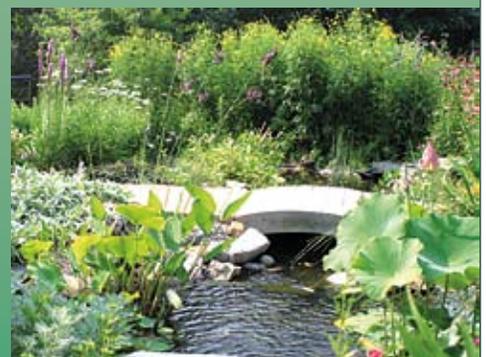
- Bio-swales allow storm water to drain into a basin constructed of a special soil mix that works as a natural filter. Once the water passes through this soil mix, it travels through a gravel layer and into a series of pipes that lead offsite to

Clean and green, continued on page 4



Pervious concrete

Bio-swale



Clean and green, continued from page 3

the regional retention area. The retention areas are planted with a specially designed plant mix that can handle extreme wet and dry conditions and help retain harmful contaminants prior to leaving the site.

Landscape plantings and turf



The MVD site has been planted with low-maintenance trees, shrubs and groundcover, many of which are native to central Iowa. The turf areas use a number of different types of plant materials from a native prairie seed mix to two different types of low-maintenance grasses: buffalo grass and fescue. It will be necessary to mow the native prairie grasses only once a year and the other grassy areas a few times a year. This will dramatically reduce the maintenance needs and costs for the site.

Heating and cooling

Rather than installing a conventional furnace and air conditioning system, the climate control source for the building is a geothermal, ground-source heat pump system. This system will help reduce energy consumption.

Snow and ice control

An automated snow and ice melting system is embedded into the sidewalks used by customers and disabled DOT employees. The system will keep the walkways and parking spaces clear of ice and snow without using potentially harmful chemicals.

Windows

There are no windows on the east and west walls of the building. This design was selected to reduce the need for air conditioning. All of the windows on the north and south sides of the building are "low-E" glass, one of the most energy efficient types of window glass available.

Window shade system

The motor-controlled window shade mechanisms automatically track with the sun to maximize the view while ensuring that glare does not become a problem for employees. This system will help reduce the use of fossil fuels, and reduce electricity and building maintenance costs.

Lights

Motion-sensitive lights in some interior spaces of the building automatically shut off at night. In addition, the perimeter lights are on a "sun sensor" that automatically lowers the amount of brightness when the interior spaces adjacent to windows are lit by the sun.

Cabinets and tables

The cabinets and tables in the two break rooms are constructed of Dakota Burl, which is a unique composite material manufactured from sunflower seed hulls. This product does not release harmful toxins, reduces material into the landfills and provides attractive cabinets for storage.

Floor coverings

Carpet tiles are in all carpeted areas. This allows for easy replacement of any damaged or heavily soiled tile. More important, the carpet limits the gasses emitted from the carpet fibers and padding materials. These gasses can create problems for individuals with breathing problems or allergies. The tiles in the employee break rooms are linoleum that is made of all natural products.

Roof

The roof is white, which reflects the sun, helps with climate control and reduces energy use.

Air quality

Air inside the building is exchanged six times per hour, bringing in fresh air from the outside and taking "stale" air out. This creates a healthy environment for customers and employees.

Costs

In 2005 the Iowa General Assembly appropriated \$9.35 million from the Iowa Road Use Tax Fund to construct the facility. The contracted cost of the 50,000 square-foot facility is \$8,717,060. "The Office of Facilities Support did an exemplary job in estimating the costs to construct the building. The resulting team effort of Facilities and the Information Technology Division workstation support and communications sections in getting the building ready have provided a beautiful, healthy place where MVD folks can continue to deliver excellent customer service," said Shirley Andre, director of the Motor Vehicle Division.



Legislative Update

by Elizabeth Baird, Iowa DOT legislative liaison

July 1 saw the implementation of most of the more than 200 new laws passed by the 2007 Iowa Legislature. The 2007 legislature addressed many of the subjects faced by legislatures across the nation: energy, health care, minimum wage, civil rights, and early education. They also took action on two of the DOT's top initiatives - the Transportation Investment Moves the Economy in the 21st Century (TIME-21) Fund and Access Rail. Several of the new laws help move Iowa's transportation system forward. Here's a brief rundown on action taken in a variety of areas.

HF 932: The Iowa DOT partnered with the cities, counties and many private groups to encourage legislators to address the growing highway funding shortfall facing both state and local governments. Discussions took place throughout the session on ways to address road infrastructure needs in Iowa. Although the 2007 legislature did not identify new revenues to meet Iowa's highway funding shortfall, we are pleased that HF 932 created the TIME-21 Fund. As importantly, the Act established an interim legislative study committee to address the revenue needs of the TIME-21 Fund and report its findings, recommendations and TIME-21 funding proposal to the legislature by Jan. 15, 2008. The current Road Use Tax Fund formula will stay in place. Future new revenues deposited in the TIME-21 fund will be distributed to the state (60 percent), cities (20 percent) and counties (20 percent).

