

INSIDE

IOWA DEPARTMENT OF TRANSPORTATION NEWSLETTER MAY 2004



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From my view

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



The central complex Highway Division offices are separated into three bureaus, Engineering, Statewide Operations, and Research and Technology. This month I'll focus on the Engineering Bureau that encompasses the offices of Design, Bridges and

Structures, Right-of-Way, Location and Environment, and Traffic and Safety. The employees in these offices strive to provide the best possible engineering solutions for the issues faced by the traveling public.

Over the years engineering processes have changed dramatically. Slide rules and hand-drawn plans have gone by the wayside with the latest computer technology now driving our solutions. With those changes have come new issues and problems that have been met head-on by DOT staff. Because of space constraints I can't highlight every project accomplished in these offices, but please know that I do appreciate the work done by each of you.

Office of Design

Even with the federal funding situation for the next few years still very up in the air, work continues at a rapid pace in the Office of Design. For fiscal year 2004, through the February letting, 87 projects have been turned in. Of those, 62 have been awarded for a total of \$79,201,445. The rest are still to be let or have been delayed or deleted.

For FY2003 the office turned in 89 projects. Of those, 80 were let for a total of \$101,745,100.

Roadside Development section

The 10th new rest area building was completed in November as part of a new rest area serving both northbound and southbound traffic on I-35 near Dows. Over the last several years, the other nine newly designed rest area buildings have garnered many awards and compliments from visitors. Functionality has also been improved with the upgrades to water and wastewater systems at nearly all of the 40 interstate rest area sites.

Revegetation continues to be a priority with staff preparing plans for the native grass and wildflower seeding of more than 5,200 acres across the state last year. This effort used more than 40,000 pounds of seed. To help with integrated roadside vegetation management efforts, more than 100 grants to local and regional groups for roadside vegetation equipment, research and plantings were administered.

Last year, the DOT's public/private partnership with Iowa State University's Landscape Architecture Department and Trees Forever won national recognition for our Living Roadways program when we were awarded a Federal Highway Administration Livable Communities award.

Automation section

As I mentioned earlier, technology is constantly changing, and I know our DOT staff strives to upgrade processes using the best information processing expertise. To this end, several projects, including streamlining the earthwork process, development of a more modern and expanded criteria library for drawing Geopak cross sections, and implementation of automated Geotechnical tools to replace hand-entry of data on soils plan sheets, have been accomplished. Also, productivity of the soils and survey field crews has been enhanced by the use of upgraded laptop computers and GPS equipment.

The entire office workload is being converted to MicroStation and Geopak V8. This is a huge task that will affect every section of the office and every work process in the office. The group is also developing a method to create accurate 3-D models to assist the Office of Construction in implementing stakeless grading and paving.

Office of Bridges and Structures

Streamlining design processes for typical bridges has also been the focus of the Office of Bridges and Structures, including development of two-span and three-span standard bridge plans; development of software to aid in the design, detailing and estimating of bridge projects; and documenting of current policies and procedures in the Bridge Design Manual.

Office staff are utilizing tools to better manage bridge repair and replacement priorities. The bridge office and the districts have access to a database (Bridge Can) that identifies candidates for the five-year program. Bridge documentation files that contain inspection information are now available to DOT staff throughout Iowa through ERMS (Electronic Records Management System). In addition, the

bridge inspection teams are collecting information in the format for PONTIS, a database established to manage and help prioritize bridge needs.

You'll notice a few new looks to bridges in Iowa. Bridge aesthetics were incorporated into the design of high-profile bridges such as I-35/80 at Douglas Avenue in Des Moines and the Interstate 29 interchange at Sergeant Bluff. Color and form have been used to improve the appearance of some of our typical structures without adding significant cost. In addition, aesthetics have been used in unique situations to reflect public input and give a sense of local ownership.

Iowa bridge construction costs are some of the lowest in the Midwest, and office staff are continuing to find ways to reduce costs, both in construction and maintenance. Some examples include expanded limits for jointless bridges to reduce maintenance costs associated with expansion joints; increased use of high performance concrete in bridge decks for better durability; use of weathering steel to reduce paint costs for steel bridges; introduction of a new series of prestressed concrete beams that extend use of the beams to longer spans and shallower depths; and improved bridge approach pavement design and detailing for reduced maintenance costs.

Office of Right-of-Way

Increased clarity in written documents, information sharing and customer service were keys in the success of the Office of Right-of-Way in the last year. Public misperceptions concerning our appraisal process were addressed in a workshop in which Iowa DOT appraisers, fee appraisers and attorneys, among others, addressed appraisal issues as they related to the eminent domain process in Iowa.

The appraisal manual has been updated and revised to reflect current policies and laws. The manual structure was rearranged to make it more user-friendly. Enhancements of the final versions of the appraisal manual(s) included re-working of the various forms, including guidance on when to use what forms in which situations; recitation of appropriate case law throughout the manual, plus a synopsis in the appendix; and an in-depth explanation of how to use the design forms furnished to the appraiser. In addition, an index was provided to recite page locations where the Code of Iowa references, Iowa case law addresses, Iowa Civil Jury instructions, and appraisal form references can be found.

This revised manual provides a single source that brings together, into one document, the information that will provide the appraiser the tools to competently prepare an eminent domain appraisal in Iowa. This was a very necessary and worthwhile endeavor undertaken by many in the Office of Right-of-Way.

Office of Location and Environment

Streamlining and technology upgrades were also very much in the minds of employees in the Office of Location and Environment in 2003 and continuing into 2004.

Much has been done to streamline the overall environmental/regulatory process while improving relationships with the resource agencies. For example, the NEPA/404 permitting process now features quarterly concurrence meetings among the Iowa DOT, Federal Highway Administration and several resource agencies. This is an important part of the Can Do project development process. Similarly, biennial wetland coordination meetings with resource agencies help maintain cooperative relationships.

The tribal consultation process is another example of how OLE employees strive to build relationships that enhance work processes. Working with the Iowa Division of the Federal Highway Administration, office staff forged ahead of other state DOTs in establishing a consultation process with Indian tribes to comply with federal regulations. This process improves the involvement and communication that the tribes have during the project development process.

Another partnering effort was with Iowa State University, Trees Forever, and numerous Iowa communities in a visioning program to develop Community Transportation Enhancement projects. The DOT was presented with a national award in 2003 for environmental excellence for this effort.

