

SEPTEMBER 2007

# INSIDE



## What's INSIDE

Sweet Ride on the Safe Side • 3

Share the Road plate • 4 Bike helmets - they're not just for kids • 5

In Memory • 6 Transportation career fair Sept. 26 • 7

Historically speaking • 8 A tank "almost" full of Iowa corn • 10

Traffic Safety Enforcement • 16



## ONE 2 ONE

WITH DIRECTOR NANCY RICHARDSON

*As previously mentioned, I will occasionally take a month off from my column. You know how it is with us temperamental writers - occasional*

*writer's block! This month Lee Wilkinson, director of the Operations and Finance Division is going One 2 One with you in my place. Enjoy and I'll see you next month.*

**T**he tragedy and sorrow that surrounds the I-35W bridge collapse in Minneapolis has had an unexpected effect on me. It has given me pause to stop and think about us as a department of transportation and the pride I feel about being a part of the Iowa Department of Transportation.

For those who do not like country music, bear with me for a moment. The group Alabama has a song titled "Forty Hour Week (For A Livin')." The opening stanza goes like this:

*There are people in this country who work hard every day  
Not for fame or fortune do they strive  
But the fruits of their labor are worth more than their pay  
And it's time a few of them were recognized*

As I watched the employees of our department kick into high gear after the collapse, I was reminded of how truly amazing Iowa DOT employees are. While the collapse did not occur in Iowa, it certainly created a lot of interest in our state's highway system.

There were staff who spent countless hours putting information together so that the public, legislators and media could better understand the meaning of a bridge sufficiency rating (what it means for a bridge to be classified as structurally deficient or functionally obsolete), or more importantly, responding to inquiries about specific bridges and whether or not they were safe.

We had staff fielding more than a hundred calls a day from the media, and rapidly responding to questions from the Governor's office, legislators and concerned citizens. There were also employees who had to stop what they were doing and immediately inspect bridges that were not scheduled for inspection.

Other employees were involved in responding to the Division of Homeland Security and Emergency Management or playing a key support role during all this as well. They answered phone calls, listened to questions and concerns, routed callers to the right people to answer questions, filled out media contacts, and in some cases, worked past the end of their normal shift to help others out.

It was truly impressive to watch everyone step up to the plate, without question, complaint or desire for recognition. They just did what they could to help alleviate concerns about bridges in Iowa.

There are all kinds of examples of this type of effort; another is the snow and ice storms we experienced in late February and early March. Director Richardson wrote about the tremendous effort that DOTers put in during those events in an earlier article, but it's worth mentioning again. So many rolled up their sleeves and went to work, again without complaint or looking for recognition.

I mention these two events because they are examples of the activities that bring us together as an organization. They exemplify how much DOT employees care about the public, the work they do and each other. As the song says...these are people who work hard everyday. You can walk the halls of the Ames complex, the Motor Vehicle Division building, district offices, maintenance garages, construction residencies, or materials labs and you will see employees working hard every day, and it's not for fame or fortune.

There is another aspect of being a DOTer that I feel compelled to mention. These are the employees who give of themselves personally. The employees who

work hard to make the food drive a success or make sure we do all we can to ensure that children have toys on Christmas morning. (The DOT has been recognized for raising the second highest amount in the food drive amongst all state agencies, great job. I think next year we can be number one.)

There are also those employees who help organize our annual blood drive, who walk so that maybe someday breast cancer can be eliminated, and who spend time on Saturdays doing work for a former employee, with a debilitating illness, and his family at their home just for the joy of doing it and pleasure they get from visiting with the former DOTer. There are so many examples like these that demonstrate the care and compassion DOT employees have for others.

I have had the pleasure of working with this organization for more than 16 years in a variety of capacities. And I realize for a DOTer, 16 years of service means that I am just getting warmed up. While I don't always have the opportunity to express it, I want to say that you all are a great group of people to work for and it means a lot to me that I was given an opportunity to come to work for the DOT.

Again for all you do both at work and away from work, thank you.

**ONE 2 ONE,**  
*continued on page 14*





## Are you ever nervous when your teen driver is on the road? If not, you should be.

**T**eens and young adults are 17 percent of Iowa's licensed drivers, but suffer 40 percent of all fatal and serious traffic injuries. When a teen drives with more than one passenger, the risk of crashing is three to five times higher than while driving alone. These issues are magnified when teens attempt to maneuver through a work zone. The majority of people killed in young driver crashes are people other than the teen drivers.

An effort to increase awareness of highway safety issues in and out of the work zone kicked off at the Iowa State Fair Aug. 16. The Iowa DOT is teaming up with KDSM Fox 17 and Charles Gabus Ford to reach young drivers ages 14 to 24. So what will entice a young adult to learn more about safety? How about the opportunity to win a new car!

To reach this audience, we need to be where they are – the Internet. Using a teen-oriented Internet site produced and hosted by the Iowa DOT at [sweetridecontest.com](http://sweetridecontest.com), teens will find

lots of useful information, including a safety video produced by KDSM. Once a viewer watches the video, a quiz will pop up. Answering all quiz questions correctly will enter the participant into a random drawing to win a 2008 Ford Fusion donated by Charles Gabus Ford in Des Moines. The DOT's new Web team, Cherice Ogg, Rick Murray, Zhaia Wineinger, and Renee Jerman, did an outstanding job developing the teen-oriented site.

To get the word out about the Web site, 5,000 key chains and notepads with the Web address were given out at the Iowa State Fair. This month a direct mail piece will be sent to the homes of each driver in the 17 to 21 age group encouraging them to log on and learn about highway safety. Promotional material will also be sent to every school administrator, each state sponsored driver's education program and licensed driving schools in the state.

The Web site will be operational until mid-March 2008. The winner of the car will be announced during Work Zone Safety Awareness Week in early April 2008. Employees and immediate family members of any of the sponsors are not eligible to win.

## Promotional Sponsors

Charles Gabus Ford  
Iowa Department of Transportation  
KDSM – Fox 17

### Platinum (\$2,500)

AAA of Iowa/Minnesota  
Governor's Traffic Safety Bureau,  
Department of Public Safety  
Iowa Limestone Producers  
Association Inc.