HF 752: The Act appropriated funding to the DOT to support the department's operations and staffing during fiscal year (FY) 2008. It appropriated \$316.5 million to the DOT from the Road Use Tax Fund and Primary Road Fund, along with 3,374 full-time equivalent (FTE) positions. This is an increase of \$1.6 million and a decrease of one FTE compared to the FY 2007 appropriation.

The .5 percent increase to our budget was primarily due to increased costs for fuel, both fuel for our fleet and fuel related to transporting salt. These items are critical to the core functions of the department and the increase is well below the costs of inflation.

HF 911: The "infrastructure" bill appropriated funding for Iowa's trail, rail and aviation systems. It included \$2 million for acquiring, constructing and improving recreational trails; \$1.5 million for infrastructure improvements at commercial service airports; \$750,000 for infrastructure improvements at general aviation airports; and \$2 million for the Railroad Revolving Loan and Grant Fund. The DOT is very appreciative of the legislature's support for all of Iowa's transportation modes, and particularly for stepping up to support infrastructure investment to help local communities "Access Rail." The \$2 million in rail funding is directed annually to the state's rail fund to assist local businesses and communities access rail and support local economies and growing industries.

HF 793: The DOT's policy initiatives are contained in this omnibus legislation, along with several other transportation initiatives adopted

by the legislature. Included are DOT initiatives related to driver licensing, motor vehicle registration, special registration plates, and highway signing regulation. The Act also contained legislation intended to limit the small, but growing, number of illegally overweight agricultural sprayers being operated on Iowa's roadways.

The legislature also chose to join the Midwest Interstate Passenger Rail Compact (HF 559); establish installment payment plans for drivers to pay traffic fines owed the state (HF 641); create several new special registration plates associated with military service (HF 749); create the Gold Star special registration plate available to the survivors of persons killed in a time of war (SF 586); establish pre-licensing and continuing education requirements for used motor vehicle dealers (SF 358); and require that signs be posted warning of close-clearance locations along railroad tracks (SF 472).

As always, employees throughout the DOT were responsive and professional in supporting the department's legislative initiatives and meeting the demands of the session. The DOT thanks the Iowa legislature for their support for transportation during the 2007 session.

TIME-21 Interim Study Committee Members

Senate

Tom Rielly (D, District 38), Co-chair
John Putney (R, District 20)
Pat Ward (R, District 30)
Steve Warnstadt (D, District 1)

House

Geri Huser (D, District 42), Co-chair
Jim Lykam (D, District 85)
Rod Roberts (R, District 51)
Dave Tjepkes (R, District 50)

For updates on committee meetings check: <http://www.legis.state.ia.us/asp/Committees/Committee.aspx?id=210>

Welcome Colleen!

Colleen Chapa joined the Office of Policy and Legislative Services on July 27 as an administrative assistant 1 working with the state legislative program. Colleen will be working with staff throughout the DOT to support the state's legislative program.

Ivy League lowan

by Christina Andersen

"Do a good turn daily." That's the slogan for the Boy Scouts of America (BSA) and a moral standard of conduct for 15-year-old Drew Turner, a member of BSA since participating in Cub Scouts during his elementary school days. Now a sophomore at Roosevelt High School in Des Moines, Turner is working to attain Eagle Scout status, the highest advancement rank in scouting. According to the BSA Web site, only 5 percent of all Boy Scouts advance to Eagle Scout.

"To earn the Eagle Scout rank, I was required to administer a state leadership project that demonstrated my leadership, service and outdoor skills," said Turner. Turner's project involves work on the Interstate 235 project in the Des Moines metro.

Leadership and service to the state of Iowa seem to flow through the Turner family bloodline. Drew's grandfather, Austin Turner, was a distinguished member of the Iowa Transportation Commission and served as chair from 1987 to 1994. You might think that is where Turner's inspiration for his scouting project came from, but he said the reasons were a little more practical. "We live right next to I-235 on 54th Street where a noise wall was built. Although it's great for absorbing noise from the interstate, it's kind of ugly to look at," said Turner. He decided that beautifying the wall in an environmentally friendly way would be something for his community members and all Iowans to enjoy.

Turner contacted Bill Lusher, I-235 project manager, to gain DOT approval and the necessary permits to plant Boston ivy along the I-235 sound barrier. "I set up a meeting with Drew and Jim Carpenter, a DOT landscape architect, to assist Drew in acquiring the necessary permits and provide guidance on where and how the ivy would be planted," said Lusher.



Eagle Scout Robert "Skeet" Wooten (left) donated the Boston ivy for this project by Drew Turner (center), assisted by DOTer Bill Lusher (right)

Lusher also contacted the Office of Maintenance to discuss the need for traffic control and high-visibility apparel. As always, safety was of the utmost concern.

Although he received direction from the DOT, the project logistics and all decision-making were Turner's responsibility. He said one of the more challenging aspects was figuring out what information to include in the application for the permit.

"It was really easy working with the DOT. Everyone was nice," said Turner. "The hard part was getting all the information prepared for the proposal. It involved a lot of research and took many hours."

Before Turner could begin his project, he had to gain authorization from the Eagle Scout Board of Review. In preparation for the proposal to the board, Turner prepared a presentation and wrote a 15-page report including extensive details about the planting procedures, community benefits, volunteer recruitment strategies, timeline and budget analysis, and a number of other details.