While our future is bright, the Iowa DOT is also committed to preserving and documenting Iowa's past (archaeology, history, architecture). Numerous successes in this area include leading the effort to protect prehistoric burial mounds along the proposed U.S. 34 Mount Pleasant bypass in partnership with the Offices of Design and Construction, Indian tribes, the Iowa State Historical Preservation Office, and the Iowa Office of State Archaeologist.

From my view continued on page 13

Jim Schertz awarded Bronze Star

More than a year ago, at the beginning of Operation Iraqi Freedom, combat troops from the Army's 3rd Infantry Division (3ID) in southern Iraq were running low on ammunition as Iraqi fighters continued to engage them. The convoy carrying their supplies was lost in a sandstorm. Major Jim Schertz, or as we call him now that he's safely back at the DOT, Motor Vehicle Enforcement Lieutenant Jim Schertz, was on duty at the main Army headquarters in Kuwait serving as the Supply Management Officer from the 3rd Corps Support Command (3rd COSCOM).



Army Major Jim Schertz

"I had been in Kuwait since Feb. 18, 2003. A couple of days after the war started we were concerned one of our supply convoys had taken a wrong turn and been lost and possibly ambushed," Schertz explained. "It hadn't been long since the maintenance company had been lost (Jessica

Lynch's company), and we were concerned about our convoy, and also that the combat troops would run out of ammunition as they were engaged in heavy fighting at this time. I arranged for emergency supplies to be flown in by helicopter to the ground troops. And, after three days of being lost in the sandstorm, the supply caravan was found safe."

For his efforts in keeping 3ID troops supplied during this emergency, Schertz was awarded the Bronze Star Medal, an Army honor for exceptionally meritori-



DOT Motor Vehicle Enforcement Lieutenant Jim Schertz

ous performance of duty.

Although Schertz had been honored with an Army Commendation Medal a few years ago, this recognition far exceeded that award. "It was very special to me because Lieutenant General William Wallace, who was in charge of the entire operation in Iraq at that time, signed my medal certificate," said Schertz. "Because I was the 3rd COSCOM liaison officer to the V Corp Headquarters, the command center initially located in northern Kuwait and later relocated to Baghdad, I worked in the same compound as General Wallace and have great respect for him."

The Baghdad compound where Schertz worked had once been the palace Sadaam Hussein had used as a sportsmen's retreat, complete with marble floors, ornate carvings in the ceilings, a hunting preserve, lakes and a swimming pool. "We basically stayed on the compound," he said. "We would work 12- to 14-hour days, walk the mile or so back to the sleeping quarters, get some rest, and then it was back to work. I didn't have much time to interact with the Iraqi people."

What Schertz was able to see of the country made him convinced the U.S. and allied forces were benefiting the Iraqi people by their actions. He said, "Although we initially went in looking for weapons of mass destruction, it was the torture chambers in every police station and all the mass graves that convinced me we were doing the right thing."

Back home in Iowa, Schertz' co-workers were holding down the fort. "It was encouraging to receive E-mails from my friends and colleagues, and the care packages at Christmas were great," said Schertz. "They really cheered everybody up."

Schertz' wife, Gail, and 7-year-old daughter, Jessica, kept up with life at home in Melbourne while he was away. "I was able to come back on leave in October and visit my daughter's school in Marshalltown. I enjoyed answering the kids' questions about what life was like and what the soldiers were doing in Iraq," said Schertz.

Once he was back home for good Feb. 18, 2004, Jessica's comment to her daddy was, "It's like a dream seeing you back home."

And with her daddy home now, Jessica and her mom are suggesting that Schertz retire from his 23-year military career. But his recent promotion to lieutenant colonel may mean another few years of service to our country and with continued service comes the possibility of another call up. "I'm not sure what I'm going to do," said Schertz. "But I do know the sacrifice of all the soldiers, military families, and employers of soldiers who have been called up has been worth the effort to make the world a safer place."

Tori Ulrichs

Driver License Examiner of the Year

Tori Ulrichs, driver license examiner in the Waterloo DL station, has been named Examiner of the Year by DL supervisors from across the state.



Ulrichs began her DOT career as a clerk-typist in the West Union DL station in 1996 and then moved to the Waterloo station in 1997. After leaving briefly to work for another state agency, Ulrichs returned to the Waterloo station in 1999 as an examiner.

Upon being named Examiner of the Year, Ulrichs

expressed gratitude to the DL supervisors for their support. "I was shocked and surprised when my supervisor, Karmella Heuer, told me about the award. The fact it was voted on by all the supervisors makes this a very special honor."

Ulrichs, who commutes 45 minutes to Waterloo from her Nashua home, says the interaction with the public keeps her motivated. "I really enjoy that aspect of my work, especially with older drivers," she said. "They tell you exactly what is going on. They are honest and it's fun to work with them."

Ulrichs and her husband, Jeff, a route driver for Coca Cola in Mason City, have two young sons, Caleb, 3, and Keegan, 1. They also run an embroidery business from their home. "Balancing my work at the DOT, my work in our embroidery business and my family life is tough, especially with the commute," said Ulrichs. "But I like what I do and the people I work with."

A photo of Ulrichs, along with her Examiner of the Year certificate, will be part of the International Driver License Hall of Fame at the American Association of Motor Vehicle Administrators' Region III national conference in Indiana in July.

Patti Simons

Right-of-Way Employee of the Year

When the list of five nominees for this year's Office of Right-of-Way employee of the year was released, Patti Simons, an agent 3 in the acquisition section, was surprised to see her name on it.

"I saw the names and thought, Wow, all of those people deserve this. I was very honored to be included, but I didn't think I would win because everyone else was so worthy," said Simons.



Her nomination states that Simons has successfully negotiated deals on many difficult and complex parcels and is very effective in solving problems. She is pleasant to all of her co-

workers and is exceptionally courteous and helpful to the public she deals with. She presents a positive image to the public as a representative of the DOT.

