

INSIDE

IOWA DEPARTMENT OF TRANSPORTATION NEWSLETTER JULY 2004



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From my view

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



Research and Technology Bureau

We live in a world of instant gratification, but some things are really worth waiting for. Although the end results don't often come quickly,

researching new ideas, techniques and products is a thought-provoking experience reaping immeasurable benefits to all transportation systems. The Highway Division's Bureau of Research and Technology is charged with developing and exploring solutions to our current and future transportation needs through state, regional and national collaborative research programs. Developing these projects and initiatives will help to keep us in the forefront of transportation research far into the future and get the most benefit from every transportation dollar.

Iowa participates in many pooled-fund research projects that combine funding and expertise from many participating states to accomplish far-reaching research initiatives. The Research and Technology Bureau also coordinates with many diverse groups, including the American Association of State Highway and Transportation Officials (AASHTO), Transportation Research Board (TRB), National Cooperative Highway Research Program (NCHRP), and the AASHTO Research Advisory Committee (RAC), as well as ongoing research with other Highway Division staff, other DOT divisions and the Iowa Highway Research Board (IHRB). These collaborations strive to meet the transportation challenges we are all faced with in these times of increased traffic demands and congestion. From building longer lasting pavements to increasing safety on our roadways, transportation professionals around the country are working together to meet the challenges presented by our increasingly mobile society through innovation, collaboration and implementation.

In many aspects of transportation, the Iowa DOT already leads the nation in innovative thinking, research and implementation of new ideas. Even the way we approach research is innovative. Our agency has embraced a model for cooperative efforts that develops research needs, leverages potential outcomes and increases funding sources. Some break-

throughs do come from our own employees and are tested exclusively in Iowa; other innovations come through collaborations with other states, universities and federal agencies.

ITS projects

In Iowa, the transportation research arena is booming. Our intelligent transportation systems (ITS) research projects, led by this bureau, include both intra- and inter-state initiatives. One Iowa ITS project that has been in the planning stages and is now in the implementation phase is the I-235 project in the Des Moines metro area. Employees from the bureau, the Office of Transportation Data, the Information Technology Division, District 1 and other offices in the Highway Division look forward to the initial rollout including Internet camera images of the traffic on I-235. A traffic flow map for I-235 will also be available through the project Web site. Additional phases will include highway advisory radio traffic messages and coordinated dynamic message signs. The project goal is to mitigate traffic congestion due to construction on I-235 and aid in reduced incident response time. Final testing of the components is being completed and the project should be available to the public soon. Watch for upcoming issues of INSIDE for more details on this unique and innovative ITS project.

You've probably heard a lot about a third ITS project led by the Iowa DOT, the public travel information system called CARS/511. This multi-state, pooled-fund ITS pilot project has continued to develop since it was launched in November 2002. In the initial launch, the DOT and Iowa State Patrol partnered to provide winter road condition reports to the public through the CARS/511 system. When a weather event occurs, citizens by the thousands access the information through the Internet at 511ia.org or by calling 511 for a voice-activated road condition report.

At the present time the service includes construction and maintenance information updates, alerts from weather events and incident reports on both the telephone and Internet connections. Cooperation between DOT offices and the Iowa State Patrol has been vital to the success of CARS/511. Information input to the system comes from the Office of Construction, all six DOT districts and the Iowa State Patrol. Currently 17 states and two major metropolitan areas have implemented 511 travel information services and most have joined Iowa in the CARS/511

Floods and tornadoes tear through Iowa

Every year is different. Some summers the streams and rivers of Iowa meander slowly through the countryside. Other years, torrents of rain spill into the basins until the banks overflow, causing massive devastation. And there are always the tornadoes to deal with.

The summer season has begun with both tornadoes and floods. According to news releases from the U.S. Department of Homeland Security's Federal Emergency Management Agency (FEMA) on June 9, 62 of Iowa's 99 counties were eligible for individual assistance and 40 counties were eligible for assistance to repair or replace damage to public property from storms occurring after May 19.

Sandbags abound in District 1

In central Iowa several roads were closed for parts of the May 22 to 24 weekend including Iowa 141 at Bagley, Iowa 210 at Maxwell, Iowa 117 at Colfax, and Lower Ledges Road in Boone.

U.S. 65 south of Iowa 117 was closed Sunday at 2 p.m. until Tuesday at 2 a.m. due to flooding from Indian Creek. Kenny Kincaid, Robert Terry, Brad Stoddard and Richard Hughes from the Altoona shop worked 12-hour shifts making sure drivers did not go around the barricades.

District Maintenance Manager Mike Krohn said, "We ran sandbags to and from Newton, pumps from Camp Dodge to Kelley, and had periodic closures in a half-dozen places. Employees were assigned to watch for rising water in some areas, and we pulled log jams off river bridges with our dragline."

Gary Pickett, highway maintenance supervisor in Newton, gave some perspective to the effort. "On Sunday Rex Evans, the garage operations assistant,

received eight crates, that's 112,000 sandbags, from Davenport. That day, equipment operator Dwight Pierce took 14,000 to La Porte City. On Monday the Anamosa shop picked up 56,000 bags, and the Boone shop took 4,000. On Wednesday Rex took 5,000 to Webster City and Darrell Ver Heul took 3,000 to Kelley."

In addition to the sandbag distribution, Newton employees Dave Van Veen, Ronnie Dykstra and Dave Schnathorst barricaded Iowa 117 in Colfax when water backed up over the roadway Sunday, and Pickett said residents used a nearby sale barn lot as an impromptu bypass. Evans and Russ Pyle monitored Indian Creek as it crept up to Interstate 80 near Jasper County Road F-48. Dave Van Veen and Bill Bemisdarfer watched the Skunk River at Iowa 14 south of Newton.