The planting date was scheduled for Saturday, May 12. That morning things went as scheduled. Everyone arrived at 8:30 a.m. at the 55th Street cul-de-sac. This location was used to

drop off materials and access the sound barrier wall, eliminating vehicles in the interstate right-of-way and need for traffic control.

In a matter of four and a half hours, Turner and his volunteers planted 45 Boston ivy plants at three locations along the I-235 sound barrier wall from 56th Street to Polk Boulevard. Eventually, the ivy will grow to span most of the wall. "We had a lot of fun while working," said Turner.

Turner now notes that in some places the ivy is already 4 feet tall. "Now I can see the ivy from the 16th green of the Waveland golf course. I've received several positive comments from my neighbors and surrounding community members. It's really rewarding to know I did something that will be a part of Iowa's landscape for many years to come," said Turner.

Turner is still preparing materials to send to the National Eagle Scout Committee for review. Once the committee receives Turner's information, it will be about six weeks before the decision is made to grant him Eagle Scout status. Turner feels the project was a huge success and isn't worried about his Eagle Scout review. "It was a lot of fun working with Drew and he did an excellent job," said Lusher, who is also an Eagle Scout.



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A. Adult T-Shirts

Short sleeve - \$10
 Long sleeve - \$13
 50/50 premium weight.
 Colors: Light Gray, White, Black
 Red, Royal Blue, Navy Blue, Natural
 Sizes: M-3XL

B. Sweatshirts

Crewneck - \$14
 Hooded with front pocket - \$18
 Hooded with zip front pocket - \$22
 50/50 premium weight.
 Colors: Black, Light Gray, Dark Gray,
 Red, Navy Blue, White, Royal Blue, Maroon
 Sizes: M-3XL
 (Maroon not available with zip front or in 3XL)

C. Sueded Sweatshirt - \$26

Embroidered logo, 9 oz. 78/22 cotton-polyester
 blend (soft material), rib knit collar, cuffs,
 waistband.
 Colors: Navy Blue, Red, Black, Dark Gray
 Sizes: S-4XL

D. Polo Shirts

Short Sleeve - \$20
 Long Sleeve - \$24
 Embroidered logo, pique, mesh knit, 100% cotton,
 button inset placket.
 Colors: Dark Gray, Royal Blue, Navy Blue,
 Black, White, Red, Burgundy
 Sizes: S-6XL

E. Short or Long Sleeve Denim Shirts - \$22

Embroidered logo, 7 oz. 100% cotton denim stone-
 washed shirt, button-down collar, two-button cuff,
 yoke back, men's has pocket.
 Colors: Light Denim, Medium Denim, Dark Denim
 Sizes: Men's -M-6X-L **Tall sizes L-6XL**
 Ladies' - S-4XL
 (Add \$2 for all tall sizes)

F. Golf Shirts

Short Sleeve - \$16
 Long Sleeve - \$18
 Short sleeve (with or without pocket)
 Long sleeve (no pocket)
 Embroidered logo, 50/50 premium weight, two-
 button inset placket.
 Colors: White, Red, Black, Royal Blue, Navy Blue
 Sizes: S-3XL

G. Short or Long Sleeve Dress Shirts - \$24

Embroidered logo, twill shirt, 60/40 cotton/
 polyester blend, Teflon stain resistant. Button-down
 collar, two-button cuff, yoke back, men's has pocket.
 Colors: Light Blue, Navy Blue, Bright Blue, Dark
 Blue, Charcoal, Maroon, Khaki, Black, White
 Sizes: **Men** - S-4XL available in all colors. 4XL-
 6XL Tall not available in Charcoal
 or Dark Blue. Short Sleeve not
 available in Charcoal
Tall sizes L-6XL
Women - S-4XL, available only in Khaki,
 Navy Blue, Bright Blue, White,
 Black, Maroon, Light Blue
 (Add \$2 for all tall sizes)

H. Microfibre Windshirt - \$26

Embroidered logo microfibre soft shell, wind/water
 repellent coating, taffeta lining, side pockets, v-neck
 design, pullover.
 Colors: Navy Blue, Light Gray, Black, Burgundy
 Sizes: S-6XL

I. Adult Shorts - \$14

100% cotton, drawstring, side pockets.
 Colors: Black, Dark Gray, Navy Blue
 Sizes: M-2XL

J. Sweatpants - \$12

DOT logo printed on upper left leg
 Elastic waistband with drawstring.
 Colors: Black, Light Gray, Dark Gray, Navy Blue,
 Royal Blue, Red, White
 Sizes: M-3XL (3XL not available in Royal Blue or
 Dark Gray)

K. Nylon Pants - \$25

Embroidered logo, 100% nylon outer-shell with
 polyester/cotton jersey lining, waistband with
 drawstring, leg zipper, elastic cuffs, pocket, back
 zipper pocket.
 Colors: Royal Blue, Navy Blue, Black, Red
 Sizes: S-4XL (S-waist 28-30, inseam 31; M-waist
 32-34, inseam 32; L-waist 36-38, inseam 32;
 XL-waist 40-42, inseam 33; 2XL-waist 44-46,
 inseam 33½; 3XL-waist 48-50, inseam 34;
 4XL-waist 52-54, inseam 34½.)