### Gold (\$1,000)

American Traffic Safety Services  
Association,  
Iowa Chapter  
Asphalt Paving Association of Iowa  
Associated General Contractors of  
Iowa  
Iowa Concrete Paving Association  
Iowa County Engineers Association

### Silver (\$500)

Iowa Operation Lifesaver  
Iowa-Illinois Safety Council  
Iowa State Sheriffs and Deputies  
Association

### Media-only partners

Iowa Association of Safety Education  
Iowa Girls High School Athletic Union  
Iowa Health Systems - Think First  
Iowa

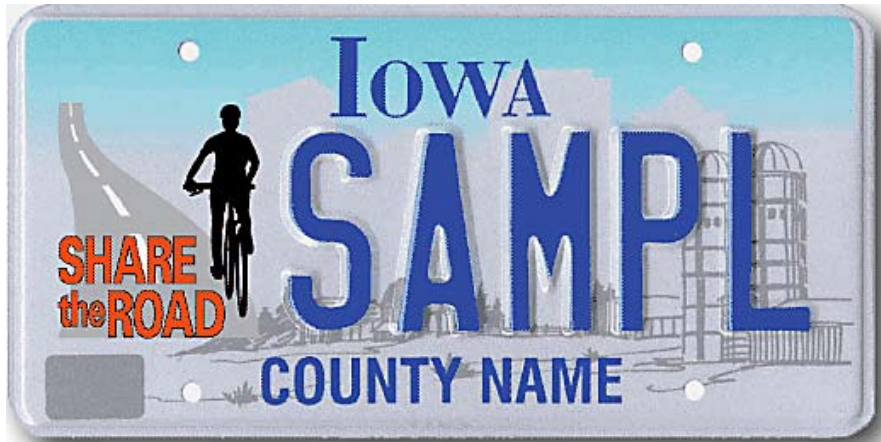
# New specialty plate reminds lowans to share the road

by Christina Andersen

Soon Iowa motorists may have the opportunity to support bike safety through a new "Share the Road" registration plate. Before the Share the Road plate can be issued statewide, 500 paid applications must be submitted by July 2008.

Mark Wyatt a board member from the Iowa Bicycle Coalition (IBC) who is spearheading the effort, said he received a lot of support from this year's RAGBRAI participants. "The only problem was, most of them couldn't fill out the application on RAGBRAI because they didn't know their vehicle's license plate number," said Wyatt. However many of the riders took applications with them.

In addition to the regular annual registration fee, Share the Road plates will cost each vehicle owner an initial fee of \$35 and a \$10 annual fee for the Share the Road Fund. Personalized Share the Road plates will cost an initial \$60 (\$25 plate fee, plus \$35 initial fee) and a \$15 annual validation fee (\$5 validation fee, plus \$10 annual fee) to the Share the Road Fund.



Funds collected from the special plates will be used by IBC to educate motorists on how to safely share the road, instruct bicyclists on the rules of the road and safe riding, guide event directors and bicyclists on best practices for event safety, and provide outreach to law enforcement on the rights and responsibilities of motorists and bicyclists. "To improve safety we will focus on education, which we think is just as important as engineering," said Wyatt.

Milly Ortiz, bicycle and pedestrian coordinator in the Office of Systems Planning, says she is among the many who are very happy to see the plate so close to becoming a reality. "I've ordered mine," she said.

To support bicycle safety and apply for your Share the Road plate go to [iowabicyclecoalition.org/strplate.htm](http://iowabicyclecoalition.org/strplate.htm).



# Bike helmets - *they're not just for your kids*

**T**he start of school each year means morning commuters will notice more kids heading to school on bikes. Parents across Iowa are starting to get the message that making their kids wear bike helmets is a smart decision. But what about when an adult mounts a bike? Are they as likely to take the extra step to wear a helmet?

"The goal of our bike safety program is to educate every bicyclist, no matter what age," said Kathy Ridnour, DOT bike safety coordinator. "It is easy to focus on the younger kids, especially now with school starting. But if you look at the statistics, the majority of injuries and fatalities to bicyclists are adults or teens. I think many adults think they can just be more careful when riding. Crashes happen quickly and you cannot prepare for them at the time, but need to be prepared by wearing a helmet before you start riding. No one plans a crash."

Of the 433 bicyclists injured in Iowa in 2006, 416 were riding without helmets, as were four of the five bicyclists killed in the state that year. Of the 416 injuries to riders without helmets, only 173 were young kids. All the fatalities were people older than 14. (See statistics chart at right.)

A study from the Johns Hopkins Injury Prevention Center shows bicyclists hospitalized with head injuries are 20 times as likely to die as those without. SafeKidsUSA's Web site states, "Riding without a bicycle helmet significantly increases the risk of sustaining a head injury in the event of a crash. Non-helmeted riders are 14 times more likely to be involved in a fatal crash than helmeted riders."

The Bicycle Helmet Safety Institute reports the average careful bike rider may still crash about every 4,500 miles. Head injuries cause 75 percent of the nation's more than 500 annual bicycle

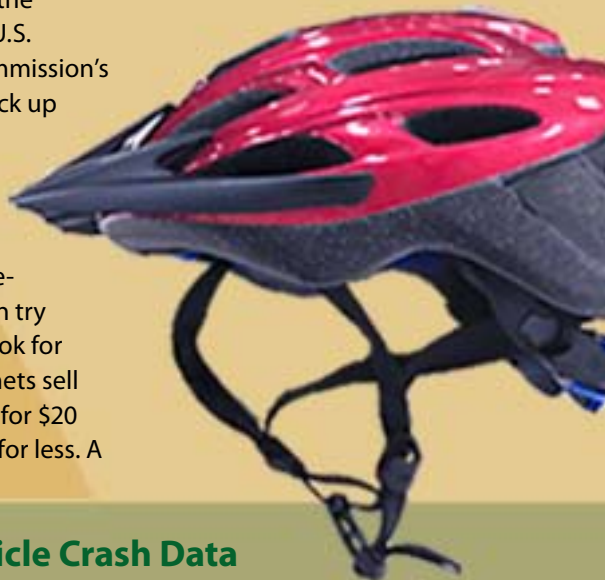
deaths. Medical research shows that bike helmets can prevent 85 percent of cyclists' head injuries. There are new helmets on the market with a rounder, smoother profile referred to as a "compact" shape. Research has shown this helmet shape to be even more effective in a crash.

A helmet protects your head because it reduces the peak energy of a sharp impact. This protection comes when a layer of stiff foam cushions the blow by compacting. Most bicycle helmets do this with expanded polystyrene (EPS), the same foam found in picnic coolers. Once crushed, EPS does not recover. When damage occurs to a helmet, it must be replaced.

Helmets made for sale in the United States must meet the U.S. Consumer Product Safety Commission's (CPSC) standard. When you pick up a helmet, look first for a CPSC sticker inside and a smooth shell with a bright color outside. Put it on, adjust the pads and straps or the one-size-fits-all head ring, and then try hard to tear the helmet off. Look for vents and sweat control. Helmets sell in bike shops or by mail order for \$20 or more, or in discount stores for less. A

good shop helps with fitting, and fit is important for safety. A less expensive helmet can be equally protective, if you take the time to fit it carefully.

