

INSIDE

IOWA DEPARTMENT OF TRANSPORTATION NEWSLETTER

MAY 2006



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ONE 2 ONE

WITH DIRECTOR NANCY RICHARDSON

Last month I saw the movie “Walk the Line” about Johnny Cash. Although I’ve never been a country music fan, I must admit to having a soft spot in my heart for Johnny Cash because of an unusual personal connection. Let me share a story....

In 1960 Cash was a young performer on the rise who had already had his first hit record. On a very cold winter night, he performed at Matter’s Ballroom outside my hometown of Decorah. The car that delivered him to his “gig” was not prepared for the extremely cold temperatures that come with winter in northeast Iowa. With inadequate antifreeze in the radiator, the car froze up and needed to be thawed and have more antifreeze added.

My Dad owned a service station (remember those?) on the edge of town on the road to Matter’s. While Cash performed, his car was brought to my Dad’s station for the needed service. When the driver returned to get the car, he took it for a test spin and never returned to pay the bill. My Dad got an address for Cash from Matter’s Ballroom, mailed a bill, but payment was never received.

Well, technically I can’t say “never.” Seventeen years later, an acquaintance of Cash with Decorah connections (what are the odds of that?) told him about the debt. A check dated Feb. 9, 1977, payable from John R. Cash or June Carter Cash arrived from Hendersonville, Tennessee, in the amount of \$29.92! This represented payment of the original charge of \$9.89, plus approximately 6 percent annual interest.

Many people would’ve framed the check or maybe sold it to a collector for a tidy sum. Not my Dad. He folded it up and put it in his wallet and carried it until the day he died in 1999. Over the years he pulled it out and showed it to friends MANY times. When Dad died we found the tattered check in his wallet and news clippings from the local and Des Moines newspapers about the check that my Mom had saved.

After seeing the movie, I called my brother who is the custodian of the weathered check and yellowed newspaper clippings. We talked about how the movie

was more than just a movie about a music star to us. We talked about the details of the past, our Dad’s joy at the telling of this story, and how this was one small example of Cash’s attempts to “atone.” We laughed about how much fun Dad would’ve had, if still alive, pulling that old check out of his wallet now!

So, what’s the moral of the story? I’m not sure. Partly, I just like telling it because I think it says a lot about the human spirit, both Johnny Cash’s in believing it’s never too late to live up to your commitments, and my Dad’s in finding a much greater joy in having a story to tell than in making some extra money by selling the check. But, maybe the most relevant message for us as state workers is that, just because our work doesn’t often get immediately recognized or rewarded, doesn’t mean it doesn’t matter. People notice a job well-done, and the pay-back will come.....sooner or later. Keep up the good work!

As I close, I want to shift gears for a moment. The past few weeks have been difficult for Iowa state government. Questions have been raised about the appropriate use of state funds, whether personal relationships affected funding decisions, and whether proper oversight occurred. While the situation now in the news is not a DOT matter, it certainly reflects on all of us who work for the state.

Like all of you, I’m sorry this happened. It is critical that we do our work in ways that are fair, equitable and ethical. I am committed to doing so and expect the same of everyone at DOT. I know you join me in reaffirming the DOT’s commitment to doing everything we do to the highest of ethical standards. We owe it to ourselves, our coworkers, and our fellow Iowans. Thanks for doing what we do the “right way.”

Nancy

Editor’s note: Director Richardson was unanimously confirmed by the Iowa Senate as director of the Iowa Department of Transportation on April 12.

Durable paint markings improve safety

If you hadn't noticed, winter in Iowa can be brutal. Pavement markings on our roadways take a beating from nature and from our own equipment as DOT operators increase safety by removing snow and ice from the roads.

"Ice blades are really hard on the pavement markings," said Mark Black, District 2 maintenance manager. "We use a lot more anti-icing technology than we used to, so we don't have to use ice blades as much, but when we do use them they tend to scrape the reflective beads, and sometimes even the paint, off the roads."

High traffic areas were a main concern when assessing the performance of pavement markings. Visibility of both the center and edge lines is crucial in Iowa's rainy spring season. Our own safety people and local law enforcement personnel had concerns about visibility, and the DOT's Office of Maintenance and district paint crews responded.

Several years ago the DOT began experimenting with what are called "durable" paint markings. The paint was typically an epoxy that needed to be applied using specialized equipment. "We would hire a paint contractor to put down the durable pavement markings, but we still didn't have a good feel for how long this should last and what type of beads would be best to use," said Black. "The paint and hiring an outside vendor to apply it was expensive and we didn't know the value being provided."

"Our main objective is to have all of the pavement paint lines on the primary highway system exceed the minimum reflectivity requirements every day of the year," said Will Zitterich of the Office of Maintenance. "Right now that isn't happening, so we're working to improve both the products chosen and application processes."