L. Jersey Baseball Shirt - \$10

Embroidered logo, 100% cotton, athletic Dark Gray
 body with ¾ length colored sleeve, colored collar
 trim, pull-over and label-free.
 Colors: Dark Gray/ Red, Dark Gray/Black, Dark
 Gray/Navy Blue (Red not available in 2XL)
 Sizes: M-2XL

Add \$2 for 2XL, \$4 for 3XL, \$6 for 4XL, \$8 for 5XL, \$10 for 6XL.



M. Men's Colorado Timberline Jacket - \$32
 Embroidered logo. Microfibre woven microfleece jacket, wind/water resistant, pockets, inside pocket, full zipper front, elastic cuffs and waist.
 Colors: Black/Black, Black/Dark Gray, Black/Red, Navy Blue/Navy Blue
 Sizes: M-6XL

N. Ladies Jersey Yoga Jacket & Pant Set - \$35
 Jacket - Embroidered logo, 100% cotton, 2-ply hood with grey lining, full zipper front, side inset pockets. Pants - Embroidered logo, 100% cotton, covered elastic waistband and hemmed leg openings.
 Colors: Light Blue, Black, Red
 Sizes: S-2XL (Jacket and pant sizes may be ordered separately.)
 (Add \$3 for 2XL)

O. Seville Attaché Bag - \$16 (Limited supply on hand, item discontinued)
 Embroidered logo, top handles, adjustable padded shoulder strap, main compartment area, several side zipper areas, cell phone pocket, and other pockets. Has a fold-down flap that fastens closed. Measurements: 12" high, 16" wide, 3 1/2" deep. Only available in black

P. Men's Heavyweight Hooded Work Jacket - \$48
 Embroidered logo, heavy duty 100% cotton duck shell, water repellent finish, extended zipper pull, full front zipper, 2 front pockets, 3 inside chest pockets (cell phone pocket), heavyweight insulated quilted lining. Available in Tall Sizes.
 Colors: Black, Navy Blue, Red (Red not available in Tall size)
 Sizes: M-4XL, Tall sizes L-3XL
 (Add \$2 for Tall Size)

Q. Men's Sport Shorts - \$18
 Embroidered logo, woven microfibre material, durasoft fabric, scoop pockets, full cut shorts, mesh lining, concealed drawstring waist.
 Colors: Black, Royal Blue, Navy Blue, Red, White
 Sizes: M - 3XL

R. Fleece Headband - \$8
 Embroidered logo, soft fleece, easy fit.
 Colors: Red, Black, Navy Blue, Royal Blue

S. Fleece Scarf - \$10
 Embroidered logo, soft fleece, heavyweight surge stitch on edges. (Length 50")
 Colors: Red, Black, Navy Blue, Royal Blue

T. Microfleece Blanket - \$18
 Embroidered logo, microfibre construction with heavyweight nylon stadium strap.
 Colors: Black, Red, Navy Blue, Light Blue
 Size measurements 50" x 60"

Add \$2 for 2XL, \$4 for 3XL, \$6 for 4XL, \$8 for 5XL, \$10 for 6XL.

Record year for Roger's golf outing

A tournament record \$19,000 was raised June 18 for the Iowa Chapter of the ALS Association. The third annual Roger Gould Classic was attended by 175 golfers at Beaver Creek Golf Club in Grimes. Although golf was the game of the day, the focus was on raising money for amyotrophic lateral sclerosis (ALS) patient services, education, advocacy, and research. This was the second year the Iowa ALS chapter has been involved in the event, but the third time golfers had gathered to honor Gould, a retired DOTer and one of the founders of the Iowa Chapter of the ALS Association.

Many of the golfers were current and former DOT employees and industry partners who took vacation for the four-person, best-ball event. Jason Lee, executive director of the ALS Association's Iowa chapter, said he was very pleased with the turnout and support from the DOT and industry we work with. Lee added that he was very appreciative of the help he received from DOT staff in organizing the event. "It is a great privilege to host a tournament in honor of such a courageous and enduring individual. The support of DOT employees is tremendous and continues to be a major factor in rais-

ing additional funds and awareness in the fight against Lou Gehrig's Disease. Thank you to all of our friends at the DOT who participated and supported this year's event."

Gould, who retired from the DOT in 2005, was diagnosed in 1998 with ALS, commonly referred to as Lou Gehrig's disease. Through his long battle, Gould was able to remain at work in the DOT's Highway Division for several years, inspiring everyone he met with his courage and determination. Gould remains in contact with his co-workers, and he and his wife, Cindy, tirelessly promote awareness of ALS and raise money for continued education and research.

According to the ALS Web site, Lou Gehrig's disease is a progressive motor neurodegenerative disorder that affects nerve cells in the brain and spinal cord. Motor neurons reach from the brain to the spinal cord and from the spinal cord to the muscles throughout the body. The progressive degeneration of the motor neurons in ALS eventually leads to their death. When the motor neurons die, the ability of the brain to initiate and control muscle movement is lost. With voluntary muscle action progressively affected, patients in the later stages of the disease may become



Front row: Roger Gould
Back row (from left) Greg Mulder, Iowa DOT;
Shawn Ludwig, city of Nevada; Ben Gerdes,
Iowa DOT; Troy Calvert, Iowa DOT

totally paralyzed. Yet, through it all, for the vast majority of people, their minds remain unaffected.