A strong strap and fastener are critical. The helmet should sit level on your head and cover as much as possible. Above all, with the strap fastened, you should not be able to get the helmet off your head by any combination of pulling or twisting. If it comes off or slips enough to leave large areas of your head unprotected, adjust the straps again or try another helmet. Keep the strap comfortably snug when riding.



## Bicycle-Motor Vehicle Crash Data

| Statewide Bicyclist <sup>1</sup> Injury Data        | 2001 <sup>2</sup> | 2002 | 2003 | 2004 | 2005 | 2006 <sup>3</sup> |
|---|-------------------|------|------|------|------|-------------------|
| Number of bicycle-motor vehicle crashes             | 381               | 413  | 435  | 462  | 388  | 443               |
| Number of bicyclist fatalities                      | 3                 | 3    | 3    | 7    | 11   | 5                 |
| Number of bicyclist fatalities NOT wearing a helmet | 3                 | 3    | 3    | 5    | 10   | 4                 |
| Number of bicyclist injuries                        | 413               | 412  | 430  | 457  | 380  | 433               |
| Number of bicyclists injured NOT wearing a helmet   | 373               | 402  | 407  | 439  | 358  | 416               |
| Number of bicyclist fatalities age 14 and younger   | 0                 | 2    | 1    | 4    | 2    | 0                 |
| Number of bicyclists injured age 14 and younger     | 141               | 193  | 217  | 212  | 155  | 173               |

1. Bicyclist = pedalcyclist from the Iowa Crash Report Form.

2. 2001 crash data is missing some cases due to an update in the Iowa Crash Report Form and subsequent database changes.

3. 2006 crash data is not yet complete as some cases are still being finalized.



## In Memory

### Mark Snopek

Mark Snopek, 53, of Boone, was tragically killed on Wednesday night, Aug. 8, while riding his bicycle in Boone County on County Road R-18 north of Woodward. Mark was born Feb. 10, 1954, in Milwaukee, Wis. He married Kay Milinovich on April 28, 1979. He will be fondly remembered by his wife; parents, Lee and Irene Snopek; sister, Jill Kotke; nieces, Lindsey Lang and Alyssa Kotke; nephews, Grant Lang and Taylor Kotke; special pet cat, Spot; and a host of family and friends.



Mark joined the Office of Location and Environment in July 2001 as an environmental specialist senior, where he was responsible for obtaining 404 permits for highway projects. For most of his professional career, he worked in the field of wetland science, and was an avid environmentalist and outdoor enthusiast. Mark served in several environmental organizations, like the Society of Wetland Scientists. Mark enjoyed canoeing, especially the boundary waters, bicycling and hiking. He was a voracious reader of natural history. He had a strong work ethic, got along well with his peers, and had a strong commitment to the job. All DOTers who knew and worked with Mark are very saddened by this tragedy, and will miss his sense of humor and good nature, not to mention his strong commitment to working with Iowa's natural resources. We will all remember how personable Mark was... he was a friend to everyone and truly never met a stranger.

Memorials may be directed to Wisconsin Wetland Association, Society of Wetland Scientists, Natural Resource Defense Council or the Nature Conservancy.

### Wayne Mander



Wayne Clarke Mander, 37, of Gilbert, died Aug. 9. Wayne was born June 6, 1970, in Omaha, Neb., to Wayne and Karen (Herman) Mander. He is survived by his

wife, Sharla, of Gilbert; a daughter, Caitlin, and a son, Alec, both at home; his parents, Wayne and Karen Mander, of Crescent; a sister, Jenny Olive, of Story City; a brother, Brian Mander, of Lincoln, Neb.; and grandparents, Elroy Mander of Crescent, Eileen Miller of Omaha, Neb., and Norma Duros of Omaha, Neb.

Wayne was a transportation engineer specialist in the automation section of the Office of Design. In 2002 Wayne was named Outstanding Design Employee as the leader in the Office of Design's automation section. He was honored at that time, and continued to be respected for his dedication to the office and willingness to take on new responsibilities, while keeping his pleasant disposition and caring attitude. Upon receiving the award, Wayne said, "The part of my job that I enjoy the most would have to be the satisfaction of knowing that I am helping others solve their problems. I came from the floor as a user, and I know what it is like to have a problem that you can't fix yourself. Maybe the user lacks knowledge, or maybe they lack permissions or tools, but the bottom line is that they cannot finish their work until their problem is solved. If I can step in and solve their problem as quickly as possible, then I know that I am providing a valuable service and making a difference."

Mike Kennerly, director of the Office of Design, said, "That comment by Wayne truly captures who he was and how he will be remembered by all those he worked with. He had a true dedication to customer service and making a difference that was apparent in everything he did. The phrase "Call Wayne" was synonymous with the word "help" when it came to automation issues and was as much a testament to his attitude as it was his effectiveness. He truly will be greatly missed, and the truth is he already is."

Wayne began working for the DOT in the summer of 1991 as a co-op student in Marshalltown construction. Upon finishing his co-op internship, he continued to work part-time for the next two years in the Office of Design while he finished college.

Wayne was a valuable part of the DOT team and a dear friend to many.

### Tim Bertrand

Timmy Jo "Tim" Bertrand, 49, of Sioux City died unexpectedly Friday, Aug. 10, 2007, at a Sioux City hospital. Tim was born July 11, 1958, in Sioux City, to Francis J. and Eleanore M. (Thompson) Bertrand. He graduated from North High School in 1976. Tim started his working career at Economy Food Market and was currently an equipment operator in the Sioux City-Leeds shop, with 28 years of service to the DOT. Tim was a frequent and successful participant in many DOT truck rodeos.

Tim enjoyed fishing, camping, hunting, playing cards, softball and many other sports. He especially enjoyed being with family and friends.

Survivors include his mother, Eleanore Bertrand of Sioux City; a son, Scott Bertrand of Le Mars; three brothers, Robert (Luann) Bertrand, David (Kathy) Bertrand and Michael Bertrand, all of Sioux City; a foster sister, U.S. Army Staff Sgt. Ida Gastro, currently stationed in Germany; and many nieces and nephews, who loved him dearly.

## Encouraging kids into the family business



**A**s DOT employees, we should be proud of the work accomplished by our agency and our partners. Part of that pride might include encouraging our kids toward careers in transportation.

The Center for Transportation Research and Education at Iowa State University (ISU) in Ames and Des Moines Area Community College are hosting a career fair for high schoolers Sept. 26 at the Scheman Building on the ISU campus. Registration is free and includes lunch and a T-shirt. Log on to <http://www.eng.iastate.edu/transfair/register.html> by Sept. 19.