To explore ways to improve our painting program, the DOT formed its own durable pavement marking committee in cooperation with researchers at Iowa State University (ISU). The group studies the effectiveness of the products being used and evaluates alternatives that could be applied using our own equipment. The effort started out as a way to ensure at least one year, and hopefully multiple years, of visibility. "At that time," said Black, "we weren't even looking at reflectivity. We just wanted something that would stay down multiple years and be visible in the daylight hours. The industry wasn't going after reflectivity at that time in the late 80s and early 90s."



Iowa pavement marking facts

- 33,000 (estimated) pavement marking line miles in the state highway system
- \$5 million (projected cost) to apply markings to the entire system
- 14,200 line miles of paint applied in calendar year 2004
- 16,200 line miles of paint applied in calendar year 2005
 - 11,600 miles with regular waterborne markings
 - 4,600 miles with durable waterborne marking
- 280,000 gallons of paint used in calendar year 2005
- 2,900,000 pounds of beads used in calendar year 2005

In 2003 the DOT experimented with the first round of high-build, "durable" waterborne paint applied by our own equipment. As testing continued and the products evolved, the focus of the durable pavement marking committee moved from just

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April showers can bring more than May flowers



The major cause of bridge failures in the United States is flooding and the scour it creates.

Scour is the result of the erosive action of flowing water, excavating and carrying away material from the bed and banks of a stream, and from around the piers and abutments of bridges. The Federal Highway Administration has mandated that all bridges be evaluated for susceptibility to damage resulting from scour.

Of particular concern were scour-critical bridges - bridges susceptible to catastrophic failure or structural instability as a result of excessive scour caused by a destructive flood event. A bridge is classified as scour-critical based on one of the following: (1) observed scour at the bridge site; or (2) scour potential, as determined by a scour evaluation study.

Currently, 25,000 bridges in the United States are scour-critical, meaning their foundations could fail due to erosion. Following evaluation of Iowa's approximately 2,100 state-controlled bridges over waterways, 178 bridges in our state system are now classified as scour-critical.

Once a structure is identified as scour-critical, the bridge must have a plan of action (POA) that addresses the potential deficiencies of the structure. To protect the public from the potential effects of scour, the DOT has already implemented scour countermeasures for some of its bridges with high traffic volumes, since closure during a flood event would have a significant impact on traffic flow. These locations are protected with either riprap or articulated concrete block mats, which can withstand a flood event without jeopardizing the integrity of the structure.

For those structures that do not currently have a countermeasure, the POA requires the bridge be closed if the water surface elevation reaches a 25-year flood level.

With the technology available today, the ability to forecast and predict flooding has become more accurate. With more accurate flood forecasts, the ability to predict possible damage to bridges from that flooding can also be more precise. Being able to respond quickly to flooding for a scour-prone structure can increase motorist safety and save tax dollars by targeting inspections to those bridges that may be in actual danger.

Identifying scour-critical bridges

In past flood situations, the DOT has inspected each bridge in areas where flooding has occurred. After the flooding in northeast Iowa in 2004, approximately 70 bridges were inspected for scour at a conservatively estimated cost of \$50,000. Of the 70 bridges inspected, 20 were in need of repair. With a typical season producing several flood scenarios in multiple counties, the DOT needed to come up with a more cost-effective, yet safe, way to reduce unnecessary inspections.

Bill Kaufmann of the Office of Bridges and Structures devised a database to manage the information about these bridges. "This database outlines our plan of action in the event of damage to one of the bridges," said Kaufmann. "The plan of action follows the federal methodology and uses data to determine whether a bridge is 'scour-safe' or 'scour-critical.'" Kaufmann's database and method of identifying a plan of action has been

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recognized around the country, and now serves as a model for other states.

ScourWatch

Identifying our scour-critical bridges and the plans of action was just a first step. Next was devising a way to monitor these bridges in a potential flood. To predict more accurately which bridges might be threatened during destructive flooding events, the DOT has been using a program called ScourWatch™, a Web-based monitoring technology developed by a New Jersey company.

The ScourWatch system uses National Weather Service (NWS) and United States Geological Survey (USGS) gauge sources to pinpoint exactly where heavy rains are falling. According to Dave Claman, transportation engineer manager in the Office of Bridges and Structures, the original ScourWatch product measured rainfall only at the bridge site itself, not taking into account the drainage basins where floodwaters might be flowing towards a bridge. “Bill Kaufmann worked with the vendor to modify the program to include an evaluation of the drainage basins obtained from geographic information systems (GIS) data,” said Claman. “We think the system will produce fewer false warnings of possible flooding at our bridge sites by having the program assess the amount of rainfall occurring over the entire drainage basin.”

ScourWatch integrates meteorological, hydrological and geological data in real-time, and compares the collected values with threshold values established for each bridge in the system. Some of the data the information relies upon includes bridge information



(photo below) Flooding caused scour to occur around the abutments of the U.S. 18 bridge in Chickasaw County. (photo above) After the flood waters receded, repairs were made and countermeasures installed intended to help prevent future scouring.

maintained by the DOT; historical data from past floods; real-time hydrologic data supplied by the USGS network of automated rain and stream flow gauges and satellite telemetry; and high resolution spatial and temporal precipitation information from the NWS Doppler radar system.