Approximately 5,600 people in the U.S. are diagnosed with ALS each year, 60 of those in Iowa. It is estimated that as many as 30,000 Americans and 200 Iowans may have the disease at any given time. Although the life expectancy of an ALS patient averages about two to five years from the time of diagnosis, this disease is variable and many people live with quality for five years and more. More than half of all patients live more than three years after diagnosis. About 20 percent of people with ALS live five years or more, up to 10 percent will survive more than ten years, and 5 percent will live 20 years.

If you would like another opportunity to support the Iowa Chapter of the ALS Association, an event called "Walk to D'Feet ALS" will be held Saturday, Oct. 6, at Principal Park in Des Moines. For more information on the walk, you can visit: <http://walkia.alsa.org>. To find out more about ALS, visit www.alsaiowa.org.

Office of Right of Way Director Marty Sankey (standing) with the group of eager golfers



The last of the steam locomotives



It takes a lot of steam to power 454 tons of steel down the tracks. With 23,500 gallons of water on board, the Union Pacific Railroad's steam locomotive No. 844 chugged through Iowa in late June on a mission to celebrate the rich heritage of railroading in the United States.

The locomotive pulling 10 cars spent 16 days traveling more than 3,000 miles from its base in Cheyenne, Wyo., to North Platte, Neb.; Denison, Boone, Des Moines and Carlisle, Iowa; Kansas City, Mo.; and circling back through Topeka, Kan., and Hastings, Neb., on its way back to Wyoming. The vintage engine and rail cars serve as a moving museum of 145 years of railroad history.

"This was the first time No. 844 has stopped in Carlisle, Iowa, Trenton and Liberty, Mo., and Fairbury, Neb. We were pleased to bring a piece of living history to this part of our rail network," said Steve Lee, Union Pacific's manager – operating practices and locomotive engineer. "We are extremely proud of our collection of historical railroad equipment, which is the largest of any U. S. railroad."

Steam locomotive No. 844, delivered in 1944, is the last steam locomotive built for the Union Pacific Railroad. A high-speed passenger engine, it pulled such widely known trains as the Overland Limited, Los Angeles Limited, Portland Rose, and

Challenger. When diesels took over passenger train duties, No. 844 was placed in freight service in Nebraska between 1957 and 1959. It was saved from being scrapped in 1960 and held for special service.

The engine was returned to service in 2005 after one of the most extensive steam locomotive overhauls in the United States since the 1950s. The work began in 2000 and affected its running gear, pumps, piping, valves and springs, along with replacement of its firebox and extensive boiler work. The cab interior also was refurbished.

No. 844 has run hundreds of thousands of miles for UP's Heritage Program. It has made appearances at the Expo '74 in Spokane, the 1981 opening of the California State Railroad Museum in Sacramento, 1984 World's Fair in New Orleans, and 50th Anniversary Celebration of the Los Angeles Union Station in 1989.

July 1, 2007, marked the 145th anniversary of the UP.

Information for this article was taken from the Union Pacific Railroad Web site at <http://www.uprr.com>



Rail facts and safety tips

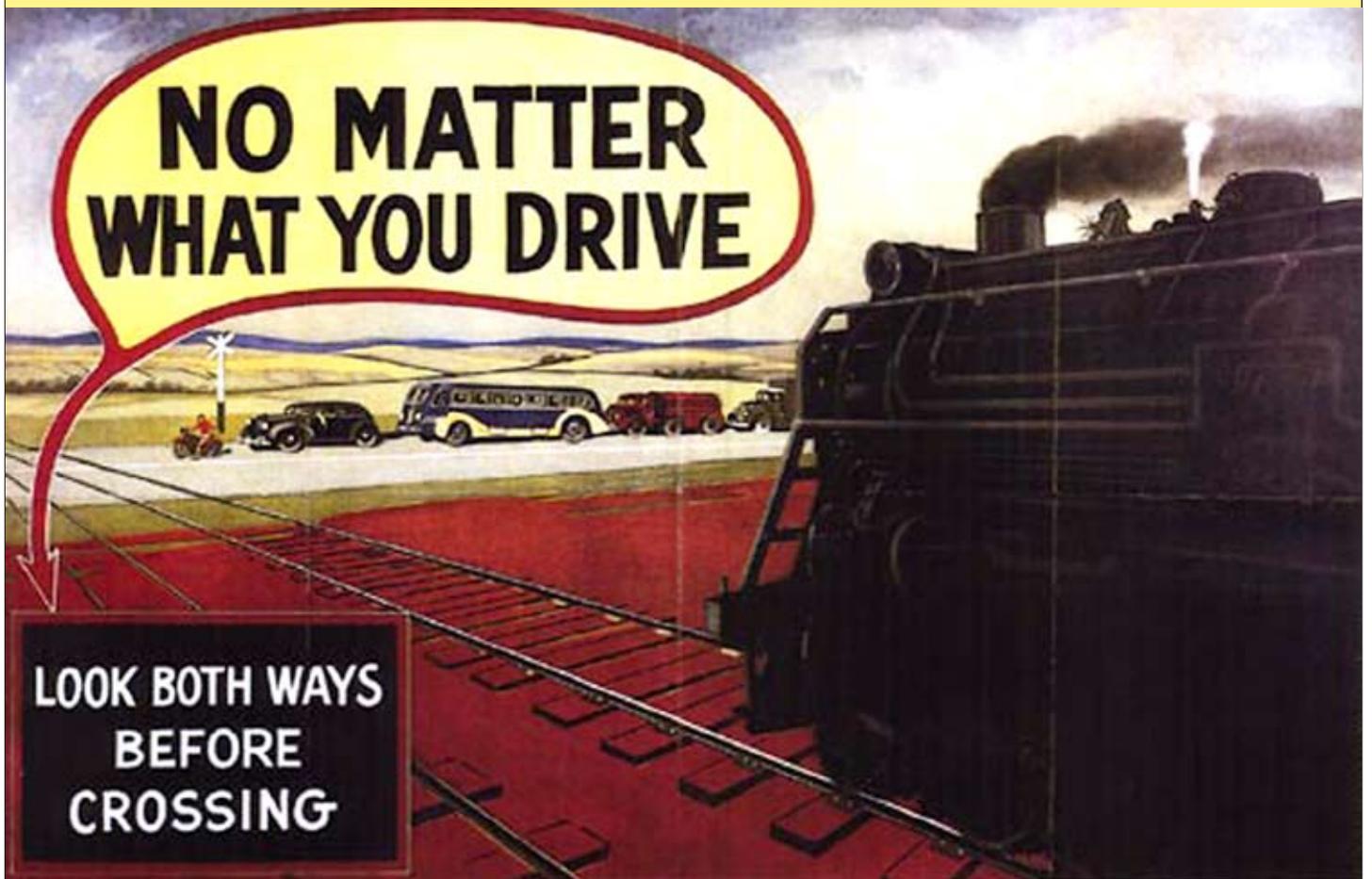
Information from the Operation Lifesaver, Inc. Web site