The one-day fair includes many hands-on, supervised activities for teens including the following.

- Construction Jeopardy – a trivia game
- An interactive presentation on transportation technology

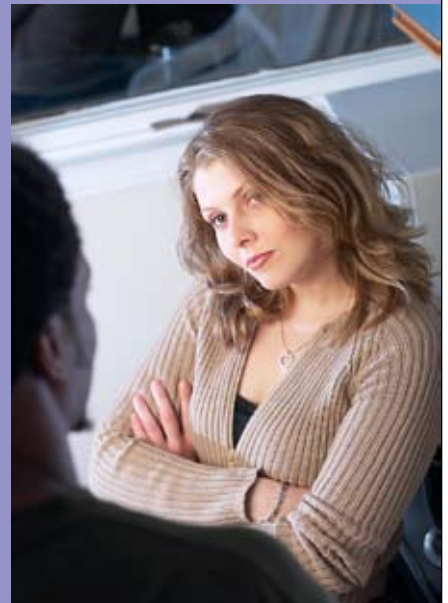
- Booths with assorted hands-on activities, such as building the ISU Campanile or a virtual bridge
- A mini-excavator rodeo
- GPS scavenger hunt using hand-held units
- Test driving a semi-tractor
- Testing construction materials

All high school students interested in math, science, computers, landscape architecture, art, working with people, working outdoors or with heavy machinery are encouraged to attend. Parents and educators are also welcome.

The fair has received sponsorship from several public and private agencies, including the Iowa DOT and many of our industry partners.

Call Kelli Bennett at 515-433-5232 with any questions.

**HURRY, registrations are due Sept. 19.**



## A smart response to criticism

**Y**our immediate reaction to negative feedback may be a defensive one – anger at your criticizer or a scramble to justify your actions or discredit the person's opinion. Choose a smarter response. Thank the person for the feedback; and explain that you would like some time to think about the comments you just heard. Then prepare yourself to offer a thoughtful response to the feedback, by asking yourself these questions.

- What part of the feedback have I heard before, either from this person or others?
- Is there an element of truth to what I just heard?
- How does this person's perceptions vary from my intentions? In other words, how could that person have reached that conclusion?

Adapted from "Tips to Help You Hear Feedback and Use It To Your Advantage," Joan Lloyd, [www.joanlloyd.com](http://www.joanlloyd.com).



# Historically speaking

by Michele Regenold

Center for Transportation Research and Education at Iowa State University

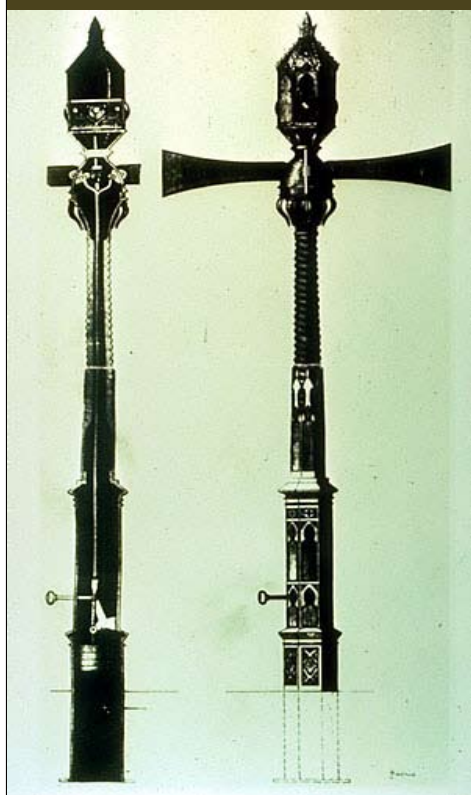
**If you had to guess**, when would you say the first traffic signal using a colored light was installed? 1868, 1914 or 1947?

1914 is a reasonable guess. In the United States, cars were becoming popular, so traffic was increasing. In 1900 there were about 8,000 motor vehicles on the road. By 1910 there were 460,000 cars and trucks, and 1920 more than 8 million.

But 1914 isn't right. It was 1868 in London, England. In 1868, London had a great deal of horse-drawn traffic (motorized vehicles were still in the future). There was so much traffic that a traffic signal called a semaphore was installed at the intersection of George and Bridge streets near the Houses of Parliament. The purpose was to provide a safe crossing for pedestrians, especially members of Parliament.

## English semaphore

Photo courtesy of the Institute of Transportation Engineers



A traffic tower in Detroit, Michigan.

Photo courtesy of the Institute of Transportation Engineers

A semaphore is a tall post with moveable arms. The one in the bottom left photo is similar to the one installed in London in 1868. The arms sticking straight out sideways meant stop. At night a gas light at the top was lit. The light had a red lens for stop and a green for go.

## Traffic police and early signals

Traffic police officers operated semaphores and early traffic lights by hand. City officials didn't think drivers would obey the signals if traffic officers weren't there to enforce them. The traffic officers judged the traffic and decided when to change the signal. To alert traffic that the signal was about to change, they blew a whistle.

Besides cars and trucks, traffic included street cars (vehicles traveling on rails) and horse-drawn vehicles. With all this traffic, one problem the officers had was being able to see and be seen by drivers, especially at congested intersections.

To give traffic officers a wider view, many cities in the United States started using traffic towers in the late 1910s and 1920s. These towers were small booths several feet above street level. Some towers were on street corners. Some were on concrete islands in the middle of a street or intersection. The officers inside the towers operated colored lights or semaphores or waved their arms.

The tower design in the top photo was used in Detroit, Mich., in the 1920s. A traffic officer controlled signal lights at the top of the tower and at driver eye level.

Detroit was a hotbed of innovation for traffic signals. In 1917 Detroit installed the first traffic tower in the United States at the intersection of Woodward and Michigan avenues. In 1920 Detroit became the first city to use red, green and yellow lights to control traffic. And a Detroit police officer named William L. Potts invented the four-way, three-color traffic signal.

**Traffic signals, continued on page 9**



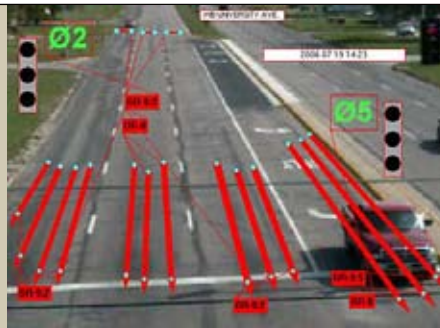
## Traffic signals, continued from page 8

During the 1920s, inventors came up with plenty of different designs for traffic signals. One thing these signals usually had in common was that someone had to push a button or flip a switch to change the signal. Imagine the thousands of police officers whose job it was to operate signals and enforce traffic laws at intersections. Once automated signals were invented, traffic officers were freed up for other duties.