From the Des Moines-north shop a dragline was used to clear debris from U.S. 175 in Webster County, Iowa 117 in Jasper County, U.S. 169 in Dallas County and U.S. 30 in Greene and Boone counties. Employees involved in that effort were Curtis Patton and Khashi Reyes.

Floods and tornadoes continued on next page

Indian Creek encroaches on I-80 in Jasper County



One of the sinkholes along Iowa 27 in Cerro Gordo County



Floods and tornadoes continued from previous page

The phones didn't stop ringing in District 2

When the rains started May 21, District 2 Maintenance Manager Mark Black said, "The phone started ringing Friday night and didn't stop until Monday afternoon." Black said the area was repeatedly hit with heavy rains of up to 10 inches per day. This was on top of major flooding in the Lansing area from early May. "The weekend of May 22- 24, we had up to 14 different closure locations across the district. We were running out of detour routes. The primary system is usually the last to close, so we had to detour onto other primary routes since many secondary roads were already closed. We had staff working day and night throughout the weekend just to keep things moving, and we'll be working all summer to clear debris from culverts and rights-of-way."

Flash flooding over roadways caused loss of shoulder material and sinkholes under the pavement of Iowa 27, the Avenue of the Saints, in Cerro Gordo County. Black said the holes ranged from 10 to 50 feet in diameter and were up to 10 feet deep. The sinkholes near the roadways have been repaired and examinations are underway to determine and correct the cause of the sinkholes.

In Clayton and Allamakee counties rainsoaked bluffs gave way causing mud and rockslides that closed sections of roadway in the Marquette/McGregor area for a time over the weekend.

In Chickasaw County water completely eroded the subbase of U.S. 18 and undermined a slab bridge under the approach panels to the bridge. The bridge and roadway are expected to remain closed well into July.

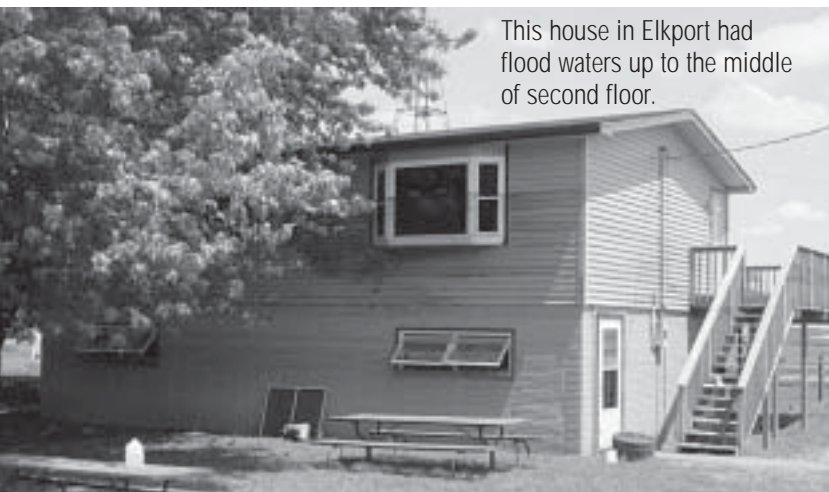
Black said shoulders on roadways in several counties had two- to three-foot drops from the pavement edge where the ground eroded. During the last week of May and first week of June, \$50,000 in rock and riprap was hauled to make emergency repairs.

In Elkport and Garber, two towns in southern Clayton County where the Turkey and Volga rivers meet, the damage was devastating, especially in Elkport where most buildings were up to their second floors in water. Black said that during the floods of 1999 these waterways crested at a reported 33 feet. This year, the crest was said to have been 38 feet. After the rainy weekend district employees helped clear debris. In mid-June they were back to clear the remnants of the devastation, once residents had salvaged what they could from their homes.

Randy Taylor, District 2 operations manager, said, "The whole town of Elkport was devastated by this storm. The debris that we were helping clean up included personal belongings such as furniture, clothes, TVs, and other small appliances, along with items that had floated in with the high water. At one point one of our tandem trucks backed up to a house and the family loaded the entire truck by throwing items out of a second story window directly into the truck box. We had employees from Districts 2 and 6 helping with removal. This was a very emotional time for the citizens that had come back to literally empty out their houses and, in some cases, throw away all of their belongings. Our employees did an excellent job in showing compassion and the willingness to do everything they could to assist these victims in a time of need."

In addition to these specific disaster sites, district employees delivered multiple truckloads of sand to fill sandbags at Denver, Elgin and Clermont; and delivered 84,000 sandbags to Mason City, Osage and Algona, and Bremer and Chickasaw counties. Pumps were delivered to Mason City, Waverly, Britt and Greene.

Black estimates the clean-up work will continue all summer with six to 12 bridges still in need of debris removal as the water recedes. All 19 of the District's counties have been declared both state and federal disaster areas.



This house in Elkport had flood waters up to the middle of second floor.



Devastation from the Rolfe tornado

Photo by Jennifer Burns Trenary of Rolfe

Tornadoes keep District 3 employees busy

About 6:15 p.m., Friday, May 21, a tornado tore through the towns of Bradgate in Humboldt County and Rolfe in Pocahontas County. With District 2 employees dealing with flooding issues in the rest of their 18 counties, District 3 employees stepped in to assist in the Bradgate tornado clean up across the district boundary since Bradgate is just five miles east of Rolfe.

In Bradgate, the hardest hit community with 90 percent of the town's structures damaged, Doug Williams, highway maintenance supervisor (HMS) in Storm Lake, said, "With some phone calls late Friday night, we had a crew rounded up to work the following morning. The Storm Lake shop had our grapple hooks, so I called Roger Vigdal, HMS in Spirit Lake, and he called two members of his crew to load them up."