- Freight trains do not travel on a predictable schedule; schedules for passenger trains change. Always expect a train at every highway-rail intersection.
- Train tracks are private property, no matter which railroad owns them. Trains have the right-of-way 100 percent of the time.
- If there are rails on the railroad ties, assume that the track is in use, even if there are weeds or the track looks rusty.
- A typical locomotive weighs approximately 400,000 pounds or 200 tons. When 100 railcars are added to the locomotive, the train can weigh approximately 6,000 tons. The weight ratio of an automobile to a train is proportional to a soda can and an automobile.
- A train may extend three feet or more outside the steel rail, which makes the safety zone for pedestrians well beyond the rails themselves.
- Trains cannot stop quickly. It is a simple law of physics: the huge weight and size of the train and the speed of the train dictate how quickly it can stop under ideal conditions. A 100-car freight train traveling at 55 miles per hour will need more than a mile to stop — that's approximately 18 football fields — once the train is set into emergency braking.
- Trains can move in either direction at any time. Trains are sometimes pushed by locomotives instead of being pulled. This is especially true in commuter and light rail passenger service.
- Modern trains are quieter than ever, with no telltale "clackety-clack." Also, an approaching train will always be closer and moving faster than you think.
- Cross tracks **ONLY** at designated pedestrian or roadway crossings. Observe and obey all warning signs and signals.
- Never walk down a train track; it's illegal and it's dangerous. By the time a locomotive engineer can see a trespasser or a vehicle on the tracks, it is too late. The train cannot stop quickly enough to avoid a collision.
- Remember: Rail and recreation do not mix!



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Rail Safety Education



Personnel Updates

Information supplied by the Office of Employee Services for May 29 to June 21, 2007

New Hires

Brigette Adams, driver's license clerk senior, Des Moines DL station; **Yongjoo Kim**, transportation engineer intern, Materials; **Jeffrey Kirchhoff**, equipment operator, Atlantic garage; **Marion Kloser**, secretary 1, District 6 field staff; **Michael Lang**, executive officer 1, Employee Services; **Tina Lewis**, secretary 1, Motor Vehicle Enforcement; **Roxanna Magnani**, driver's license clerk senior, Des Moines DL station; **Mona McCann**, clerk specialist, Driver Services; **Chad McCoskey**, equipment operator, Highway Helper; **Lauren McGinnis**, accounting clerk 2, Finance; **Joey Salmon**, driver's license clerk, Sioux City DL station

Promotions

Dane Bjugan, from equipment operator, Mason City garage to construction technician, Britt construction; **Ronald Caudle**, from motor vehicle officer to motor vehicle investigator, Motor Vehicle Enforcement; **David Chapman**, from equipment operator, Davenport garage to construction technician, Davenport construction; **Daryl Erickson**, from equipment operator, Mason City garage to construction technician, Britt construction; **Teresa Huntley**, from reproduction equipment operator 2 to reproduction equipment operator lead, Document Services; **Tammy Jeanes**, from equipment operator, Chariton garage to construction technician, Chariton construction; **Eric Keiner**, from bridge inspector 1, Bridges and Structures to engineering technician senior, District 4 Office; **Mark Lloyd**, from garage operations assistant to highway maintenance supervisor, Grinnell garage; **Kathleen Schultz**, from driver's license examiner, Ottumwa DL station to driver's license supervisor 1, Des Moines DL station; **Kim Snook**, from public service executive 3 to public service executive 5, Driver Services; **Kevin Steele**, from motor vehicle sergeant to motor vehicle captain, Motor Vehicle Enforcement