## Automated traffic signals

The first automated signals used timers to set the length of time the red, green and yellow lights would be on. Pre-timed signals are still used today (though they're electronic instead of mechanical). They're usually in central business districts where traffic tends to be predictable (morning rush, afternoon rush).

Charles Adler Jr. invented a signal that detected a vehicle's horn honk. A microphone was mounted on a pole at an intersection. The driver had to stop and honk. Sonic vibrations made the mechanism shift electrical circuits



*An image from a video detection system. Each red arrow is a separate traffic detector. When a vehicle drives over any of the arrows, a computer processor measures the changes in the image and identifies that a vehicle is present. The system then sends a signal to the traffic signal controller that a vehicle is present and needs to be served by the signal.*

Image courtesy of Traffic Control Corp/Econolite

and change the light. Then the driver had 10 seconds to get through the intersection. In 1928 a horn-actuated signal was installed near Baltimore, Md.

Another type of traffic detector was invented about the same time as the sonic detector. Henry A. Haugh developed a detector that sensed the pressure of passing vehicles. The pressure caused two metal strips to touch, which sent electrical impulses to the signal controller.

Traffic detection is still in use today. One kind, similar to Haugh's pressure-sensitive strips, is a loop detector. Wires embedded in the pavement (in a big loop) sense passing traffic.

Video detection, which started in 1992, uses a camera mounted near the traffic light to sense vehicles. Video of intersections can be viewed from a central office or on the Web. Traffic engineers can also make it accessible to police and fire departments for emergencies.

## Colored lights

Modern signals still use the red, yellow and green colors. These were standardized in 1935 in an early edition of the Manual on Uniform Traffic Control Devices. Making traffic signals look basically the same all across the country meant drivers didn't have to figure out an unfamiliar signal. They could recognize a standard signal and react appropriately, which made driving safer.

Although the three colors in signals have stayed the same, the size of the lenses or heads has changed. Potts' original four-way, three-color signal used four-inch lenses. Today heads are eight or 12 inches in diameter. The larger size makes them much more visible in all kinds of weather and lighting.

Traffic lights have shifted away from using old-fashioned, incandescent light bulbs, which use a lot of electricity. Now they're light-emitting diodes. Instead of 175 watts, they're 11 watts, so they use dramatically less energy.

Article reprinted with permission from CTRE's GO! E-zine.



*A horn-actuated traffic signal. The microphone is the black box hanging on the pole on the right.*

Photo courtesy of the Institute of Transportation Engineers

## A tank “almost” full of Iowa corn

**A**s a transportation agency, it's only fitting for the Iowa DOT to lead the way when innovations in transportation come along. The use of E85, a renewable energy source produced by blending gasoline with up to 85 percent ethyl alcohol, is one significant way to reduce dependence on foreign petroleum sources and has been theorized to decrease green house gas emissions. While ethyl alcohol can be produced from a variety of organic sources, Iowa is a national leader in ethanol production using corn. Using E85 is good for Iowa's economy.

The DOT has 271 vehicles in the fleet equipped to run on E85. These vehicles are commonly known as flex-fuel vehicles (FFV) because they can operate adequately on straight gasoline and any blend ratio of ethanol up to 85 percent.

In June, Iowa Governor Chet Culver issued an executive order setting a goal of 60 percent E85 usage for the state's fleet of FFVs by June 30, 2009.

While the DOT's fleet is not subject to the executive order

due to its distributed nature, DOT will strive to increase its E85 usage to the maximum degree feasible.

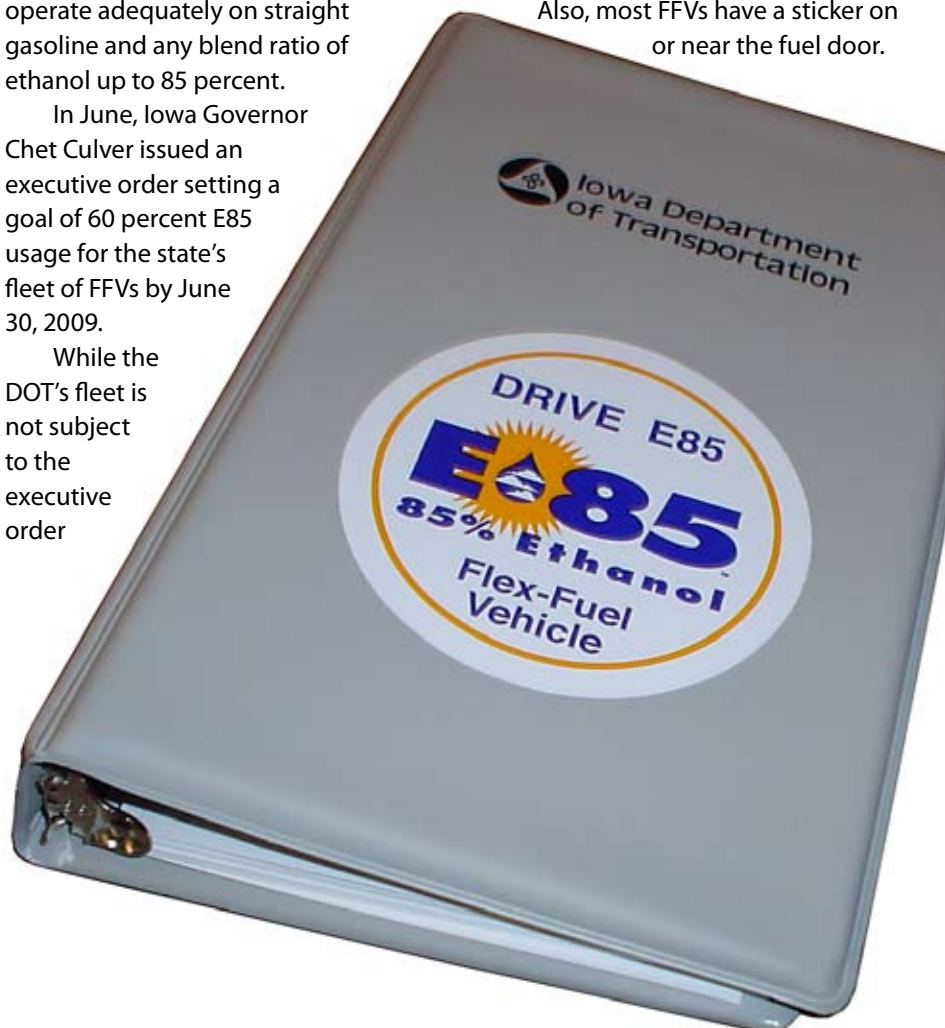
Although most vehicles on the road today can operate on a fuel blended with up to 10 percent ethanol, only FFVs will operate on E85. DOT policy 010.09 requires the use of ethanol-blended fuels for all gasoline-powered state motor vehicles. This policy also mandates the use of E85 in flex-fueled vehicles to the extent practicable. This is the requirement that will be emphasized as a result of the executive order.