Early Saturday Williams took Rick Wolf, equipment operator from Storm Lake, and John Williams, Russ Leeper and Josh Hamilton from Pocahontas; two tandem trucks, a loader and a crawler with grapple hooks to begin the clean up. Ray Dewall from Pocahontas joined the crew on Sunday. Williams said, "When I left around noon on Sunday all streets were 100 percent passable. I would say 75 percent of the yards in town were cleaned up. The amount of work completed Saturday and Sunday was unbelievable. It was a great effort by everyone."

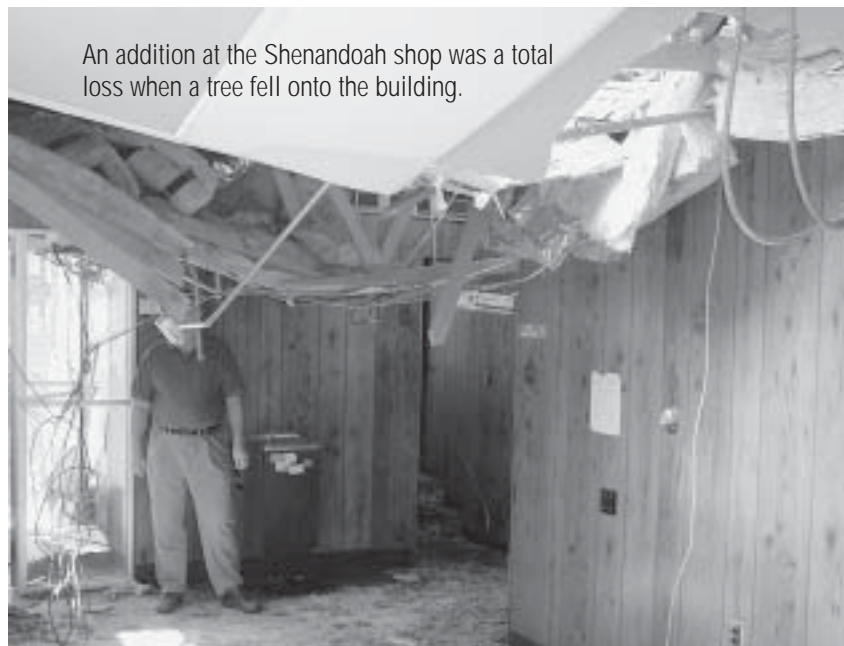


Surveying the damage at the Adel dam on the Raccoon River

Brian DuVall and Dean Roberts of the Pocahontas shop assisted with debris removal at Rolfe, where much of the damage was limited to downed trees and damaged farm buildings. Russ Leeper and Ray Dewall did double duty working some in Rolfe and some in Bradgate.

When the tornadoes subsided and clean up continued in Bradgate and Rolfe, the rains came in other parts of the state.

Floods and tornadoes continued on next page



An addition at the Shenandoah shop was a total loss when a tree fell onto the building.

Floods and tornadoes continued from previous page

Trees crash to the ground in District 4

Saturday, May 22, straight-line winds or a possible tornado blew the roofs off two salt sheds, blew out a shop garage door and caused other miscellaneous damage at the De Soto shop in Dallas County.

High winds and rain were a one-two punch in Fremont, Dallas and Page counties May 26 and 27. On Wednesday, May 26, Thurman, a small Fremont County incorporated town with no public works employees, was hit with wind damage, downing trees and generating a large amount of debris. Employees from Sidney, Pacific Junction and Neola assisted with cleanup.

In the Dallas County town of Adel, employees of the De Soto shop, with assistance from Larry Thompson, drag line operator from the Avoca shop, made emergency rip-rap repairs to the Adel dam from Wednesday, May 26, to Friday, May 28.

Page County received two inches of rain in 20 minutes and experienced very high winds that caused large downed trees and debris on May 27. Employees from both Council Bluffs shops, Avoca and Shenandoah assisted Shenandoah workers with cleanup. At the Shenandoah shop the wind blew a very large sycamore tree onto the old office. The building addition from 1970 was a total loss and will not be rebuilt, but the original 1929 office suffered only minor damage and is being salvaged. Tamie Beery, equipment operator in Shenandoah, said, "We would really like to thank the shops that pitched in to help us after this storm. The cleanup was a great team effort."

Jim Bane, District 4 maintenance manager, said, "The cleanup in Shenandoah was a joint effort by the city and DOT where in many cases they were both working on the same street. Shenandoah and its citizens have expressed appreciation of our work."

Help was on the way from District 5

District 5 employees worked traffic control on Iowa 28 south of Des Moines when water took over the roadway early Sunday, May 23. Once the water receded, employees from the Martensdale, Osceola and Knoxville shops worked to replace the rock on the shoulders.

Sandbag deliveries were made to Knoxville (3,000) from a request through the Emergency Operations Center. Webster City also received 5,000 bags. District equipment including one loader, three trucks and a brush chipper were loaned to the Martensdale shop for flood cleanup.

Park roads to be cleared in District 6

Although the severe weather spared most of eastern Iowa, there were several closures due to high water in Buchanan, Delaware and Clayton counties. District 6 employees also pitched in to haul sandbags and water pumps to other parts of the state. Employees at Davenport, Anamosa, De Witt and Sabula garages hauled approximately 500,000 sandbags and 10 water pumps to several communities and sandbags to the Anamosa State Penitentiary where they were filled and distributed. The Dyersville and Manchester shops provided trucks and a loader to the Elkport/Garber area to supplement District 2's equipment.

Employees of the Manchester shop repaired roads in Backbone State Park so the park could be open for Memorial Day. Over the Memorial Day weekend the lower part of the park had to be evacuated once again due to more flooding, so the cleanup work began anew. Manchester employees are also preparing for extensive repair work in Bixby State Park, and Anamosa employees worked to clear roads in Wapsipinicon State Park.

Teamwork shows amazing results

Although nearly every part of the state was affected in some way by the floods and tornadoes of May 2004, employees showed once again that, by working together, the cleanup can be swift and the citizens of Iowa can count on the DOT to not only keep the roads in good shape, but help them on their way to rebuilding after such devastation.