When the rainfall amount or gauge height associated with a bridge indicates that the ScourWatch thresholds have been exceeded, an automatic notification by text message is sent to the district operations manager’s (DOM) cell phone. The DOM can then contact the maintenance supervisor in the area to conduct a manual check of the bridge area. ScourWatch information can also be accessed on the Internet by an authorized user. Claman said, “This allows us to monitor threatened bridges even before waters rise. As the threat increases, the bridge and roadway can be closed to prevent possible loss of life.”



Testing the system

The integrated system was beta-tested using simulated flood events last fall. Claman said, “The beta testing was successful in evaluating the system’s ability to alert personnel when established thresholds were exceeded.”

A “live” test will enable the DOT to evaluate the reliability of the data provided. In particular, the department is interested in evaluating the accuracy of the system in predicting when significant flooding for existing bridges will occur. Claman adds, “This technology will essentially eliminate the guesswork when determining which bridges to inspect during flood events. It will allow us to allocate resources to those locations that are most critical.”

Iowa's Interstate Highway System

The Iowa Highway Commission started with a blank slate when they began sketching out Iowa's portions of the Interstate Highway System. Efforts were quickly initiated to begin design of the system, acquire the needed right-of-way, and finally, build what was to be a 710-mile, ultra-safe highway system.

Iowa's original interstate plan included the development of Interstates 29, 35, 74 and 80. The Highway Commission estimated it would cost taxpayers \$478.77 million to complete all 710 miles.

Eventually, other freeways were added to Iowa's plan and the total miles was raised to 781.51. With the additional highways, the Highway Commission revised its estimated cost to \$588.6 million.

In October 1956 the Highway Commission let the first interstate project for bid. By Sept. 21, 1958, the first section was opened to the public. The project was a short segment at the southwest edge of Des Moines - I-35/I-80.

On Nov. 7, 1976, the Iowa Department of Transportation became one of the nation's leaders in completing the four-lane Interstate Highway System by opening a 50-mile segment on I-35 between former U.S. 20 near Williams and former Iowa 106 near Clear Lake. The opening marked completion of the original 710 miles of the system.

On Sept. 12, 1985, nearly 27 years after the first section of roadway opened in 1958, Iowa's interstate system was complete. The last section opened to the public was located on Interstate 380, the link between Waterloo and Iowa City. The largest and most expensive public works project in the state's history totaled 781.51 miles, cost \$1.05 billion and was constructed at a cost of \$1.34 million per mile.



Centerline of I-35 near Cumming looking north in 1957 (above) and 2006 (below)



Maintaining the investment

America's Interstate Highway System is now becoming a victim of its own success. In 1956 Congress never envisioned its incredible results - more people are traveling to more places than ever before. Americans are traveling almost twice as much as they did in 1973, and the number of cars and trucks on the nation's roads has increased by more than 50 percent.

This success poses a real dilemma for Americans. Though highway spending has increased steadily

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The beginning of construction on the Interstate Highway System celebrates 50 years in 2006. For the last nine months we've highlighted aspects of the Interstate Highway System leading up to its 50th Anniversary Celebration in June. The June edition of INSIDE will be completely dedicated to that marvel of modern engineering.

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Current bridge construction on I-235 in Des Moines

since 1956, it has not kept up with inflation. Funding is falling short of what is needed to maintain the system.

The combination of this incredible success and potential lack of funding means that in the future Iowans may be facing a bumpy road. During its 50-year life, the Interstate Highway System has taken a real beating from high usage and vehicle weights. Nearly 35 percent of the urban interstates in the country are rated as being in poor or mediocre condition.

Iowa's commitment to the system is evident to anyone passing through Des Moines. Interstate 235 through the city is in the midst of a \$426 million reconstruction with completion scheduled for 2007. Once this huge undertaking is complete, the DOT has set its sights on reconstruction of the interstates in the Council Bluffs area, as well as work in Sioux City and Iowa City.

Benefits

One of the greatest benefits the interstate provided was a significant reduction in travel time. In 1956 the average speed between major metropolitan cities in Iowa was 36.5 miles per hour. Today, with the safety enhancements of the interstate, those speeds are nearly doubled and travel times cut in half.

Construction of the interstate can be closely linked to Iowa's economic growth over the past 40 years. Improved accessibility to markets, raw materials and consumers increased the use of the land near interstate routes. The highway system also benefited employers and employees by broadening the labor and job markets and reducing commuter travel times.

Linking one state to another brought new tourism and recreational opportunities as well. Piling into the station wagon for a cross-country trip became a tradition for many American families. Development of recreational facilities along these routes also blossomed. Today, there are travelers who plan trips just to see Iowa's 10 new-generation rest areas situated along the Interstate Highway System.