If you take a fleet vehicle out of the motor pool, how do you know if it is an FFV? Very soon all FFVs in the DOT fleet will have a sticker on the dash designating the vehicle as flex-fueled.

Also, most FFVs have a sticker on or near the fuel door.



The DOT is producing a travel guide to be placed in every FFV in the fleet. The booklet will contain an alphabetical listing of E85 fueling stations, as well as maps pinpointing those locations. Plans are to update the booklet quarterly. Look for them to be delivered in the next few months. The DOT is also linking to a map of all E85 fueling locations in the state on our main Web page and also on DOTNET to assist employees in finding these resources.



### Why use ethanol?

- Ethanol is less toxic. Gasoline contains compounds like benzene, toluene and xylene. Use of E85 reduces release of these chemicals into our environment.
- E85 has a 100 plus octane rating. It burns cooler than gasoline and keeps your engine clean.
- Ethanol degrades quickly in water - this reduces the threat from gasoline spills and leaks.
- Ethanol production yields large quantities of distilled grains. This grain is used both wet and dry, and is used as a high-protein feed suitable for livestock.
- Carbon dioxide is also produced in roughly equal quantities to the ethanol and distilled grains. Carbon dioxide can be captured, liquefied, and sold to the food and beverage industry.





## IOWA DEPARTMENT OF TRANSPORTATION TROPHY CASE

### DOT

The Iowa DOT recently received recognition from Governor Chet Culver for our participation in the 2007 Food Drive. Our approximately 3,400 employees donated 875 food items and \$11,325 in cash for local food pantries. This was the second highest total for all state agencies for this year's drive. Way to go DOT!

### PERSONAL



When **Kelly Sharp**, mail clerk 2 in the Office of Driver Services, puts his mind to something, there is no stopping him. You've read about some of Sharp's previous successes in the Special Olympics in past issues of INSIDE. Now he has added more ribbons and medals to his trophy case, as well as becoming a global messenger for Special Olympics, actively speaking to several groups over the last year.

Sharp was recently given the special honor of speaking at the opening ceremonies for the state Special Olympics Summer Games held

in June at Hilton Coliseum in Ames. He has also spoken at Child Serve; his former high school, Southeast Polk; and at this year's Torch Run Dance, where he brought the house down by dancing the night away. Since his first speech at the Polar Plunge at Big Creek in Polk City last year, Sharp continues to spread the word about Special Olympics wherever he is able.

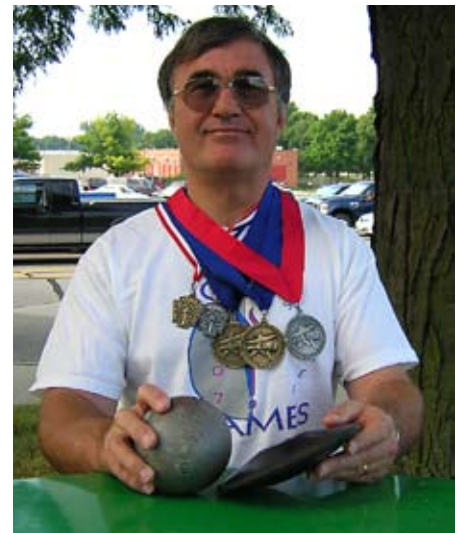
Not only have his speaking abilities begun to shine, since Sharp has become so active in Special Olympics sports competitions and social events in the past two years, he has lost 44 pounds and intends to keep at it. Sharp stated, "There is no slowing me down, I will be attending this year's Largest Truck Convoy where I am hoping that I can speak and then I am going to jump into the cold water at the Polar Plunge in November. I also am going to celebrate my big 4-0 birthday with my friends and family at the Torch Run Dance next year."

The support that Sharp gets from friends and family motivates him to reach his goals. When asked what Special Olympics means to him, Sharp said, "I feel like a better person inside and out, and being an athlete and speaker helps me in my attitude of 'let me win, but if I can not win, let me be brave in the attempt!'"

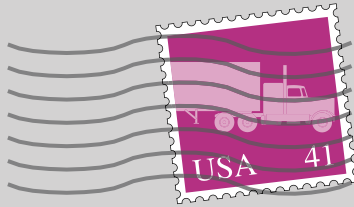
Sharp's recent sporting activities included winning a fourth-place ribbon playing three-on-three basketball at the Iowa Special Olympics regional competition held at Drake University's Bell Center Feb. 10. Even though Sharp and his team did not go on to the state competition in Iowa City, he volunteered to be there to support his fellow athletes on to victory.

On April 18, Sharp went on to compete in track and field in the 50-

meter walk and softball throw. At this regional competition held at Simpson College, Sharp won two first-place blue ribbons in his events, which allowed him to advance on to the state summer games in Ames on May 18. In the 50-meter walk he won first place to gain a gold medal. In the softball throw, he received second place for a silver medal. "It felt so good to finally hold a gold medal in my hands," Sharp said. Between now and the end of the year, Sharp has signed up for volleyball and bowling.



**Jim Kelly**, compliance officer 1 in Contracts, participated in the 60-64 age group in both the 21st Iowa Senior Olympics in June and 21st Iowa Games in July. In the Senior Olympics, Kelly received a silver medal in the discus and a gold in the shot put. In the Iowa Games, he received a gold medal in the discus with a toss of nearly 118 feet and a gold in the shot put with a toss of nearly 40 feet. In addition, he received a silver in the long jump. Congratulations, Jim!



## Kudos!

*These are letters that have been submitted to the editor. They may have been edited for length and continuity.*

To: The snowplow guy  
From: The Sierra group

A card reading, "The head of the Angles' union isn't happy with you...seems you're giving them too much competition. Thanks so much." was sent to the Manchester garage. The inscription read, "Thank you for getting us through those drifts and blinding snow spots that day. We did eventually get to Kansas City. Now the blizzard is a distant memory." It is signed Chelsea Simon, Carla Burkhead, Kim Nolte, Theresa Dille, and Katelyn Carlson.

(Editor's note: The snowplow guy from Manchester is equipment operator **Tom Tibbott** who assisted this carload of women during the snow event the first week in March.)