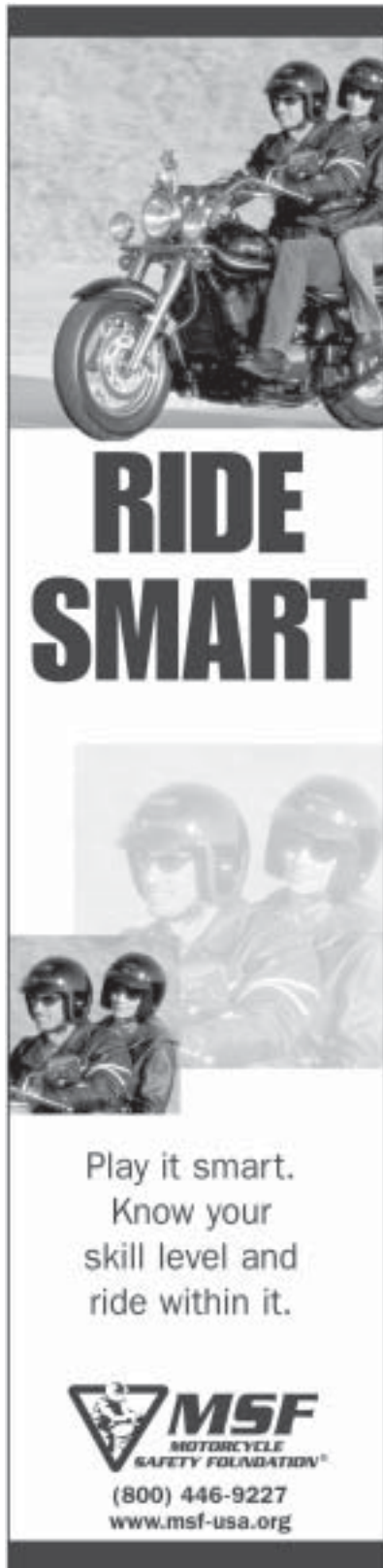
On March 29, when she was announced as the winner, Simons was a bit flabbergasted. "This was a big honor for me," she said. "And my mom was so excited you would have thought I was five years old again. She told everyone and even had a surprise dinner for me."

For Simons, the honor served an even greater purpose than making her mother proud. She said that since the award came from her co-workers and their supervisors, it validated her work.

"I received so many E-mails and notes congratulating me," she said. "One note even said 'I can't think of anyone more deserving of this award.' That really meant a lot to me."


Simons began her DOT career in 1981 in Transportation Data. She moved to Right-of-Way in 1991 in the advertising management section. She worked in the appraisal section before transferring to acquisitions in 1994.

Motorcycle awareness



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If you're out and about, you can hear a Harley Davidson coming several blocks away. But how soon can you see that vehicle when you're driving? Are you even looking for motorcycles on the routes you travel?

"That's one of the major problems, especially early in the spring," said Scott Falb of the Office of Driver Services. "Drivers are not looking for the smaller vehicles like motorcycles, or even bicycles, on the roadway."

Because of the relatively small size of their vehicles, motorcyclists need to work on making themselves as visible as possible. Falb says wearing the traditional black leather motorcycle garb while riding isn't conducive to drivers being able to see you. "Aside from slowing down and not drinking and driving, which are safety tips we give all motorists, I think wearing bright or reflective clothing and, of course, a helmet, are some of the most important safety steps a motorcyclist can take."

But Falb admits, even the brightest, most neon-colored outfit may not be seen by an inattentive motorist. "Motorists need to be on the lookout for these smaller vehicles, especially newer drivers who don't have much experience sharing the road with a motorcycle. When you do see a motorcycle on the road, you need to understand that these vehicles maneuver differently. It can be difficult to estimate traveling speed of a motorcycle, which can be startling to an inattentive or inexperienced driver."

So, as a motorcycle driver, you should drive at a safe and legal speed, do not drive while impaired by alcohol or drugs, wear a helmet and visible, protective clothing, and assume that other vehicles don't see you. This sounds so simple, but since 1997 motorcycle fatalities annually have more than doubled from 25 to 51 in 2003. Why?

"The age and experience of the motorcyclist could be a factor," said Falb. Driver Services records show in 1977 the age group with the most licensed motorcyclists was 15-24 years old, with the second largest licensing group aged 25-34. Iowa had its highest number of motorcycle fatalities in the late 1970s and early 1980s. In 2003 the group with the highest number of licensed motorcyclists was 45-54 years old, with the second largest group aged 35-44. These were also the two age groups that had 50 percent of the fatalities that year.

Falb says the bottom line for any motorcyclist is to ride smart. Older or younger, cruiser or sport bike, your safety as a rider depends largely on your own training, skill level, and ability to react to changing situations while you're on the road.

Rail safety comes to forefront after Spanish bombings

Recent terrorist attacks on commuter trains in Spain reinforce the importance of safety around trains and light rail vehicles, but also the need to stay off railroad tracks and private rail property.

“Many people are not aware that walking or climbing on railroad property is trespassing. It is illegal; moreover, it can be deadly,” said Gerri L. Hall, Operation Lifesaver president. “Today it can also be a serious security risk.”

During the past 32 years, Operation Lifesaver’s public rail safety education efforts have helped reduce the number of crossing incidents involving vehicles by 75 percent. More recently, the group’s focus has moved to decrease pedestrian incidents, which have spiked in recent years.

National Transportation Week

May 16-22, 2004

“National Transportation Week is an opportunity to celebrate our achievements in transportation and face up to the challenges ahead. It also is an excellent time to convey to the American people how proud we are to be transportation workers. All of us, military and civilian, are proud to serve as members of America’s team. We will continue to foster the strong relationship between industry and government, working as partners to spur economic growth. Working together we will make transportation safer. We also will make it simpler for users to benefit from transportation resources, and we will ensure that investments and systems work smarter.

The second annual National Transportation Week Conference and Exposition will launch National Transportation Week this year in Washington, D.C. I applaud the National Defense Transportation Association for initiating and hosting this event and look forward to its continued success.”

- Norman Y. Mineta
Secretary of Transportation
U.S. Department of Transportation

Nationally, nearly 1,000 people die each year in rail-related incidents. Many die because they underestimate the power of trains and dangers around the rails. In the aftermath of Sept. 11, 2001, safety requirements nationwide escalated. The Transportation Security Administration (TSA) was created to protect the nation’s transportation system and its infrastructure to ensure the free movement of people and commerce throughout the U.S. TSA, the Federal Railroad Administration, Association of American Railroads, and Operation Lifesaver urge the public to adhere to the following guidelines:

- Do not enter private rail property without permission.
- Only cross the tracks at a crosswalk or designated highway-rail crossing after checking both directions.
- Stay off railroad bridges or trestles—they’re only for trains.
- Likewise, railroad tunnels aren’t for pedestrians. There’s room only for the train.
- Stand back at least 15 feet from the nearest rail at a railroad crossing.
- If you notice suspicious activity on or near the tracks, report it to the railroad company or local law enforcement officers. Don’t take action on your own.