The 2006 reenactment caravan

The American Association of State Highway and Transportation Officials (AASHTO) and its member states invite you to participate in a reenactment caravan of Eisenhower's 1919 trek. Beginning in San Francisco, CA, and ending in Washington, D.C., the caravan will travel nearly 3,000 miles along the Interstate Highway System on a route parallel to that taken by Eisenhower during the epic 1919 transcontinental military cavalcade. The motorcade will stop on June 23 at Living History Farms in Urbandale. Attractions planned for the event include a concert headlined by Jerry Martin and the Sounds (with our own DOTer, Layton Zbornik III) from Mason City. The second stopover later that day will be at the Iowa 80 Truckstop near Walcott. That stop will include a reception for the caravan participants and a tour of Iowa 80's Trucking Hall of Fame museum.

Eisenhower crossed Iowa in 1919, where the soldiers battled days of engine-clogging dust, and bridges and culverts that collapsed under the weight of their heavy trucks. Despite the difficulties the troops encountered, the caravan was greeted by throngs of welcoming Iowans who supplied them with bountiful Iowa hospitality. Eisenhower acknowledged that this trek laid the foundation for his belief that the nation required an efficient Interstate Highway System.

Eisenhower's 1919 caravan stopped in Tama



Ag Aviation Summit brings stakeholders together

by Tim McClung

As corn and soybean growers enter the fields for the 2006 growing season, agricultural pilots from around Iowa are gearing up to provide aerial application services to assist farmers in

combating insects and other crop problems. As part of that effort, a first-of-its-kind Ag Aviation Summit was sponsored by the DOT's Office of Aviation March 17 in Ankeny. The main goal of the summit

was to open lines of communication, identify issues and address ways to enhance agricultural aviation in the state.

Twenty people representing a cross section of airport managers, agricultural aviation operators and government officials participated in the summit. Attending were representatives from our Office of Aviation, Iowa Ag Aviation Association, National Ag Aviation Association, Iowa Public Airports Association, Iowa Department of Agriculture, and the Federal Aviation Administration. Summit discussions focused on operations at public airports, safety and security, public awareness of the role of agricultural aviation, and licensing requirements. Participants agreed future collaborative efforts will be beneficial in the enhancement of agricultural aviation in the state.

Agricultural aviation is an important industry in the state of Iowa and provides an economic benefit through job creation and improved crop production. A total of 54 Iowa businesses are licensed through the Iowa Department of Agriculture to conduct agricultural aviation operations. Additionally, more than 100 out-of-state operators are licensed in Iowa.

For more information on agricultural aviation issues, an executive summary of the Ag Aviation Summit is available on the DOT's Office of Aviation Web site at iawings.com (click on Publications & Education/Ag Aviation).

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having the paint stay in place, to the more pressing safety issue of reflectivity to be seen at night and while the pavement is wet. Zitterich said, "We've found that the higher the initial reflectivity, the longer the paint lines will last."

"The industry is catching up with what we're demanding," said Black. "There is a choice of products now available and all six paint crews regularly measure reflectivity and minimum requirements that have been included in updated paint specifications for the first time this year."

Although the products have come a long way, there is still room for improvement. Black said experimentation continues with paint/bead combinations on roads with different traffic levels and with recessed pavement markings in heavily traveled metro areas. "On a road with several curves, or at-grade intersections, we might need to use a durable paint marking because traffic could wear away the paint more quickly than a straight road where traffic is seldom in contact with the pavement marking," said Black. "We continue to experiment to make sure the placement fits the conditions."

The durable paint marking committee consists of representatives from the Office of Maintenance, each of the districts and ISU. They have a broad focus: to assist in choosing appropriate products; track product performance; and refine specifications. "Our quality control is so much better than it was 10 years ago," said Black. "Where our focus used to be getting the paint to last for more than one season, it's now safety-oriented in that the durability and reflectivity are both monitored."

In years past it was a general rule that center lines were painted every year and edge lines were painted every other year. Because of the recommendations of the committee, the DOT now repaints lines when the reflectivity falls below the minimum threshold, not simply because of scheduling.

Other test projects now in the works for the durable paint committee include paint application in grooves with a grooving machine expected to be purchased this year; testing of wet reflective tape alone or in combination with durable, waterborne paint; rumble stripes; a zero-velocity bead gun; and performance-based bead specifications. Look to future editions of INSIDE for updates on our durable paint program.