I-80 drug bust

On June 3 motor vehicle officer Matthew Mardesen was working at the Dallas County scales on I-80. He was seated at the console controlling the scales when a truck pulled up. The semi was pulling a flatbed trailer loaded with two other flatbed trailers. "Right away I noticed there weren't enough tie-downs on the load, so I asked the driver to pull around back for an inspection," explained Mardesen.

During the level 1 inspection, Mardesen noted 14 violations on the truck and driver, including four serious violations that each would have put the truck out of service. "That truck was not in good shape for someone doing a legitimate trucking business," he said.

As Mardesen was finishing his inspection, he looked into the sleeper of the truck. "I saw a suspicious black duffle bag in the back," he said. "I wanted to check it out further, but I needed to get the driver away from the truck in case there were weapons. I asked him to bring his paperwork inside so we could finish up and he could be on his way."

Once inside the scale building, Mardesen asked and received consent from the driver to search the truck. He then asked Captain Ron Rumph to assist in looking through the cab of the truck. "I was very greasy from the inspection since the truck was in such bad shape, so I asked Captain Rumph to lend me a hand," said Mardesen.

As Mardesen, Rumph and the driver were walking back to the truck, Mardesen asked the driver if there were weapons or drugs in the vehicle. The driver replied, "No." Mardesen asked a second time. The driver then admitted that the cab was "full of marijuana." At that point the driver was handcuffed and the officers searched the truck.

"A lot of times the driver will try to call your bluff, but this time the guy knew he should just admit it," said Mardesen.



Officer Matt Mardesen

Upon further inspection, Rumph and Mardesen found 14 duffle bags containing 700 pounds of marijuana with an estimated street value of \$700,000. The officers called Drug Enforcement Agency officials who are continuing the investigation. Published news reports state the driver faces 35 years in prison if convicted on felony drug charges, including conspiracy to deliver marijuana, possession with the intention to deliver marijuana and a tax stamp violation.

Mardesen, who has only been with the DOT's Office of Motor Vehicle Enforcement for less than a year, has had no specific drug detection training yet from the DOT, but did attend several seminars in the four years he worked for the Boone County Sheriff's office.

Roadcheck 2004 nabs alleged felon

by Dena Gray-Fisher

“Wanted...man charged with felony drug trafficking.... arrest and detain.” That’s what motor vehicle officers learned when they ran the driver’s license of a commercial vehicle operator pulled over for inspection at the Dallas County scale during Roadcheck 2004.

A few minutes later the man was handcuffed and taken to the county jail in Adel. Officers carefully searched his vehicle, taking detailed inventory of its contents. The vehicle’s owner was notified to come pick up the truck. Meanwhile, law enforcement officials from Missouri started their eight-hour trip to retrieve the driver.

Next, a sleepy-eyed driver pops out of his truck. His vehicle has been placed out of service; the driver

admits he was over hours. He is joined by a dozen other drivers waiting out their ten-hour sleep-over in Iowa.

Meanwhile, an officer is talking to a driver from Nebraska who has obviously been stopped somewhere else on his route. On the side of his truck, hand-painted, scrawling letters and numbers show his company name and DOT number.

Then, a truck hauling hazardous materials undergoes a thorough inspection. The back doors are opened to reveal tons of fireworks headed for the state of Nevada. The driver departs with two warnings for placard and mechanical violations.

All in a day’s work...rather 72 continuous hours of work during the 17th annual International Roadcheck June 7-10.



(top left photo) Motor vehicle officer Roger Stensland handles traffic through the Dallas County scales.

(Page 8 - top right and bottom left photos and page 9 - Officer Keith Truog performs an inspection.



Ninety-plus temperatures, the blazing sun and high humidity, didn't deter the department's motor vehicle officers, dressed in long-sleeve, dark-blue coveralls, from walking around and scooting under what seemed to be a never-ending stream of trucks. Joining them were officials from the Federal Motor Carrier Safety Administration and a representative of the Internal Revenue Service.

During the intense three-day screening, an estimated 200 trucks per hour crossed the scales in Dallas and Jasper counties. DOT officials inspected more than 1,000 vehicles, placing vehicles and drivers out of service for serious vehicle defects or driver violations.

Struck by the overwhelming number of inspections, Captain Lance Evans explained, "Our motor vehicle enforcement officers are experienced and well-trained. They have the inspection process down to a science and are keen to detect suspicious activities and behaviors, and problem areas."

Roadcheck is a North American event involving approximately 10,000 inspectors throughout the United States, Canada and Mexico. The event is sponsored by the Commercial Vehicle Safety Alliance, based in Washington, D.C., with participation by the Federal Motor Carrier Safety Administration, Canadian Council of Motor Transport Administrators, Transport Canada, the Research and Special Programs Administration and the Secretariat of Communications and Transportation (Mexico).



From my view continued from page 2

consortium of states who partner to leverage resources and funds. The CARS/511 consortium serves more than 50 million people and reaches from Alaska to Florida and New York to New Mexico. Iowa, as the lead state, continues to seek new partners to join the consortium of states that share successes and challenges to improve this integrated traffic management system.

LRS and remote sensing

Another local research project that has national implications is the linear referencing system (LRS). You've read updates about this from time to time in INSIDE. The Research and Technology Bureau staff has worked with people in the Office of Transportation Data and the Information Technology Division for the past few years to make consistency in our location databases a reality for Iowa, and we are now sharing our experiences with other state transportation agencies.

Obtaining data from remote locations, such as satellites, is another effort underway by this bureau. Working with the Offices of Location and Environment, Design, Transportation Data and others, a group of employees is researching and promoting the effective use of remote sensing to record data on everything from vegetation to water content of soils.