Transfers

Jason Maahs, motor vehicle officer, within Motor Vehicle Enforcement; **Greg Mulder**, from transportation engineer specialist, I-235 project office to transportation engineer manager, Des Moines construction; **Randall Rice**, motor vehicle officer, within Motor Vehicle Enforcement; **Jason Schnorenberg**, motor vehicle officer, within Motor Vehicle Enforcement

Retirements

Roger Boettger, construction technician senior, Cherokee construction; **Ronald Brown**, mechanic, Corning garage; **Daniel Clauson**, design technician, Location and Environment; **Terry Dillinger**, public service executive 5, Driver Services; **Charles Henderson**, construction technician supervisor, Ottumwa construction; **Larry Junkman**, equipment operator, Rockwell City garage; **Larry Pottridge**, highway maintenance supervisor, Martensdale garage; **Charles Ritts**, information technology specialist 5, Information Technology Division; **John Rudloff**, motor vehicle investigator, Motor Vehicle Enforcement; **James Stoner**, bridge inspector 2, Bridges and Structures; **Roger Swenson**, design technician specialist, Bridges and Structures; **LaVern Velau**, communication technician 2, Transportation Data; **Alvin Vetter**, transport driver, Procurement and Distribution; **Robert Warwick**, equipment operator, Williams garage; **Dennis Wirtz**, construction technician, Marshalltown construction

Correction: In the July INSIDE, Kraig Adams was listed as a new program planner 1 in Transportation Data. Adams was a new hire as an equipment operator in the Grimes garage.

Service Awards

Information supplied by the Office of Employee Services for August 2007

35 Years

Gretchen Gresslin, District 6 Office; **Alvin Treloar**, District 1 Office; **Diana Tweet**, Bridges and Structures

30 Years

Timothy Anderson, Design; **Curtis Benson**, Design; **Delores Johnson**, Driver Services; **Katherine Ramsey**, District 5 maintenance

25 Years

Michael DeJong, District 3 bridge crew; **Cheryl Dunkin**, Driver Services; **Paul Herburger**, Motor Vehicle Enforcement; **Brent Klaasen**, District 3 field staff; **Beverly Rust**, District 2 maintenance; **Tony Sebben**, Ottumwa garage

20 Years

Patrick Burrell, Des Moines-north garage; **Nancy Goecke**, Information Technology Division; **Richard Kauffman**, West Union garage; **Daniel Linduski**, Information Technology Division; **Donald Meeker**, Des Moines construction; **Donald Moses**, Davenport garage

15 Years

Annette Jeffers, Bridges and Structures

10 Years

Helen Bailey, District 5 materials; **Lea Ann Hausman**, Carroll DL station; **Phillip Mescher**, Systems Planning; **Wesley Musgrove**, District 1 Office

5 Years

Jeff Hanson, Spirit Lake garage; **Danny Zeimen**, District 1 materials

Family Happenings

In Memory

George Boyd, 70, of Boone, died in mid-June. Boyd retired from the DOT as a bridge inspector 1. He started at the DOT in December 1956 and retired in March 2001. He is survived by his wife, Charlotte; a son, Jim Boyd, and fiancée, Misty Mayfield; and his mother, LaVera Boyd, all of Boone.

William D. Thomas, 84, formerly of Boone, died on June 16 at the Stratford Care Center. Thomas started work at the DOT in 1960 and retired in 1984. He was a military veteran of the United States Air Force and U.S. Army. Thomas was preceded in death by his father, George, and his daughter, Susan. He is survived by his wife, Vivian, Stratford; his mother, Hazel Taylor; son Chuck and his wife, B.J., all of Boone; three grandchildren and two great-grandchildren.

Bridges and Structures

Judy Whitney

The Office of Bridges and Structures held a picnic June 26. Grilled burgers and brats were enjoyed by office employees and we were honored to have Nancy Richardson, Kevin Mahoney and Mitch Dillavou join us. After lunch, Nancy addressed the group and visited with employees. A retirement clock was presented to Roger Swenson who retired effective June 28 after more than 45 years of service at the Iowa DOT. It was a great opportunity for our office to get together and for everyone to meet Nancy.



District 3

MaryBeth Banta

Tony Yanak from the District 3 materials office is the proud papa of an award-winning ice skater. Tony and his wife, Janet, accompanied their daughter, Bethany, to the Figure Skating Club of Omaha's annual banquet June 5. Bethany was awarded the Schroeder Award for progress and achievement. This is the highest award given by the

club for accumulation of points through the year. Points are awarded for testing, placement competitions, and participation in club events and the Southwestern Regional Competition. Bethany also received the Rookie-of-the-Year award for first-time regional competitors and a Volunteer-of-the-Year award for her work with the Learn-to-Skate program. Bethany will be a sophomore at Westwood High School in Omaha.

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.