To: Nancy Richardson, DOT Director  
From: Gary Haverkamp

Please allow me to introduce myself. I am in charge of property management at the Hub Tower office building in downtown Des Moines, along with several other properties around the area. I also serve on the Board of Directors of the Building Owners' and Managers' Association of Iowa (BOMA). In that role, I've had the opportunity to arrange for **Bill Lusher** and **Lorne Wazny** to speak to our group. Bill has also spoken in the past relating to the I-235 construction.

As a commuter from the western side of the metropolitan area, and having my office located downtown until late last year, I can personally comment that this particular project has not caused any major inconvenience in my daily commutes. Furthermore, managing tenant's fears that they had early on in the project, expressing their concerns to me that this roadway reconstruction project would cause their business potential harm, these fears did not materialize.

I heard several other positive comments from other BOMA members with a few coming forward to express their thanks to Bill for his efforts on this project. I, too, would like to express those positive sentiments and would consider this mammoth project as a huge success. Congratulations to the Iowa DOT and each of those persons who have played a role in this multi-year endeavor. Bill and his staff in my mind deserve a sincere thank you for all of their efforts.

(Editor's note: **Bill Lusher** is the I-235 project manager from the District 1 Office. Transportation Planner **Lorne Wazny** has been assisting with the communication elements on the project.)

To: The Iowa DOT  
From: Eileen Jenkerson, Jackson, Mo.

We have traveled through Iowa on Interstate 35 north and across I-80 east. This note is to thank you for providing such a nice traveling experience. The wildflowers along our route are beautiful - red, yellow, white, blue, purple, etc. - gorgeous!! We are at a rest area that provides Internet access. Thanks so much for that. I wish it were secure, but hey, this is great! And the restroom was very clean and not at all unpleasant to use. This means a lot to us and I want to thank you for providing all of this for us.

To: Iowa DOT  
From: Ronald Fehr, Boone County Sheriff

I just wanted to thank your snowplow operators for their services during the blizzard on Thursday, March 1, 2007, when they rescued Chief Deputy Randy Mitchell and Reserve Officer Mike Salati on U.S. 169 north of U.S. 30.

Both Mitchell and Salati especially wanted to thank operators **Jeremy and Ryan**. They did an excellent job doing what the military wanted, eventually got turned around, and got all parties safely to their destinations by plowing through some very high drifts in extremely windy and snowy conditions.

I thank you and all of your personnel for a job well done. It would have been a lot easier for law enforcement if people would have listened to the warnings and stayed off the highways. Your personnel did a great job getting the roadways back to normal in a relatively short period of time after the winds died down.

(Editor's note: The equipment operators named in this letter are **Jeremy Rydl** and **Ryan Sundine** from the Boone garage.)

To: Iowa DOT  
From: Connie Lane

I want to thank the DOT for fixing the railroad crossing on Iowa 14 in Knoxville. They did a really good job, and it didn't take nearly as long as I thought it would.

(Editor's note: **Travis Tinken**, engineering technician senior in the Office of Rail Transportation, was in charge of the project.)



To: Amy Sievers, Spencer Driver's License Station  
From: Patrick D., Alexandria, VA

As you may recall, you met with my father to discuss why his driving privileges were being revoked. You also explained how he could appeal the decision on his driving privileges.

Although my father did not like the message that you delivered concerning his driving rights, he commented on how professional your presentation was, the understanding that you showed and time you took to explain the options that were available to him to try and regain his driving privileges.

My father obtained a copy of the driver's license book, studied the material and went to the Emmetsburg driver's license station to take the driving exam. He did not score very well. He did some additional studying of the driving material and tried taking the exam a second time. The results were not encouraging.

As a result, he decided not to try taking the exam again. He is in the process of adapting to living without a driver's license. He sold his car several weeks ago.

My siblings and I are sad that our father has lost some of his independence since giving up his driving privileges. However, given our father's age (just turned 95 years old) and weakened vision, we are grateful that he gave up driving before he was in an accident.

We would like to express our thanks to you for the manner in which you presented the license suspension information to our father. We all believe that the message of giving up his driving rights had a more immediate impact coming from you, an officer of the Iowa Department of Transportation, than a similar request coming from any of us would have had. We also appreciate the time you took to visit with our father at his home, and the explanation of options he could try and use to regain his driving privileges.

To: Kathy Ridnour,  
Office of Systems Planning  
From: Dick and Ingrid Adams, New Bern, NC

My husband and I want to thank your department very much for sending us your lovely Iowa bicycle maps. We will be using them this summer when we bike cross-country. It is much appreciated.

To: Iowa DOT  
From: Drew Dillman, Iowa City

I just wanted to say how much I appreciate the native plants and flowers that now grace many of our roadsides. We do have real nature here in Iowa, and now it is visible from the roads. I don't have to return to Utah to enjoy a beautiful drive through nature that is not just corn and beans, although they, too, have their beauty. The plantings turn the roadway into a type of park!

To: David Lorenzen, Motor Vehicle Enforcement  
From: Chief Jeremy Logan, Oelwein Police Department

The Oelwein Police Department would like to thank the DOT's Office of Motor Vehicle Enforcement for your time and assistance during and after the storm July 17, 2007. During the time of the storm, winds were fierce up to 80 miles per hour. Rain and hail were also part of the storm. When the storm subsided, trees and electrical power lines were down throughout the city. Your officers provided valuable assistance to our department and community. Again, thank you for your assistance.

To: Burlington driver's license station  
From: John Larson

I would like to say that I was at the Burlington office on Saturday, May 19, renewing my license. The people that worked there are probably some of the most courteous and polite people that work for the State of Iowa. It was a real privilege to be served by them.

To: Senator Jack Kibbie  
From: Steven Woodley, Estherville City Administrator

This letter is a follow-up report on the results of our meeting with you, Iowa DOT Motor Vehicle representative, Iowa Department of Natural Resources (DNR) representative and city staff on June 26 in Estherville. The very next day the Iowa DOT's Motor Vehicle Enforcement (MVE) office granted the city of Estherville a special/emergency permit to haul full loads of sewage sludge on Iowa 4 from our wastewater treatment plant to County Road A-33. This short-term permit will allow us to catch up on our disposal of this by-product. Captain Lance Evans also directed us to a Web site for the application form for an annual permit. We have completed and filed this application to allow us to operate on Iowa 4 approximately half full after the special permit expires. We are very pleased with the response and cooperation we received from your office and the state agency representatives as follows: Steve Conway, legislative assistant; Captain Lance Evans, Iowa DOT/MVE; Major Ned Lewis, Iowa DOT/MVE; and Neil Cook, Iowa DNR. This was a classic example of good governmental cooperation at its best. We had a problem with conflicting mandates, and we found a way to meet our goal, allowing us to be in compliance with the Environmental Protection Agency, Iowa DNR and Iowa DOT. Thanks again to all participants for assisting us in solving this problem.