May is Motorcycle Awareness Month

Iowa motorcycle crash facts

- Iowa motorcyclists are six times more likely to be injured than other motorists involved in crashes, based on miles driven.
- On average, more than 40 motorcyclists die from motorcycle crashes in Iowa each year.
- Nine of 10 Iowa motorcycle fatality victims were riding without a safety helmet.
- Fatalities are increasing among Iowa riders age 45 and older.
- Only one of two fatal motorcycle crashes involves another vehicle. In single vehicle crashes, the motorcyclist usually fails to control the motorcycle. When another vehicle is involved, two out of three motorcycle-vehicle crashes are caused by a driver who does not see the oncoming motorcyclist.
- Iowa's yearly motorcycle crashes are part of an alarming nationwide increase resulting in 3,200 deaths and 65,000 injuries in 2004.
- Speed is reported as a contributing factor in more than 50 percent of Iowa's fatal motorcycle crashes.
- Motorcycle operators in fatal crashes had higher intoxication rates than any other type of driver. More than 33 percent of motorcycle operators in fatal crashes tested positive for alcohol or other drugs.
- Six in 10 of Iowa's licensed riders are age 45 or older, compared with only three in 10 just 10 years ago.

Motorcyclist tips

Make yourself visible

Use a modulating headlamp. Choose riding gear that increases your visibility in traffic and provides protection in a crash. Use bright colors and retroreflective strips or decals, especially at night.

Ride so you are seen

You and your motorcycle are easily hidden in traffic, in motorists' blind spots or against a bright sky. Use proper lane positioning to be seen.

Allow plenty of space

Allow space for motorists to see and react to you. Scan for changing traffic and roadway conditions. Allow space for emergency braking or crash avoidance.

Signal your intentions

Signal before changing lanes. Avoid weaving between lanes. Flash your brake light when you are slowing down and before stopping.

Sharpen your riding skills

Know your abilities and ride within your limits. Earn and maintain your motorcycle license. A rider refresher course can upgrade your skills and increase your riding enjoyment.

Be courteous and respectful

With all drivers and motorcyclists, being courteous, non-aggressive and cooperative can go a long way in reducing crashes.

Motorist tips

Look for motorcycles

Modulating motorcycle headlamps are legal and help make motorcycles more visible. Watch out at intersections and when making left turns.

Respect the motorcyclists

Motorcycles are vehicles with the same privileges as any vehicle on the roadway. Give the motorcyclist a full lane of travel.

Allow plenty of space

Traffic, wind, weather, and road conditions affect the motorcyclist differently. Leave more following distance, allowing room for the motorcyclist to maneuver and enough time for you to react.

Signal your intentions

Always signal before changing lanes. Check blind spots frequently. Always check before changing lanes.

Sharpen your driving skills

Check your knowledge and habits. Take time to read the Iowa Driver's Manual each time you renew your license. A driver refresher course can upgrade your skills and increase your driving enjoyment.



Trophy Case Recent DOT Awards

Professional awards

DPS Commissioner's awards

In early April, Kevin Techau, Commissioner of the Iowa Department of Public Safety, held an awards ceremony during which two DOTers were recognized for outstanding service. Printed here are the nominations for Tim Crouch and Joyce Emery.

Tim Crouch, state traffic engineer, Office of Traffic and Safety



DPS Commissioner Techau and Tim Crouch

Tim Crouch demonstrated the importance of traffic safety and uniting transportation officials in one common goal through his efforts to provide the seatbelt buckle-up message on the

DOT dynamic message signs during the seatbelt enforcement waves. His dedication to this issue "validated" seatbelt enforcement activities and provided the public with the important message to "Buckle Up". His knowledge and expertise regarding the importance of buckling up gave credibility to placing this message on the dynamic message signs.

Joyce Emery, Ph.D., safety program administrator, Office of Traffic and Safety

Joyce Emery has been a recognized state and national leader in traffic records and highway safety data issues for more than 20 years. Her employment with the Governor's Traffic Safety Bureau and the DOT has helped to improve data collections over the years. In 1994 Joyce co-founded Iowa's State Traffic Records Advisory Committee, which became the model for Iowa's Safety Management System,



DPS Commissioner Techau and Joyce Emery

established in 1995. Emery has previously served as president of the Iowa Traffic Control and Safety Association. Currently Emery has taken on new national responsibilities,

chairing the planning committee for the Association of Transportation Safety Information Professionals (ATSIP).

Iowa's Living Roadways program receives national recognition

An Iowa DOT-sponsored program, Iowa's Living Roadway Community Visioning Program, has been awarded the "2006 Outstanding Planning Award" for a project, program or tool that helps to teach officials and residents in small towns how to think about design, develop plans, write grants, compete for federal transportation funds, and look for private donations. The award was given by the American Planning Association. The Iowa's Living Roadway Program is a cooperative effort between the DOT, Trees Forever and Iowa State University.

Personal achievements

DOT team victorious in SEHARC tourney

A DOT team took home the gold at the 25th annual State Employee Health and Recreation Committee (SEHARC) bowling tournament Feb. 4 in Des Moines. Of the 49 teams, the DOT group of **Larry Stonehocker**, **Sean Passick** and **Troy Cook**, all from Des Moines construction, and **Tami Bailiff** from the I-235 Information Office, combined for a winning team score of 2,450. Mike Pagel scored third for individual bowlers in the tournament with a 622 series. Individual three-game totals were: Larry Stonehocker, 565; Sean Passick, 415; Tami Bailiff, 320; and Mike Pagel, 622.