Nancy J. Richardson, Director

Tracey Bramble, Office of Media and Marketing Services, Editor
Lynn Purcell, Office of Media and Marketing Services, Desktop Publisher
J. Cory Heintz, Office of Media and Marketing Services, Photographer
Christina Andersen, Media and Marketing Services, Staff Writer
Printing Staff, Office of Document Services, Printing



800 Lincoln Way, Ames, IA 50010 • 515-239-1372



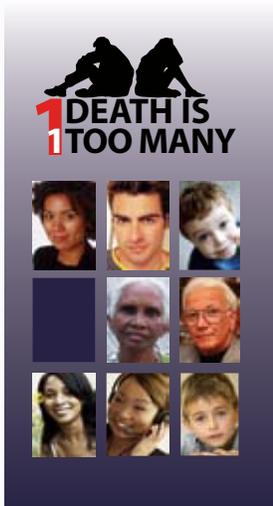
PLEASE RECYCLE THIS ISSUE

On the cover: The Union Pacific Railroad's locomotive No. 844 chugged through Iowa in late June.

Service Area	Correspondent	Phone
District 1	Kay Ridgway , Des Moines	515-986-5729
District 2	Lu Mohorne , 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	Sandi Byers , 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
Driver Services	Noralee Warrick , Des Moines	515-237-3155
General Counsel	Chris Crow , 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	Brian Squier , Ames	515-233-7915
Planning, Programming and Modal Division	Mary Kay Reimers , Ames	515-239-1661
Motor Carrier Services	Diann McMillen , Des Moines	515-237-3250
Motor Vehicle Enforcement	Kerry Kirkpatrick , Des Moines	515-237-3260
Operations and Finance Division	Sheri Anderson , 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

Motorcycle safety

▶ Restore a motorcycle helmet law



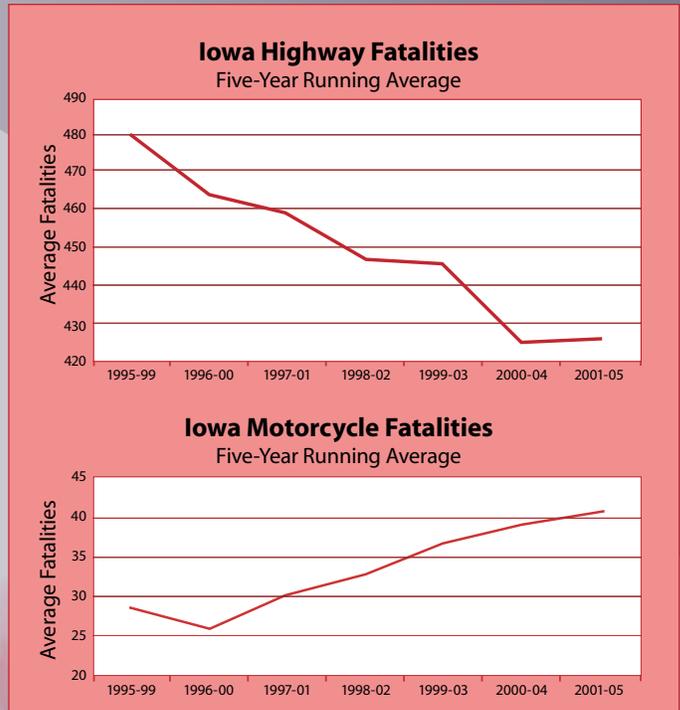
This is the third in a series of articles highlighting policy issues from Iowa's Comprehensive Highway Safety Plan (CHSP). To develop the plan, Iowa safety professionals from several state and federal agencies, private companies and concerned citizens convened to address what more can be done to stem the tide of death and destruction on our roadways. Last month INSIDE highlighted occupant protection measures that would

improve highway safety. This month we'll take a look at motorcycle safety.

The number of motorcyclist fatalities is rising faster than any other fatality type in Iowa and all across the country. Because these fatalities are increasing, while other crash types and fatalities have generally declined in recent years, Iowa and other states are renewing their efforts to prevent motorcyclist crashes, injuries and deaths.

Iowa data

- Average number of motorcyclist fatalities rose 46 percent from 1995-2005, while average number of highway fatalities overall declined nearly 15 percent from 1995-2005. (See the chart above right)
- Motorcycle travel represents less than 1 percent of total travel, but motorcyclist fatalities represent 12 percent of travel fatalities.
- The number of motorcyclist fatalities is rising faster than increases in motorcyclist licensing and motorcycle registration.
- There were 57 motorcyclist fatalities recorded in 2006.
 - Five people died during the Labor Day weekend alone.
 - Five people died as a result of deer-motorcycle crashes.
 - Nearly 66 percent of the crashes were reported with motorcyclists contributing circumstances such as speed or loss of control.
 - More than 80 percent of the 57 who died were not wearing helmets.



- Iowa is one of just four states in the nation with no motorcycle helmet use safety law. Twenty states have a universal helmet law. In another 27 states, other forms of helmet laws are in effect for those under a certain age or other conditions. The National Highway Traffic Safety Administration reports helmet use is markedly different between states with and without universal helmet use laws and that, when states enact universal helmet laws, motorcyclist fatalities are reduced. (See list of state law changes below.)

After the first year of the enactment of universal helmet use laws, the following reductions in motorcyclist fatalities occurred in these states.

- Oregon - 33 percent
- Nebraska - 32 percent
- Texas - 23 percent
- Washington - 15 percent
- California - 37 percent
- Maryland - 20 percent