By following these guidelines, the public and rail riders can enjoy train travel and help maintain the security of our nation’s transportation system.

Operation Lifesaver, a national nonprofit organization dedicated to the elimination of collisions, deaths and injuries at highway-rail intersections and rail rights-of-way, began in 1972 in Idaho. The rail safety program in Kansas began two years later, involving law enforcement, school bus drivers and railroad employees. The Federal Highway Administration has credited Operation Lifesaver International (OLI) with helping save 11,000 lives and preventing 54,000 injuries with its safety message.

Contact OLI on the Web at www.oli.org or the Iowa coordinator, Jari Mohs, at 515-291-2492 or iowa4ol@mchsi.com.



Not an aphid in the bunch

It's not going to infest your work area, but the central complex Bicycle Users Group (BUG) is searching for members. The recently formed group of a dozen or so gathered informally for pizza March 10 to discuss the ground rules for forming a BUG and explore ways to get the word out to others about commuting by bicycle.

Cory Heintz, DOT photographer, had the original idea to form a BUG after doing a little research on the Internet. Heintz enlisted the aid of Kathy Ridnour, bicycle and pedestrian transportation planner for the department, to help. Together they contacted others they knew who frequently or occasionally used a bicycle as a mode of commuter transportation.

At the meeting the group discussed the upcoming National Bike-to-Work Day on May 21. Although not a sanctioned DOT group, they plan to produce posters and flyers on their own time to encourage others to join them on their two-wheeled journeys, especially on May 21.

Other topics of conversation revolved around safety and bike accommodations that could be made in a cost effective manner to encourage more commuter bikers at the DOT.

If anyone would like more information about the central complex BUG, or would like to form a BUG at your work location, contact Cory Heintz at 515-239-1620 or cory.heintz@dot.iowa.gov or Kathy Ridnour at 515-239-1713 or kathy.ridnour@dot.iowa.gov.

Basic outline of a Bicycle Users Group (BUG)

According to Internet research, the first BUG was established and the term coined at the Royal Ontario Museum in Toronto. Many BUGs work to get better parking and shower facilities at their workplaces, while others organize bike-to-work days or other bicycle commuter activities. Some are even involved in transportation planning and/or policy changes at their workplaces.

Successful BUGs around the country have benefited from the varied talents of their members. You might have a great idea, but not all the skills to make it happen. That's where like-minded members come in.

To promote ridership, some BUGs have posted safe route information in the form of city bicycle maps. Others serve as a cycling information source to offer very personalized forums for others to become involved and informed about commuter cycling.

The goal of most BUGs is to "normalize" the image of cycling to work. Once lots of people are doing it, commuter cycling loses its novelty and becomes just another viable mode of transportation.



**National
Bike-to-Work Day
May 21**

Special traffic safety enforcement effort

Speeding, seat belt use and other traffic safety issues were tops on the list of more than 30 law enforcement officers from 12 agencies in a concentrated traffic safety enforcement effort April 7 on portions of Iowa 141 and Iowa 17 near West Des Moines, as well as 100th Street in Urbandale and 35th Street in West Des Moines.

According to Captain Don Page from the DOT's Office of Motor Vehicle Enforcement, the group, collectively known as the Central Iowa Traffic Safety Task Force, has been conducting these "Operation Safe Streets" concentrated enforcement efforts several times a year for five years.

"Our goal has always been to enhance safety by raising public awareness," Page said. "While I don't think anyone likes to receive a traffic citation, we use these opportunities to encourage motorists to drive responsibly."

Many travelers became acutely aware of these Iowa law enforcement agencies as 460 contacts were made with motorists in the four-hour, early morning effort. A total of 308 citations, 124 warnings, 26 vehicle inspections, seven vehicles impounded, one warrant served, two drug interdictions, and two motorist assistance calls were accomplished by the officers. One commercial motor vehicle was also placed out of service during the period.

Page said the cooperation between groups, including the DOT's Office of Motor Vehicle Enforcement, Iowa State Patrol, divisions of the Iowa departments of Natural Resources and Public Health, Polk County Sheriff's office, Iowa National Guard, and several city police departments in these concentrated enforcement exercises, serves to increase networking and cooperation among agencies. Page said, "I know of only two other groups in the Midwest that have groups like ours. When we first started holding these exercises it was a good way to learn about the operations of different agencies. By now we each have a pretty good understanding of the role of the other groups in the community, and I think that will continue to enhance our ability to impact traffic safety in central Iowa."

Officers from 12 local agencies participated in a special traffic safety enforcement effort April 7.





Edge Rutter for Radius Box

The DOT's change to a radius box design for new trucks brought about ideas for uses above and beyond snow removal. This idea was one of five DOT inventions to win the Build A Better Mousetrap competition at the Maintenance Expo last fall.

To use the new truck more effectively in the summer, employees in the Tipton garage came up with a modification to haul class A rock and use the truck as an edge rutter unit.

The truck's box has a web conveyor in the floor (much like the old V-box sanders) to carry material to the back of the box where it comes out an opening, falls and hits the sander spinner for winter applications. The modification for use as an edge rut unit included making mounts to the rear of the box where the sander spinner is usually attached. The edge rut unit is basically a hopper box with an adjustable strike-off blade mounted at the rear. The original edge rutter box needed to be raised and lowered to get material into the hopper box, but in this design the web feeds material into the hopper box, eliminating the need to lower the box for refilling.