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Sharp competes at state Special Olympics



Kelly Sharp, a mail clerk with the Office of Driver Services, tied for fifth place in his division in the Special Olympics statewide competition March 18 in Cedar Rapids. Sharp competed in the individual basketball skills challenge that measured

basketball dribbling, passing and shooting prowess. Friends from work and from home were on hand to cheer Sharp to the finish.

Sharp said, "I had my friends and especially Rod Rhiner from Motor Vehicle Enforcement there to support me. That's all I needed. They cheered me on to a victory. It feels good to have friends that support you in anything that you set your mind to. I want to send my thanks out for my great friends and supporters of Special Olympics; Dot Trotter, my supervisor; Rod Rhiner, my friend and confidant; along with Terry Dillinger and Shirley Andre. If not for them, none of this would be possible."

Sharp is now setting his sights on the National Special Olympics to be held in Ames this summer. He also wants to become one of the next Global Messengers for the organization. "My life has changed immensely since I joined Special Olympics." Sharp added, "When you bet on a winner, think of me."

Novotny bowls first perfect game

Jeff Novotny, an equipment operator at the Marshalltown shop, bowled a perfect 300 game Monday, Feb. 6, at Totem Bowl in Marshalltown. This was Novotny's first perfect game. He finished with a 708 series and has a 182 average in league play.

McCullough trains for Breast Cancer 3-Day walk

Three days, 60 miles and a whole lot of heart—that's what goes into the Susan G. Komen Breast Cancer 3-Day walk. This year's events will be held in 12 cities in August, September and October. Net proceeds benefit the Susan G. Komen Breast Cancer Foundation and National Philanthropic Trust, funding important breast cancer research, education, screening, and treatment.



McCullough

Susie McCullough of the Office of Transportation Data is planning to walk in the Twin Cities event Aug. 18-20. "People ask me why I'm doing this," said McCullough. "I don't have anyone in my family that has been affected by breast cancer, but I'll bet every one of us knows someone who's life has been changed by this disease. I just want to

help. Here is a bit of information that I found almost funny...if I follow the training schedule laid out for me, I will have walked 625 miles! That is like going from Boone to Dayton, Ohio, or Boone to the Nebraska/Wyoming border!"

McCullough is joining her daughter's former Little League coaches, Julie and Ken Fogelsong, in this walk. During the event the team will sleep in a tent and share "roughin' it" with several thousand other walkers. They're calling their team "The Eradicators" with the mission of eradicating breast cancer. Each team member has a fund-raising goal of \$2,200. As part of her fund-raising efforts, McCullough is collecting cans for recycling and having a garage sale May 20 at the Open Bible Church in Boone. If you would like to donate items for the sale, McCullough needs them by May 19. She will be collecting cans until Aug. 13. If you would like more information, go to www.the3day.org/twincities06/susie, e-mail susieben9289@yahoo.com or call 515-230-1597 or 515-432-2285.

Family Happenings

Operations and Finance Janet Kout-Samson

Three retirement parties for employees with more than 100 combined years of service were recently held in the Office of Employee Services. Best wishes to our friends.



Team leader **Val Anderson's** last day at work was March 17 after 29 years of service. A farewell coffee was held with many friends and family members in attendance.

Bev Abels, OES director, retired March 30 after 30 years of service. Since Bev and her husband, Lynn, have recently returned from a trip to Ireland, the office planned her retirement party with an Irish flare.



Sharry (far left) and her friends

Sharry Dickerson, personnel assistant, retired Jan. 26 with 41 years of service. Her friends surprised her with a limo ride on her last work day.



David May, public service executive 1 in Procurement and Distribution, and his wife, Anne, are the proud parents of Dennis I. May. Baby Dennis was born Feb. 28 weighing 5 lbs. 15 ozs. and was 19 inches long. Dennis has a big sister, Cecilia, who is 10. Congratulations to the May family!

Design Judy Lensing

It's a baby boom in road design! Three new additions have recently joined our "family."



Paul Flattery, transportation engineer, and his wife, Michelle, welcomed a baby girl March 23. Baby Ashley Marie weighed 8 lbs. 8 ozs. and was 20 inches long. Big brother Brady, 9, and big sister, Callie, 6, are very excited about their little sister.



Kera Gieselman, transportation engineer intern, and her husband, Heath, formerly of Materials, are the proud parents of

Owen Harold. Baby Owen was born March 21 weighing 9 lbs. 12 ozs. and was 21 inches long. Owen joins big brother Harrison, 4, and big sister Lana, 2, at home.



Kurt Estrem, design technician, and his wife, April, brought Aubrey Lynn into the world on March 28. Baby Aubrey was 7 lbs. 1 oz. and 20 inches long.