Leveraging research

The pooled-fund Materials and Construction Optimization Portland Cement Concrete (PCC) Pavement research project joins together 16 state transportation agencies, the concrete industry, Iowa State University's Center for Transportation Research and Education, and the Federal Highway Administration. Leveraging funding and drawing on the interaction and input from this diverse group will produce a research project with far-reaching results. The research project's goal is to develop an integrated approach to materials testing and improved construction techniques with the potential to greatly improve our PCC pavement performance.

The Iowa DOT is also using the same multi-state/multi-organizational model to identify and meet our research needs in the geotechnical area and plans to continue to use this model on future projects.

From my view continued on page 17

Military way of life

"The job I do in the military is a lot like my DOT job, I make sure the vehicles are safe," said Chief Warrant Officer Rick McLain recently during his two-week annual Army National Guard training at Camp Dodge. When he's not on duty with the military, McLain serves full-time as a DOT motor vehicle enforcement officer in southeast Iowa. McLain and his wife, Jayne, live on a century farm in Stockport.

As a member of the Army National Guard, "Chief," as his soldiers call him, is responsible for approximately 60 mechanics and other soldiers charged with maintenance on equipment assigned to the "Fighting Hawks," the 224th Engineering Battalion.

Their recent two-week annual training was unlike any they'd been through before. This time, adequate training could mean life or death as the 224th readies for possible deployment to the Middle East in late fall.

"Right now the unit is on alert status for possible deployment," said McLain. "But I really feel our training is the best. I've been activated from June 1 to Sept. 30 to make sure our equipment will be ready when they need us."

That uncertainty in the military is a way of life for these citizen-soldiers, but can play havoc with their employment situation back home. "I'm really lucky that a majority of my chain of command at the DOT is former military," explained McLain. "They understand the military system and why I can't give them a definite date when I will be leaving or coming back to work."

The 224th Engineering Battalion's Executive Officer Mark Coble, said, "Employer support is critical. One-third of the citizen-soldiers who leave the guard do so because of employer issues."

The DOT's Office of Motor Vehicle Enforcement has several employees involved in the military. Four officers have recently returned from military active duty, one is still in Iraq, and now McLain and Office Bruce Pollema are preparing for a possible call up.

The need for patience is nothing new for McLain,



Chief Warrant Officer Rick McLain

a 10-year veteran of the DOT and former Van Buren County sheriff's deputy. He was on active duty in the Army from 1975 to 1978 and joined the Guard soon after his discharge. "At that time the Guard wasn't the place for me," McLain said. "They didn't have the discipline I was used to, it was more like a party, so I got out."

In March 1998, when McLain's son, Darrick, began mapping out a plan for his life after high school, McLain strongly suggested that his son enter the military. "I gave him the hurrah speech for the military, after he commented, 'Dad, if the military is so great, why aren't you in it?' That was on a Thursday. By Monday, I had rejoined the guard," said McLain. "It's so different now. People have a focus and work together. This is what the military is supposed to be."

Darrick soon followed his father and is now on active duty as a Blackhawk helicopter crew chief on a mission in Iraq.

"I don't worry so much about him," said McLain. "He's well trained. It's not that we don't lose people, but when we do, it's not because of a lack of training."

And McLain has a plan to reunite with his son. "My goal is to send joint Christmas cards with him from the Baghdad airport."



The tactical operations center (TOC) at Camp Dodge



The "Fighting Hawks" mission

This 224th Engineering Battalion is charged with finding mines and explosives in advance of military convoys.

"Getting to and from a destination is the most dangerous part of any mission," said Chief Warrant Officer Rick McLain. "Our guys go out ahead and clear mine fields and advance to move the enemy."

Besides the basic military training of weapons firing, fitness and basic ideals of the military way of life, this group has very specialized explosives training. "We plan for the worst case scenario," said McLain.

McLain's group of 57 maintenance personnel supports the 440 soldiers of Alpha, Bravo, Charlie and Headquarters companies. They operate out of four tents and a vehicle they've dubbed "The Bat Mobile" because of the way the doors open to resemble wings.

"That's our mobile machine shop," explained McLain. "We can make just about anything from bolts to armor plating from that vehicle."

If the unit is mobilized, all the equipment will be shipped by rail and then either by sea or air to its destination.



Inside the TOC



Chief McLain's "bat mobile," the Fighting Hawk's mobile fabrication truck

Disability etiquette

The nature of some DOT work brings employees in contact with all different types of people. Learning to relate to each individual and not offend anyone by your actions or words is a tall task, but one employees are called to fulfill. These tips on how to appropriately interact when meeting people with disabilities come from www.tameside.gov.uk/scrutiny/disability_etiquette.htm.

People who are deaf

- Do not make assumptions about a person's ability to communicate or the ways in which they do it. Always ask the person to tell you.
- Remember that deaf people who use sign language find this the easiest method of communication.
- If an interpreter is present, speak to the person you are meeting, rather than to the interpreter.
- When you are speaking directly to a person who is deaf, remember that shouting does not help. You may want to use written notes.
- Do not assume that everyone who is deaf can lip-read. Always ask the person when you first meet them. If they do lip-read, remember that this skill is never wholly reliable. It requires intense concentration and is very tiring.

When meeting a person who is lip-reading

- Look directly at them and speak slowly and clearly.
- Speak with facial expressions, gestures and body movements which emphasize the words you use.
- Face the light and keep hands, cigarettes and food away from your face while speaking.
- If necessary, attract the person's attention with a light touch on his/her upper arm or a wave of your hand.

People using wheelchairs

- When talking for more than a few moments to someone in a wheelchair, try to put yourself at their eye level to avoid stiff necks.

Do remember :

- Speak to a person in the wheelchair and not his/her companion.
- Push the wheelchair **only** with the permission of the user.
- Ensure that you give details of suitable toilet facilities.