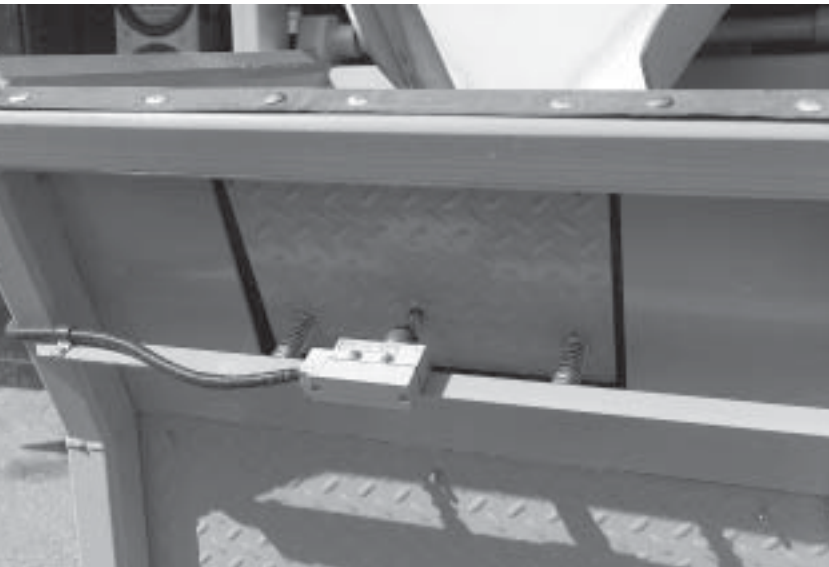
Since the box doesn't have to be raised, this edge rutting process is much safer and easier because the driver doesn't have to worry about hitting overhead power lines and cables, and trees. Narrow and steep shoulder applications are also much easier to maneuver.

The speed of application is another benefit of this design. The operator never needs to slow down to fill the hopper box, and the box holds a large amount of material that won't quickly be depleted.

A micro switch was installed into the Raven device to control the amount of material going into the hopper box. When the hopper box is full, the material pushes against the micro switch and automatically shuts off the web that supplies the material. They also installed a manual override switch, so the operator can turn the web on and off. The back hopper box is raised and lowered from the cab by the plow lift cylinder circuit that goes to a hydraulic cylinder on the hopper box.

This design worked very well last summer in its first year of use edge rutting in the Tipton maintenance area.

For more information, contact Mike Nutter, highway maintenance supervisor, at 563-946-2391 or 563-590-4600 (cell) or michael.nutter@dot.state.ia.us.



High Points of Iowa History

by Eugene N. Hastie, Iowa Historian

Did you know: Vehicle registration

The first vehicle registration in Iowa was in July 1904 when 155 cars were registered at \$1 each. The first metal plates were issued in 1911.

During 1916-1918 there were no new plates issued because of World War I.

By 1922 cars had become so numerous that license plates were issued by the counties instead of by the state.

Several plans were used for county designations, but finally in 1930 the alphabetical system was begun, and still continues. At the same time a change was made to smaller plates.

In 1944 a windshield sticker was used. For economic reasons tags on the upper right hand corner of the old plates were used in 1948, 1951, 1954, 1955 and 1957.

In 1905 there were 799 motor vehicles registered in Iowa; 10 years later there were 147,078, and by 1925 the number had soared to 659,202.

Early concrete paving

The first concrete paving in Iowa was an 11-mile stretch between Mason City and Clear Lake, completed in 1918.

The all-time record for new paving came in 1930 with 1,000 miles at a cost of \$42.6 million.

Black-topped roads, cheap to lay but expensive to maintain, were introduced in 1932.

Fuel tax

How to meet the cost of pavement was one of the worst problems of the road builders. It was obvious that those who used the roads would pay for them. This led directly to a tax on



This photo, taken May 23, 1930, shows a Johnson double bin with scales and batch box. The job of the man in the bin was to pull sticks and burlap from the sand.



This Carr form grader from 1930 uses a string as an elevation guide.

gasoline. The state legislature in 1923 authorized a two-cent tax on every gallon of gasoline sold. This has been increased from time to time to meet the growing need.

Highway Commission

In 1913 the State Highway Commission was created with headquarters in Ames. This group, under the direction of the Chief Engineer, had charge of all road building and maintenance of what became known as State or Primary roads in 1927.

Route marking

Prior to 1927 there was a strange mixture of marked roads in Iowa. These were marked in various ways in different parts of the state. There was no uniformity, many were hard to understand, and it was easy to get lost. Some of these names were: Blue Grass Trail, White Pole Road, Jefferson Highway, Panora Speedway, and dozens of others.

Out in force**Slow moving farm vehicles**

May in Iowa means an increase in the movement of farm equipment on area roadways. According to Iowa Department of Transportation's "2000 Iowa Crash Facts," the latest crash statistics report available, farm vehicles were involved in 206 crashes during that one-year period. That's down from 290 crashes in 1999.

Farm vehicles were involved in six fatal crashes, four of those people killed were drivers of the non-farm vehicles. There were 92 injury crashes, and 108 property damage crashes. The most common time of the day for collisions was between 4 p.m. and 8 p.m. That time may coincide with the period when commuter traffic is coming home from work and farm operators are returning from their fields.

Studies also show that the left-turn, rear-end and passing collisions are the three most common types of farm vehicle crashes. The left-turn collision occurs most often when a farm vehicle is about to make a left turn and a motorist behind that vehicle decides to pass. The rear-end collision happens when a slow-moving vehicle is hit from behind. The passing collision takes place when a motorist passes a farm vehicle without taking into consideration the extra width or length of the vehicle.

Tips for motorists:

- Be alert and always watch for slow-moving vehicles, especially during planting and harvest seasons.
- Be patient and don't assume the farmer can move aside to let you pass. The shoulders may not be able to support a heavy farm vehicle.
- Slow down as soon as you see the triangular-shaped, red and fluorescent orange slow-moving vehicle emblem.

Tips for farm vehicle operators:

- Make your intentions known when you're turning by using signal lights or the appropriate hand signal in advance of a turn.
- Drive slow-moving vehicles in the right-hand lane as close to the edge of the roadway as safely possible. Traveling half on the shoulder may cause motorists to risk passing in a dangerous situation.
- Avoid encouraging or signaling motorists to pass. Pull over where it is safe, and let the traffic go by.

Group reviews accomplishments and plans for future**Historic Hills Corridor Advisory Board holds annual meeting**

Tracy Daugherty Miller (left) recognized the Iowa Department of Transportation as a founding member and initial funder of the Historic Hills Corridor. District 5 Planner Bob Krause accepts the award.

by Bob Krause, District 5 planner

Following a full year of activities, the Historic Hills Corridor Advisory Board met recently to celebrate group accomplishments, including the planting of more than 2,000 red bud trees in the Historic Hills region, as well as organizing close to 60 community entrance signs which are slated for installation later this year.

The advisory group – in its second year of working together to promote the region – also outlined future strategies for highlighting the attributes unique to the nine southern Iowa counties it represents, which includes Appanoose, Clarke, Davis, Decatur, Lucas, Monroe, Van Buren, Wapello and Wayne.