Location and Environment

Jean Jesse



Chin-Ta Tsai and his wife, DoDo, became United States citizens March 31 at a ceremony in Des Moines. The office celebrated with cake and ice cream April 6. Congratulations to Chin-Ta and DoDo on becoming citizens. We're very proud of you both!

Food Drive 2006 wrap-up

The 2006 central complex food drive was a huge success with \$10,139.97 being raised and donated to 15 central Iowa food pantries. Each will receive a check for \$676. These providers also shared 1,416 food/non-food items.

Food Drive event sales results

Cinnamon/pecan rolls	232.50
Cookies	313.00
Books and popcorn	950.00
Ice cream	128.75
Cash donations	856.25

Special Events Sales (events held during other times of the year)

Right-of-Way	801.47
Design	1,057.00

Auction Results:

Gift certificates	803.00
Donated items	774.00
Parking spaces	4,224.00

Total cash collected:	\$10,139.97
Food collected:	1,416 items

Thank you

Thanks to each of you for all the cards, visits and phone calls while I was off work. Thank you also to the people who donated their time to help me financially during my surgery and recovery.

Tim Even

equipment operator, Waterloo garage

Bob Landreth, architectural technician in the Office of Facilities Support, and his wife, Kathy, would like to thank everyone for their support during Bob's illness. Thank you to everyone who participated in the fund-raiser or have called, written or contacted us with words of encouragement. Thank you all so much.

Bob and Kathy Landreth

In Memory

Steve A. Tindle, 60, of Grinnell, died at his home March 28. Tindle had been with the DOT since 1984. His survivors include his wife, Beth; his daughter, Sara (John) Thompson of Grinnell; two grandsons, Jesse and Shane Thompson; and his mother, Ruth Tindle of Grinnell. He was preceded in death by his father, Harvey Tindle.

Daniel Brack, 54, of Oxford, died April 8. Brack had been with the DOT nearly 35 years.

Lyle Kropf, 75, of Odebolt and formerly of Kiron, died March 16. Kropf worked as an equipment operator in the Denison garage from 1971 to 1992.

SERVICE AWARDS

Information supplied by the Office of Employee Services for May 2006

35 years

Robert Conyers, Le Mars garage; **Kevin Mahoney**, Highway Division; **James Stoner**, Bridges and Structures

30 Years

La Vern Velau, Transportation Data

25 Years

Richard Banowetz, DeWitt garage; **Maynard Bochmann**, Allison garage; **Russell Frisch**, Waterloo garage; **Darwin Huls**, Motor Vehicle Enforcement; **Roger W. Larson**, Systems Planning; **Donald Meiers**, Carroll garage; **Joseph Ness Jr.**, Leon garage; **Russell Pettinger**, Dyersville garage; **Lonnie Wilson**, Storm Lake – District 3 field staff

20 Years

Kelli Arnborg, Mason City materials; **Dixie Makedonski**, Des Moines construction; **Virgene Ohl**, Council Bluffs construction

15 Years

James Andresen, District 1; **Calvin Enfield**, Motor Vehicle Enforcement; **Steve Jones**, Council Bluffs construction; **Raymond Meyer**, Waterloo garage; **Deborah Muell**, Council Bluffs DL station; **Douglas Williams**, Storm Lake garage

10 Years

Ricky Fiedler, District 5 Office; **Cole Kern**, Marshalltown construction; **Michal Lindner**, District 2 Office; **Fred Mazzella**, Location and Environment; **Cheryl Schell**, Repair Shop

5 Years

Neal Tieck, Materials; **Jeremey Vortherms**, Traffic and Safety; **Becky Riesenber**, Motor Vehicle Enforcement

35 YEARS




Robert Conyers
Le Mars garage



Kevin Mahoney
Highway Division



James Stoner
Bridges and Structures

PERSONNEL UPDATES

Information supplied by the Office of Employee Services for Feb. 24 to April 6, 2006

New Hires

Linda Fevold, information technology specialist 4, Information Technology Division; **Michael Hughes**, information technology specialist 4, Information Technology Division; **Steven Osborn**, equipment operator, De Soto garage; **Jennifer Pingnot**, management analyst 1, Document Services; **Scott Weiler**, information technology specialist 4, Information Technology Division

Promotions

Shawn Buckingham, from motor vehicle officer to motor vehicle investigator, Motor Vehicle Enforcement; **Linda Dilocker**, from motor vehicle officer to motor vehicle investigator, Motor Vehicle Enforcement; **Theresa Kern**, from typist advanced to secretary 1, Driver Services; **Barry Robertson**, from equipment operator, District 5 bridge crew, to equipment operator senior, District 5 paint crew

Transfers

Larry Hargis, equipment operator senior, Grimes garage; **Michael Willis**, clerk specialist, Driver Services

Retirements

Beverly Abels, public service executive 4, Employee Services; **Valerie Anderson**, executive officer 2, Employee Services; **Terry Dilocker**, motor vehicle officer, Motor Vehicle Enforcement; **Kent Hagen**, public service supervisor 3, Traffic and Safety; **Kenneth Toomsen**, program planner 3, Location and Environment; **Donald Whisler**, equipment operator senior, Bloomfield garage

Let's talk trash!