People with visual impairment

- First identify yourself clearly and introduce anyone else who is present. Try to indicate where they are placed in the room.
- When offering a handshake, say something like "Shall we shake hands?"
- When help is needed on unfamiliar ground, say "Let me offer you an arm." This will enable you to guide rather than propel or lead the person.
- When offering a seat, place the person's hand on the back or arm of the chair.
- Do not leave someone talking to an empty space. Say when you wish to end a conversation or to move away.
- When talking in a group, remember to say the name of the person to whom you are speaking.

People with speech difficulties

- Give your whole attention to a person with a speech difficulty. Be encouraging and patient. Do not correct or speak for the person. Wait quietly while the person talks and resist the temptation to finish sentences.
- Where possible, ask questions that require short answers or a nod or shake of the head.
- If you have difficulty understanding, don't pretend. Repeat what you do understand and the person's reactions will guide you.

System security awareness and incident command system training

As a DOT employee, what would you say is your role in addressing homeland security issues? “Being aware of your surroundings and recognizing what is not normal,” answers John Haas, DOT maintenance training coordinator from the Office of Location and Environment. “Observation and awareness are important for spotting terrorism, vandalism or any criminal activity. Highway Division management wanted our employees to know they have an important role in ensuring the security of our transportation system. They wanted to provide those employees with training on the types of suspicious objects and activities they may encounter and teach them what to do in these instances.”

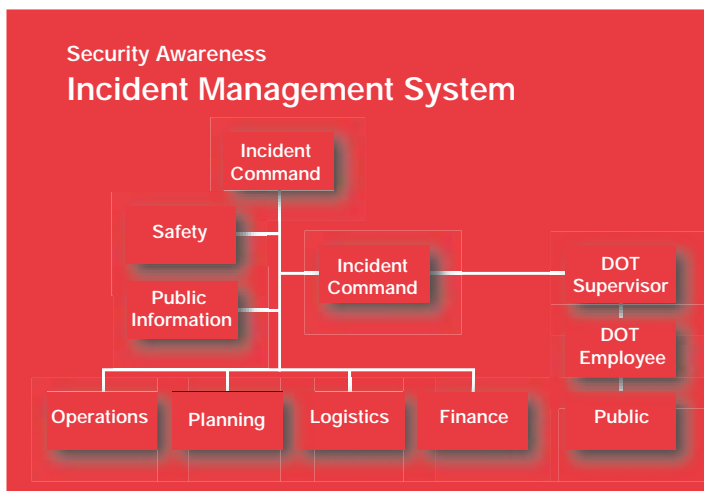
Kevin Mahoney, Highway Division Director, found a training program originally developed for transit agencies by the Federal Transit Administration. The program was modified to address transportation department issues and directed at the frontline employee. The Iowa DOT was part of the pilot project to test the training materials.

Haas, along with Ray Callahan of the Office of Maintenance, recently completed a “train-the-trainer” series for 27 Highway Division employees covering all six districts. The sessions focused on transportation system security and incident management. Eventually, all Highway Division field employees and some central complex employees will be trained on this information.

The system security piece

Although security is not the main job focus for most DOT employees in our everyday activities, each of us needs to understand that a security role comes automatically with our presence on the transportation system and at the scene of an incident.

Whether it is an act of nature, criminal activity, acts of vandalism or the more remote possibility of a terrorist act, we have to be alert and respond correctly. Keep in mind that few people would have considered the possibility of the Sept. 11 attacks before they occurred. This training suggests that we need to be aware of things that could happen, understand our role and be prepared in case of emergency.



Incident management

The 2003 Iowa General Assembly mandated the use of the Incident Command System (ICS) in all emergencies involving state agencies. The ICS is designed to provide a consistent organizational structure to all emergencies under the direction of a single incident commander, who, in turn, delegates authority as needed. The goal is to have a single contact for each decision to be made. This might be the incident commander or it might be someone who received delegated responsibilities.

“The ICS can expand or collapse depending on the size of the incident and available resources,” said Haas. “This is a widely used and proven system that has been utilized many times from something as small as a minor chemical spill to a huge event like the Olympics.”

Haas says all Highway Division field employees have received the system security awareness training and most have also finished the incident command system training. Once central complex employees have been identified for these sessions, training will begin in Ames.

Haas concluded, “If there is a threat to our transportation system or our employees respond to an emergency, this training will help them understand their roles and responsibilities. They will be able to better support the other responders and make the environment safer for everyone.”

Family Happenings

Maintenance Cindy Shipley



Erin Pickering, management analyst 2 in the Office of Maintenance, and her husband, Clint, design technician in Office of Design, are the proud and very busy parents of three daughters. Brittney, 8, and Victoria, 3, welcomed their new little sister Alexandra Christine May 5. Alexandra arrived four and a half weeks early, but still weighed a healthy 5 lbs., 11 ozs. and was 19 inches long.

These kids have major DOT connections as Grandpa Dennis Olson works in Design, Great Uncle Jim Olson works in Right-of-Way, Great Uncle Ron Olson works in Document Services, and Great Aunt Mary Johnson works in Information Technology Divison.

Planning and Programming Mary Kay Reimers



Here he is! Last month you read about baby Kaiden Ames Martin, son of Amanda, transportation planner 1 in Systems Planning, and her husband, Jarrod. Here's a photo of mommy and baby Kaiden, born May 11.

Design Judy Lensing



Ole Skaar, roadside development specialist 2, and his wife, Jackie, are the proud grandparents of Claire Elise Skaar Perkins. Baby Claire's mommy is the Skaar's daughter, Katie, and her dad is Harold Perkins. She was born June 2 and weighed 7 lbs. 7 ozs. and was 21 inches long. Claire joins big brother Brenden at home with her parents in Arizona.

Materials Dawne Berner



On the evening of May 7, the stork made a delivery to Adriana Reyes-Phelps and her husband, Bob, bringing them the sweetest little bundle of joy named Chloe Daphne. She weighed 6 lbs, 13.5 oz. and was 20 inches long. Adriana is a geologist in the Office of Materials. Grandpa Jaime Reyes works in the Office of Traffic and Safety. Congratulations to the first-time parents!