The Historic Hills Corridor is sponsored by the Chariton Valley Transportation and Planning Affiliation, in partnership with the Iowa Department of Transportation, the Iowa Department of Cultural Affairs, and Federal Highway Administration, and is assisted by the Chariton Valley RC&D. Project partners include regional tourism and economic development organizations from the nine counties listed above.

For more information, contact the Chariton Valley RC&D office, 641-437-4376.

From my view continued from page 3

Putting back more than we take is the focus of the wetlands unit. An integral part of the project development process requires OLE to identify adverse impacts to the state's wetlands, a valuable biological resource. Office staff have adopted the innovative use of geographic information systems and global positioning technology for remote sensing and collection of field data. It is the goal of the Iowa DOT to replace every acre of lost wetland with at least 1.5 acres of new wetland.

Last, but not least, many major location studies are getting underway or are in progress. The location section is playing an important role in the early development of several projects, including major interstate reconstruction projects proposed for the Quad Cities, Sioux City and Council Bluffs; plus new bridges over the Mississippi and Missouri rivers.

Office of Traffic and Safety

Customer focus and the usability of the tools we produce have been the emphasis areas for the Office of Traffic and Safety.

In the past the traffic engineering group was organized based on specialty areas: i.e., traffic signals, work zones, traffic signing, pavement markings, speed limits, and lighting. Staff specialized in one area and handled the project design workload and the day-to-day operations issues related to each specialty. It was becoming very difficult to balance the increasing project workload, maintain the production schedule, and also keep up with the technical support provided to the districts on the operational aspects. The section was reorganized based on the two types of work done in Traffic Engineering — design and operations. The traffic engineering design section develops the project plans for all of the signing, traffic signals and lighting projects, and the

traffic engineering operation section provides the technical support to the districts on the operational issues, such as intersection traffic control, speed limits, requests for signing, and review of traffic operations concerns. This reorganization has allowed for adequate time to work on an increasing project load related to I-235 and the priority corridors, and to provide a more timely response to the districts on day-to-day traffic engineering requests.

In the last reauthorization of the federal highway program the document states, "Each statewide and metropolitan planning process shall provide for consideration of projects and strategies that will increase the safety and security of the transportation system for motorized and non-motorized users." This includes planners for Iowa's rural regional planning affiliations (RPAs) and urban metropolitan planning organizations (MPOs). Because some of these groups do not have traffic safety professionals on staff, the DOT has undertaken a support role in the area of planning with safety in mind.

In January staff from the offices of Traffic and Safety and Systems Planning held a Safety Conscious Planning Forum to introduce some of the tools and services available to RPAs, MPOs and DOT district staff in the area of safety engineering. This attempt to reach these groups and present avenues for them to get relevant crash data in a visual map format was very successful.

The role of safety data in developing Iowa's long-range plan can't be underestimated. We've already found that the decreasing trend in fatalities in Iowa can be traced back to changes made because of the availability of accurate crash data. As a department we must continue to use the tools we've developed and train other transportation professionals on their use to make all Iowa roadways safer.





Trophy Case

Recent DOT Awards

The Office of Design's **Marilyn Clem**, design technician specialist, and District 5 employees **Scott Gettings**, materials technician 4, and **William Bowles**, engineering technician, were awarded the "Special Paving Application" award at the 45th Annual Asphalt Paving Association of Iowa luncheon held March 4 at the Holiday Inn Airport Road in Des Moines. The group was recognized for its work on the Lacey-Keosauqua State Park in Van Buren County.

Brenda Differding, public service supervisor 2 in the Cedar Rapids DL station, has been nominated for the 2003 Amicus Curiae Award of the Iowa Judicial Branch. The Iowa Supreme Court accepts nominations for this award which reflects the high regard others have for the work of the nominee and the nominee's exceptional service to the courts and people of Iowa.

Mark L. Dean, equipment operator in the Cedar Rapids garage, received a certificate of achievement March 9 for completion of the Emergency Management Institute's Professional Development Series. The U.S. Department of Homeland Security certification adds to the extensive educational experiences Dean has undertaken as a disaster relief worker. As you read in the February 2004 edition of INSIDE, several DOT employees have volunteered for this service which can take them away from their homes when disasters strike in other parts of the country.

The design teams for three concrete projects recognized by the Iowa Concrete Pavers Association received their awards at a ceremony March 22. Office of Design employees **William Behrendt**, **Bob Stanley** and **Jim Schoenrock** received an award for "Best Interstate" for their work on Interstate 80 in Pottawattamie County. **Bob Stanley**, **Tim Brown**, **James Galliard** and **John Abrams** accepted their award for "Best Divided Highway" for Iowa 5 in Marion County; and **Sally Bartlett**, **Paul Flattery** and **John Abrams** received recognition for the "Best State Road," a project on U.S. 18 in Allamakee County.



Larry McGrane, construction technician senior in New Hampton, was inducted into the Knights of Columbus State Bowling Hall of Fame in early March. At their annual tournament in Storm Lake, McGrane and his fellow Knights of Columbus from Council 700 in Waterloo celebrated the event. McGrane was recognized for his contributions and accomplishments to the bowling program over the past 40-plus years. He has also competed



McGrane

in many national Knights of Columbus bowling tournaments.

Trophy Case continued from previous page

We have a champion in our midst! **Tom Brekke**, design technician specialist in Right-of-Way, won the singles category of the Ames City Bowling Tournament held in March. Brekke finished with a 213 scratch high game and 534 scratch series. It was Brekke's first 200 game and 500 series. With an average going into the tournament of 112, this was quite an accomplishment! Congratulations on Tom's single's success and to **Frank Davis**, Lou Richert and **Marty Sankey** for putting up with him in the doubles (with Frank) and team (all four) competitions!

Unconventional contest raises funds for community center

It's been said that Office of Materials employee Cliff Dalbey was ornery, fun and a bit unconventional. But even he topped his personal best, winning the Male Miss America Contest March 27 in Collins.



Miss Wal-Mart, a.k.a. "Cliff"

Sixteen contestants strutted their stuff across the Collins school gym stage and were judged in the categories of casual wear, swimwear and formal wear. All contestants had sponsors and Dalbey's

sponsor was Wal-Mart, which led to some outfits including oversized, discreetly placed, yellow smiley faces. The contestants wore banners to identify their sponsors, such as "Miss Freedom Tire," "Miss Kum & Go," and "Miss Used Equipment." They wore anything and everything from white, platform lace-up boots, to coconut bikini tops (yes, that's right, coconuts) in the swimwear competition.