As a reminder, the following items ***CAN NOT*** be placed in the blue recycle bins:

- copy paper wrappers* ;
- cardboard;
- paper towels and tissues;
- newspapers;
- carbon paper;
- food wrappers (cups, lunch bags, wax paper, etc.);
- food items;
- metal objects; and
- film/photographs.

If any of these items are found in a recycle bin, the entire bin must be treated as nonrecyclable and is sent out with the other trash.

*Copy paper wrappers are made to keep moisture out of the paper. These do not break down in the recycling process.

Purchase options for safety glasses



McFarland Clinic locations in Iowa are no longer participating as an AOSafety provider of safety glasses at discounted prices. Employees needing prescription safety glasses may select another vision center from the list provided on DOTNET to receive discounts, or they may use any other vision center of their choice and pay full price. Purchasing instructions for safety glasses may be found on DOTNET by clicking on the EMPLOYEE RESOURCES and INFORMATION dropdown and then clicking on Safety Glasses. Questions? Call Barbara Mallon at 515-239-1594 or barbara.mallon@dot.iowa.gov.

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 coworkers. For more information, contact Tracey Bramble, Office of Media and Marketing Services, 515-239-1314 or e-mail tracey.bramble@dot.iowa.gov.

Nancy Richardson, Iowa DOT Director

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



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



PLEASE RECYCLE THIS ISSUE

Service Area	Correspondent	Phone
District 1	Kay Ridgway , Des Moines	515-986-5729
District 2	Lu Mohorne , Mason City	641-423-7584
District 3	Mary Beth Banta , Sioux City	712-276-1451
District 4	Marlene Jensen , Atlantic	712-243-3355
District 5	Brenda Hadley , Fairfield	641-472-6142
District 6	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
Driver Services	Noralee Warrick , 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 and 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

On the cover: Moving the Hale Bridge - Photo courtesy of the Iowa Army National Guard

Historic Hale Bridge takes flight

Approximately 12 miles as the crow flies (or in this case, “as the bridge flies”) was the distance a three-span, wrought-iron bridge traveled on March 8. The Hale Bridge, which had spanned the Wapsipinicon River since 1879, was on its way to a spot in Wapsipinicon State Park, where it is hoped the structure will serve Iowans for another 100 years or more as a pedestrian facility.

Behind the bridge move was a grassroots effort by local preservationists to support a new bridge over the Wapsipinicon River near Hale, while finding a new home for the historic structure. The floods of 1993 and subsequent rains damaged the bridge to the point that it was closed to traffic in 1997. At the time of its nomination to the National Register of Historic Places in 1998, it was the longest-standing bowstring arch bridge in the state. In 2001 federal and state grant money totaling \$445,000, including \$159,000 from the DOT’s

Transportation Enhancement funds, enabled a planning group of officials from the DOT, Federal Highway Administration, State Historical Society of Iowa, Jones County and the local area to develop long-range goals for the structure.

In 2003, after a great deal of planning, the three wrought iron spans were carefully dismantled and moved to a storage location near their original post. Finally, following nearly three years of restoration work, the spans were ready to be placed in Wapsipinicon State Park to be used as a pedestrian walkway over the river as part of a three-mile recreational trail through the park.

Rose Rohr, chairperson of the Jones County Historic Preservation Commission, said the bridge not only changed the way people lived more than 100 years ago, it also changed the way people living today think about historic preservation. “This bridge is important because it tells about Jones County and the culture of the way this community lived. For that reason, we’re taking something old and rehabilitating it and reusing it, and we’re showing people you don’t have to discard old structures. Because of that, we’re opening a lot of eyes about how historic preservation can help boost the economy. This bridge will be enjoyed by people for years to come, for residents and tourists, too. If this bridge could last 126 years, you know it’s a solid structure.”

To move the spans to the park, an Army National Guard Chinook helicopter lifted the spans. One of the trusses weighed 19,600 pounds, just 400 pounds less than the helicopter’s lifting capacity. Two Chinooks alternated the lifting duties and one Blackhawk helicopter assisted in the mission. The Army National Guard donated time and equipment to the project as a training exercise.

The move drew the attention of national media, such as producers from the History Channel’s “Mega Movers,” which follows the relocation of historic projects from the movers’ point of view. The move itself will be interwoven with historical facts about the area and the object being moved. The program is expected to be aired on the History Channel this spring.

New piers were in place at the park site and, once the trusses were moved, a construction crew worked to place a deck on the structure. Jones County officials expect the bridge to be open for foot traffic this summer.

An Iowa Army National Guardsman rigs a lift cable to one section of the Hale Bridge



Photo courtesy of the Iowa Army National Guard