In Memory

Gordon B. Clemon, 84, of Soldier, died Sunday, May 16. Clemon worked in Monona County as an equipment operator. He retired in 1982, but worked summers on the District 3 paint crew from 1984 to 1992 and farmed with his wife, Ruth.

Third graders visit Materials

The visit to the DOT's Office of Materials lab was the perfect way for Mr. Barloon's third grade class from Kate Mitchell Elementary in Ames to cap off their year. The group of 20 nine-year olds spent the morning of May 27 learning about aggregate and its importance in road building.

The kids continued on to a local rock quarry to learn where the aggregate comes from and how it is tested as it come out of the ground.



(top left) Nancy Kurrle, Ames Community School ECO director, shows the third graders some of the aggregate used in road construction.

(top right) Materials employee Brian Sykes tells the kids about the testing aggregate in the freezers.

(bottom left) Students were able to do some hands-on testing of aggregate while at the lab.



Trophy Case

Recent DOT Awards



Bob Rye, District 1 field services coordinator, was recently honored with an “Above and Beyond Certificate of Appreciation” by Governor Tom Vilsack and Lt. Governor Sally Pederson. Rye’s outstanding service to Iowa’s young people in the area of environmental awareness gained him this recognition.

Rye has worked educating Iowa youth on environmental issues since he moved to the state in 1974. He has been an invaluable resource to various environmental groups, including Iowa Conservation Education Board, Trees Forever, Safari Club and the Youth Conservation Corps. Rye also co-chaired a Governor’s conference in 2000 that helped develop a statewide action plan for environmental education.

At the DOT Rye, an eight-year veteran of the organization, has been involved in many environmental education programs. He is the coordinator of the Urban Youth Corps and was involved in the development of the Kestrel Nest Box program, leading this project in Jasper County. Many DOT groups, including the offices of Design and Media and Marketing, have relied on Rye to partner on projects including the Roadside CD and the U.S. 20 bridge ribbon cutting.

Captain George O’Donnell, Office of Motor Vehicle Enforcement, was recently appointed president of the Iowa Association of Chiefs of Police and Peace Officers. The group has more than 2,000 members.

The 2004 Asphalt Paving Association of Iowa awards, held in March, saw many DOT employees and projects honored.



For interstate paving, a project on I-35 in Polk County received accolades for Jefferson construction: (from left) Pete Bjorkman, APAI; George Bluthman, Mike Petermeier and Gene Baloun, Des Moines Asphalt Paving; John Heggen, Jefferson construction; and Mitch Dillavou, Engineering Bureau director.



For interstate resurfacing, a Creston construction office project on I-35 in Decatur County was named the best. Pictured above are (from left) Pete Bjorkman, APAI; Jim Mullen, Dennis Campbell and Larry Johnson, Henningsen Construction, Inc.; Julia Snyder, District 4; and Mitch Dillavou, Engineering Bureau director.

From my view continued from page 9



For primary resurfacing, the Manchester construction office was noted for a project on U.S. 20 in Buchanan and Delaware counties. Present for the photo were (from left) Pete Bjorkman, APAI; Dennis Lohrer, District 6; Jason Vorwald and Kevin Kueter, River City Paving; Randy Waterman, Manchester construction; and Mitch Dillavou, Engineering Bureau director.



A special paving application award was given for a project in Lacey-Keosauqua State Park in Van Buren County. Pictured above are (front row, from left) Phil Smithhart, Cessford Construction Co.; Marilyn Clem, Design; Jerry Bishop, French-Reneker-Associates, Inc.; (back row, from left) Pete Bjorkman, APAI; Dennis Lacina, Kevin Marks, Lonnie Lacina and Jerry Rahm, Cessford Construction Co.; and Mitch Dillavou, Engineering Bureau director.

Tracking and initiating research

Research projects are being tracked from concept through development to implementation. Although every project is managed individually by a DOT project manager, bureau staff tracks each one to gain a broad view of what research is being done. This broad view gives staff the opportunities to expand into areas that may be underutilized in research. The bureau also works with others to initiate and develop research in materials, testing, construction, maintenance, pavements, geotechnical, structures, design, traffic and safety, and environment.

A new initiative for the Bureau is developing, identifying and reporting performance measures for research projects. These performance measures are used to gauge the effectiveness of research projects. For example, they track research implementation and the transfer of research findings to the transportation community. Focus is on implementing research that makes a difference and improves the way we do business.

Automation and training

Bureau staff work with all the offices, bureaus and districts of the Highway Division to identify and secure information system needs in this challenging computer age. These hardware and software advances include the implementation of CITRIX and other initiatives.

Coordinating recruitment, the co-op and intern student program, and collecting and reporting performance measures for the Highway Division is also a task of this bureau.

Like work done in all parts of the DOT, the Bureau of Research and Technology employees strive to make a difference, improving what we do with a vision to the future. This vision is vital to the success of our transportation system as it evolves to meet the changing needs of our customers.

SERVICE AWARDS

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

40 Years

Merlin Allie, Information Technology Division

30 Years

John Dohlman, Latimer garage; **Michael Fahrenkrug**, De Witt garage; **Diane Lange**, Document Services; **Jaime Reyes**, Traffic and Safety.

25 Years

Michael Arens, Le Mars garage; **James Bane**, District 4 Office; **Roger Boulet**, District 6 Office; **Kenneth Bravard**, Information Technology Division; **Roger Burns**, Elkader garage; **Ronald Driscoll**, Dubuque garage; **Debra Fritz**, Document Services; **Phil Heinlen**, Rockwell City garage; **David Lewis**, Chariton garage; **Dennis Mabie**, Maintenance; **Wanda Phares**, Driver Services; **Larry Pottridge**, Martensdale garage; **Joseph Telgren**, Mount Pleasant construction; **Dean Wiebke**, District 2 Office.