Before the mistress of ceremonies introduced the contestants she had a disclaimer for the audience, "This is either going to be very entertaining, or you are not going to be able to sleep for months."

The contest netted \$2,700 dollars for the local Collins Community Center. They now have \$30,000 of the \$70,000 goal.

Schuman receives GIS certification



Bill Schuman

Professionals in many areas have licensure and certification standards: doctors, photogrammetrists, professional engineers and land surveyors, just to name a few. A governing body for a relatively new professional endeavor, geographic information systems (GIS), has recently begun testing professionals against a set of standards in this area of emphasis.

Bill Schuman, the DOT's GIS coordinator, recently completed this testing process and is now one of only a few certified GIS professionals in Iowa, and one of approximately 150 in the nation.

The certification process is based on a points system. Candidates accrue points for education, related career experience, contributions to the industry, and organizational memberships. Once initial certification is achieved, a GIS professional must recertify every five years by accruing additional points in each area.

"The criteria for certification isn't as rigorous as licensure for a professional engineer," said Schuman, "But it does give credibility to the profession and filters out people who claim to be something they may not be."

Schuman says this certification will assist companies and government agencies in hiring qualified applicants or consultants. The certification proves the applicant has the minimum qualifications to perform as a GIS professional.

Family Happenings

Planning and Programming

Mary Kay Reimers



Shawn Majors, program planner 3 in Program Management, and his wife, Kimberly, welcomed Cooper William on Nov. 1, 2003. Cooper weighed 9 lbs., 10 ozs. and was 21 ½ inches long. Cooper joins big brother Brady, 9, and big sister, Mallory, 7, at home. Congratulations to the Majors family!



Katherina Smith, secretary 1 in Systems Planning, and Steven Taylor were married March 13 at Cornerstone Church in Ames. The couple was attended by friends, the bride's two daughters, Amy

and Karrie, and granddaughters, Olivia and Savannah. Many DOTers were on hand to wish the Taylors well at a reception at the American Legion Hall in Ames. Best wishes to Katy and Steve!

District 1

Lori Morris

Adrian "Ed" Kleckner, electrician in the Des Moines west shop, retired March 25 after 16 years with the department. Before working for the DOT Ed worked for the company that installed the original lighting on I-235, so Ed has come full circle on that project. Best wishes for a great retirement!

Motor Vehicle Enforcement

Valerie Hunter



Dale Buttolph, motor vehicle investigator, and his wife, Vickie, are the proud grandparents of Lucas Chad McFarling. The baby was born March 10 weighing 8 lbs., 10 ozs. and was 20 inches long. Lucas is the first child of the Buttolph's daughter, Tara, and her husband, Chad McFarling. Congratulations to the Buttolphs and McFarlings!



Commander **Kerry Kirkpatrick** and his wife, Kathy, became the proud grandparents of their second grandchild March 17. Liam Kerry Charters weighed 7 lbs., 1 ½ ozs. and was 20 inches long. This little leprechaun is the son of the Kirkpatrick's daughter, April, and her husband, Steve Charters. Big brother Logan was anxious to welcome the new addition home. Congratulations to the Kirkpatricks and Charters!

Operations and Finance

Janet Kout Samson



Kim Nobling, management analyst 2 in Finance, recently watched her middle son, Jason, sign a letter of intent to play football at South Dakota State University. Currently a senior at Ballard High School in Huxley, Jason earned first-team all-district honors, was a three-year letterman for coach Al Christian, had 131 tackles, including 33 for losses in three seasons, and caught 27 passes for 330 yards. Jason plans to major in civil engineering at SDSU.

Senator retiring this year after 36 years of service

Senate approves resolution honoring Sen. Richard Drake



n April 6 the Iowa Senate unanimously voted in favor of a resolution honoring Sen. Richard Drake (R-Muscatine). Drake is retiring this year after 36 years of service in the Iowa Legislature.

Drake served his first eight years in the Iowa Legislature as a member of the House of Representatives and the following 28 years in the Senate. He has been chairman or ranking member of the transportation committee in either the House or Senate all of his years in office. During the ceremony, Drake was presented with a plaque from Iowa DOT Director Mark Wandro for his years of outstanding public service.



Senator Dick Drake and his wife, Shirley, pose with a plaque presented by Iowa DOT Director Mark Wandro for Drake's outstanding public service.

SENATE RESOLUTION NO. SR 155 **BY COMMITTEE ON RULES AND ADMINISTRATION** *A Resolution honoring Senator Richard F. Drake.*

***WHEREAS**, Senator Richard F. Drake is retiring from legislative office as one of the longest serving members of the Senate, serving seven terms in office as a State Senator and nearly four full terms as a member of the House of Representatives; and*

***WHEREAS**, Senator Drake's distinguished career as a state legislator has included service as the chairperson of the Transportation Committee in the Sixty-eighth, Sixty-ninth, Seventy-seventh, Seventy-eighth, and Eightieth General Assemblies and as ranking member of the Transportation Committee in the Seventieth through Seventy-sixth General Assemblies; and*

***WHEREAS**, Senator Drake served as chairperson of the Ethics Committee in the Seventy-ninth and Eightieth General Assemblies and as a member of the Ethics Committee in the Seventieth through Eightieth General Assemblies from 1983 through 2004; and*

***WHEREAS**, Senator Drake has served on many other standing committees throughout his 35 years of legislative service and has been an influential and devoted legislator in this state; and*

***WHEREAS**, Senator Drake has been instrumental in the passage of transportation legislation for his entire 28-year career in the Senate; and*

***WHEREAS**, Senator Drake's institutional and historical knowledge regarding transportation issues is widely acknowledged and appreciated by legislators, staff, and the lobby; and*

***WHEREAS**, Senator Drake has served honorably and has unselfishly given of his time and efforts to further the interests of the State of Iowa and to provide beneficial programs for the citizens of Iowa;*

NOW THEREFORE,

***BE IT RESOLVED BY THE SENATE**, That the Senate pay tribute to Senator Richard F. Drake, also endearingly known as "The Commander," for his devoted service to the Iowa General Assembly and the citizens of this state and wish him the very best in the years ahead; and*

***BE IT FURTHER RESOLVED**, That an official copy of this Resolution be prepared and presented to Senator Drake.*

35 YEARS

Iowa Department
of Transportation



Gene Allen Willett
Malcom interstate garage

Sherry Forrest
Driver Services

Dennis Erickson
Manchester construction

PERSONNEL UPDATES

Information supplied by the Office of Employee Services for Feb. 27 to March 25, 2004.

New Hires

Sarah Doser, accounting clerk 2, Finance; **Regina Murray**, custodial worker, Facilities Support.

Promotions

Michael Clement, program planner 3, Transportation Data; **Tawnya Rouse**, program planner 1, Transportation Data.

Transfers

Dawn Hackleman, clerk specialist, Driver Services; **Cheryl Wolf**, information technology specialist 4, Information Technology Division.

Retirements

Madelyn Delaney, typist advanced, Driver Services; **Adrian Kleckner**, electrician, Ames maintenance; **Thomas Porter**, bridge inspector 2, Bridges and Structures.

SERVICE AWARDS

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

45 Years

Clinton Zieman, District 3 Office.

40 Years

Larry Bishop, Davenport interstate garage; **Stephen Olson**, Ottumwa construction.

35 Years

Dennis Erikson, Manchester construction; **Sherry Forrest**, Driver Services; **Garry Leahy**, Osceola garage; **Robert Peck**, Ottumwa construction; **Gene Allen Willett**, Malcom interstate garage.

30 Years

Stephen Twohey, Materials.

25 Years

Jean Borton, Design; **Karen Carroll**, Transportation Data; **Steve Hubler**, Des Moines construction; **Jeffery Sandy**, Burlington garage; **Richard Starks**, Marion garage; **Terrence Zimmerman**, Oakdale garage.

20 Year

Joseph Brown, Council Bluffs-south garage; **Robert Close**, Marshalltown garage; **Kathy Hays**, Des Moines DL station; **David Jensen**, Bridges and Structures; **Harold Wulf**, Design.

15 Years

Newman Abuissa, District 6 field staff; **Donna Buchwald**, Specifications; **Catherine Cutler**, District 6 Office; **Mary Godwin**, Cedar Rapids materials; **Cheryl Humphrey**, Driver Services; **James Schertz**, Motor Vehicle Enforcement; **John Selmer**, District 4 Office.

10 Years

Wendy Rehm, Information Technology Division; **Carla Rominger**, Driver Services; **Gary Vais**, Greenfield garage; **Robert Warwick**, Williams garage; **Cedric Wilkinson**, Davenport construction.

5 Years

Tammy Adrian, Dubuque DL station; **Stacie Bryant**, Council Bluffs DL station; **Jodie Collins**, Des Moines DL station; **Suzanne Flom**, Sioux City DL station; **Eva Green**, Design; **Jason Holst**, Design; **Bill Ihnen**, Atlantic materials; **Randy Kaeffring**, Oakdale garage; **Kevin Killpack**, Motor Vehicle Enforcement; **Brett Kloss**, Bridges and Structures; **Daniel Martens**, Location and Environment; **Wes Mayberry**, Design; **Kurt Miene**, Motor Vehicle Enforcement; **Kelly Owen**, Motor Vehicle Enforcement; **John Perrott**, Britt construction; **Daniel Redmond**, Materials; **Tom Robinson**, District 5 Office; **Michele Rouse**, Aviation; **Tawnya Rouse**, Transportation Data; **Phillip Smith**, Motor Vehicle Enforcement; **Dung Ta**, Design; **Melody Tate**, Driver Services; **Shanna Willey**, Iowa City DL station.

Wandro, two commissioners and one rail board member confirmed by Iowa Senate



The Iowa Senate unanimously reconfirmed Mark Wandro as Director of the DOT on March 31. Wandro has served as director of our agency since his initial appointment in August 1999.

Wandro



Suzan Boden of Sioux City was also reappointed and confirmed to a second four-year term on the Iowa Transportation Commission.

Boden



Barbara MacGregor of Mason City has been reappointed and confirmed to the Iowa Transportation Commission for another four-year term. MacGregor, a commissioner since May 2000, served as chair of the Commission for the past year. Elections for Commission offices will be held at the May 11 meeting.

MacGregor

Jonathon Muller of Des Moines was appointed and confirmed to the Iowa Railway Finance Authority.



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.

Mark F. Wandro, Iowa DOT Director

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PLEASE RECYCLE THIS ISSUE

On the cover: Ed Engle from the Office of Materials on his way to work.

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

The Edna M. Griffin Memorial Bridge



After cutting the ribbon on the new bridge, (photo above) Mrs. Jenny Schiltz's fourth-grade class from Longfellow Elementary School were the first to cross the new bridge (photo below).



The new pedestrian bridge over I-235 near East Sixth Street in Des Moines will be officially dedicated this month. The bridge opened to foot traffic Jan. 15 with a new look and a new name - Edna M. Griffin Memorial Bridge.

The first pedestrians to cross the bridge were students from Longfellow Elementary School. The students earned the honor of being the first to cross the bridge by submitting the winning entry in the Iowa Department of Transportation's bridge-naming contest held this fall with Longfellow Elementary School. The winning entry, Edna M. Griffin Memorial Bridge, was submitted by Mrs. Jenny Schiltz's fourth-grade class.

Griffin was a teacher and civil rights pioneer who was best known for refusing to leave a "whites-only" lunch counter in downtown Des Moines in 1948. Her efforts in organizing sit-ins, pickets and legal action against the drug store were instrumental in bringing about the enforcement of public accommodation laws in Des Moines.

The new bridge is part of the I-235 rebuilding project and showcases some of the aesthetic design elements that will be incorporated in the corridor. The bridge's design is called a "basket-handle" arch, and also incorporates the blue color found in the bridge railings of other new bridges on the freeway.

According to Bill Lusher of the DOT's I-235 Information Office, "The new pedestrian bridge has already become a landmark for the Des Moines area, and we are pleased that the students submitted a name for the bridge that recognizes an individual who contributed significantly to the community and state."

The new bridge is the first of three pedestrian bridges that will be built over I-235. This bridge will serve to connect the neighborhood south of the freeway with the neighborhood and Longfellow Elementary School north of the freeway. The other two bridges to be replaced are the existing bridges near 40th and 44th streets in Des Moines.