20 Years

Marilyn Clem, Design; **Lois Davis**, Design; **Bruce Forbes**, District 2 Office; **Herbert Morley**, Elkader garage; **Karen Noble**, District 5 field staff; **Herman Schwarting**, Urbana garage; **Janet Sutter**, Burlington DL station; **John P. Taylor**, Garner garage.

15 Years

David Finger, Information Technology Division; **Melanie Mathes**, Driver Services; **Suzanne Nicholl**, Information Technology Division; **Amy Schleier**, Design.

10 Years

Michael Andorf, Waterloo garage; **Dean Bahe**, Waverly garage; **Robert Cornelis**, Design; **Troy Jerman**, Traffic and Safety; **William Kreinbring**, Grimes garage; **Gary Kretlow Jr.**, Design; **Lynette Leopold**, Information Technology Division; **James Newton**, Ames garage; **Paul Steve Pippert**, Waterloo garage.

5 Years

Alan Bolger, Grimes garage; **Andrea Coco**, Driver Services; **Janice Deaton**, Driver Services; **Michael Heller**, Location and Environment; **Angela Jackson**, Motor Carrier Services; **Jane Martz**, Motor Carrier Services; **Brenda Minor**, Iowa City DL station; **Clint Pickering**, Design; **Steven Smithson**, Sabula garage; **Jennifer Strunk**, Creston construction; **Brian Watters**, Maquoketa garage.

PERSONNEL UPDATES

Information supplied by the Office of Employee Services for May 7 to June 3, 2004.

New Hires

None.

Promotions

Josie Anderson, accounting technician 2, Motor Carrier Services; **Darrill Burgett**, bridge inspector 2, Bridges and Structures; **Amy Gibbons**, DL clerk senior, Des Moines DL station; **Richard Groves**, administrative assistant 1, Document Services; **David Hellickson**, design technician, Traffic and Safety; **Stacey Purscell**, DL clerk senior, Des Moines DL station.

Transfers

Rollin Nemitz, construction technician senior, Sioux City construction; **Joanne Wade**, driver license examiner, Cedar Rapids DL station.

Retirements

None.

Tips

If your employees work all day in front of the computer or on the telephone, allow short, frequent breaks for them to stretch their legs and clear their minds. You'll find that works better than longer, less frequent breaks.

From the editors of *Communications Briefings*

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When a group discussion goes astray, use this phrase to refocus people's attention: "Let's backtrack and see how that relates to the original question."

Adapted from *Intervention Skills*, W. Brendon Roddy, Pfeiffer & Co. and printed in *Communications Briefings*.

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INSIDE survey

WANTED

Medical first responders for central complex. To qualify you must have a minimum of Emergency Medical Technician – Basic certification. The DOT does not provide time or money toward training, but will provide equipment to a qualified person who volunteers his/her services. Information about the certification can be found at <http://www.idph.state.ia.us/ems/search.asp>

Contact Barb Mallon at 515-239-1594 for more information.

Now's the time to tell me what you think of your employee magazine, *INSIDE*.

I know you're all very busy with work and all the projects summer brings, but please take a few minutes to complete the accompanying survey.

I truly want to make *INSIDE* an employee newsletter that shares information deemed important by its audience. I need your help in identifying those specific topics you want to learn more about.

The survey is also available on DOTNET under the publications pull down menu.

Your input really does make a difference.



Tracey Bramble
INSIDE Editor

Office of Media and Marketing Services

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: Soldiers preparing at Camp Dodge for possible deployment to the Middle East.

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Boost your booty

They might whine. They might cry. But as a parent or caregiver of a child, you have the obligation to make sure the kids in your charge are safe while riding in a vehicle. Beginning July 1 the Iowa law governing buckling a child into a car safety seat, booster seat or seat belt has been updated. Until Jan. 2, 2006, warnings will be issued for non-compliance. After that, a \$25 ticket will be issued.

The new law says:

- children must ride in an appropriate rear-facing child safety seat until 1 year of age and at least 20 pounds;
- children must ride in a child safety seat or a booster seat through the age of 5 years. (Seats must be used in accordance to manufacturer's directions); and
- children ages 6 through age 10 must ride in a booster seat or a seat belt.

According to the Governor's Traffic Safety Bureau (GTSB), these are the four stages of occupant protection:

- infant or rear-facing convertible seat - birth to at least 1 year or 20 pounds;
- convertible or front-facing car seat - more than 1 year and 21-40 pounds;
- booster seat - less than 4'9" and 40 to 80 pounds; and
- vehicle lap and shoulder belt - over 4'9" and usually more than 80 pounds.

In Iowa, the leading cause of death, disability and injury to children is motor vehicle crashes. Currently in Iowa nearly 40 children under the age of 16 are killed in crashes every year and more than 7,900 injured. GTSB officials estimate seven out of 10 safety seats are improperly used. The appropriate use of child safety seats and booster seats can greatly decrease the risk to your child in the event of a crash.



GTSB has taken the lead, and the DOT is partnering, on the public education program for the new law called "Boost Your Booty." This effort



further enhances the "Buckle Up Baby" and "Buckle Up Kid" campaigns by focusing on appropriate and proper use of booster seats. A multi-media campaign consisting of television, radio and print

public service announcements was developed and geared for children, parents and caregivers.

Various educational components, such as a music video, will be used in educational efforts by child passenger safety (CPS) technicians and safety education officers. The focus and goal of the campaign is:

- to see an increase in booster seat use at child safety check-up events and fit stations in 2004;
- to see no deaths or injuries related to motor vehicle crashes of Iowa children in these age groups; and
- to remind adults to always be sure children traveling in motor vehicles are properly fitted in an appropriate child safety seat system for their size and age.

To find out more about the proper use of child restraint systems visit www.state.ia.us/government/dps/gtsb/index.htm or www.blankchildrens.org/cps.