## Personnel Updates

Information supplied by the Office of Employee Services for June 29 to July 26, 2007

### New Hires

**Julie Brown**, purchasing assistant, Procurement and Distribution; **Mark Vetter**, transport driver, Purchasing and Distribution

### Promotions

**Dawn Hackleman**, from clerk specialist, Driver Services, to administrative assistant 2, Des Moines DL station; **James Keltner**, from mechanic, Anamosa garage, to highway maintenance supervisor, Martensdale garage; **Brenda Kramer**, from driver's license clerk, Sioux City DL station, to driver's license examiner, Des Moines DL station; **Denise Said**, from driver's license supervisor 1, Dubuque DL station, to driver's license supervisor 2, Driver Services; **William Welch**, from highway technician associate to equipment operator senior, Sioux City- Hamilton garage

### Transfers

**Lynn Deaton**, from garage operations assistant, Ames garage, to District 1 paint crew; **Bradley Nelson**, motor vehicle officer, within Motor Vehicle Division; **Ryan Ridout**, motor vehicle officer, within Motor Vehicle Division; **Kyle Ripple**, mechanic, from Urbana garage to Anamosa garage

### Retirements

**Clyde Barnes**, right-of-way agent 4, Right-of-Way; **Larry Haynes**, construction technician, Manchester construction; **Gwendolyn Hill**, clerk specialist, Driver Services; **Larry Mesenbrink**, transportation planner 2, Rail Transportation; **Kenneth Moore**, mechanic, Fairfield garage; **Thomas Parham**, transportation engineer specialist, District 5 Office; **Patrick Rouse**, garage operations assistant, District 1 paint crew; **Leroy Robison**, materials technician 5, District 5 materials; **Billie Rutherford**, equipment operator senior, Adair garage; **Dallas Walter**, garage operations assistant, District 4 paint crew; **James Whitman**, construction technician senior, Manchester construction

### ONE 2 ONE, continued from page 2

On the lighter side, it's fall and I feel compelled to do my share of prognostication on this year's key sporting events, since I can do no worse than those on television.

#### I predict the following will occur:

- Iowa will defeat Iowa State (sorry clone fans, but being a UNI grad I am more concerned about how badly you will beat us this year, rather than whether you beat Iowa)
- Wisconsin will win the Big Ten
- Texas will beat Nebraska to be champions of the Big 12
- LSU will overcome USC to be crowned champions of college football
- The Cubs will not win the World Series (even us diehard Cubs fans know better), rather the Yankees will find a way to prevail
- The shocker of them all is that the New Orleans Saints will win the Super Bowl



## Service Awards

Information supplied by the Office of Employee Services for September 2007

### 35 Years

**William Orozco**, District 2 materials; **Allen Sells**, Aviation; **Benjamin Straw**, Independence garage; **Steven Timmerman**, New Hampton construction; **Gary Trimble**, Motor Vehicle Enforcement

### 30 Years

**Nancy Anania**, Systems Planning; **Robert Butin**, District 1 Office; **Jerry Lavine**, I-235 project office; **Karen Smith**, Motor Carrier Services; **James Van Sickle**, Ames garage

### 25 Years

**Mark Dean**, Cedar Rapids garage; **Michael English**, Anamosa garage; **Lyle Haburn**, Spirit Lake garage

### 20 Years

**Tommy Bowman**, Design; **James Brooks**, Right of Way; **Rufus Brown**, Materials; **Thomas Cox**, Knoxville garage; **James Gibson**, Rail Transportation; **John Hyink**, Algona garage; **Thomas Johnson**, Knoxville garage; **Terry Meyerdirk**, Cherokee garage; **Bruce Runyon**, Gowrie garage; **Stephen Semonell**, Sloan garage

### 15 Years

None

### 10 Years

**Jerry Andregg**, Davenport construction; **Donald Bishop**, Jefferson garage; **Robert Burnett**, District 5 materials; **Steven Carpenter**, Sidney garage; **Jesse Ellingson**, New Hampton garage; **Bruce Jarvis**, Information Technology Division; **Dewight Jones**, District 5 bridge crew; **Ray Ringgenberg**, Traffic and Safety; **Luann Waters**, Davenport DL station

### 5 Years

**Brian DeVaul**, Pocahontas garage; **Johnnie Grosenbach**, Grinnell garage; **Tyler Harper**, Information Technology Division; **Carl Hesse**, District 3 Office; **Mark Lumsden**, Information Technology Division; **Michael Potter**, Newton garage; **Dennis Reuvers**, Rock Rapids garage; **Kyle Tigges**, Motor Vehicle Enforcement



## And the rains came

**M**udslides along the steep hills of northeast Iowa are not all that unusual, but the slide on July 18 will stick in the memory of the people in the Elkader, Waukon, Waverly and West Union shops for years to come.

Just after midnight July 18, Highway Maintenance Supervisor Roger Burns got a call about debris on Iowa 76 between Marquette and McGregor. By 2 a.m. Burns made the decision to close the road because of the size of the boulders falling from the hillside.

"In the spring when the vegetation hasn't grown up, we get some smaller rocks coming off the hillsides because there is nothing to hold them in place," said Burns. "But even with heavy vegetation this time of year, when we get seven or eight inches of rain all at once, like we did that day, the larger rocks coming down are a serious hazard to motorists."

By daylight, the rain had stopped and 14 DOTers from Elkader, Waukon and West Union were working to clear the debris. Gabe Zitterguen from Elkader, working tirelessly in an endloader, and Dean Bahe from Waverly, operating an excavator, filled more than 100 dumptruck loads of mud rock and trees. Snow plows cleared the mud and smaller rocks off the highway. "We had nine trucks hauling all day long," said Burns. "Because of the hard work of these people, we had the road open by 4 p.m. that day. We have a great bunch up here and they're willing to go out of their way to do a good job."



# INSIDE

**INSIDE** is developed to help keep all Iowa DOT employees informed about critical issues affecting them, recognize DOT employees for their excellent service and share interesting aspects in the lives of our co-workers. For more information contact Tracey Bramble, Office of Media and Marketing Services, at 515-239-1314 or e-mail [tracey.bramble@dot.iowa.gov](mailto:tracey.bramble@dot.iowa.gov).

**Nancy J. Richardson**, Director

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



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



**PLEASE RECYCLE THIS ISSUE**

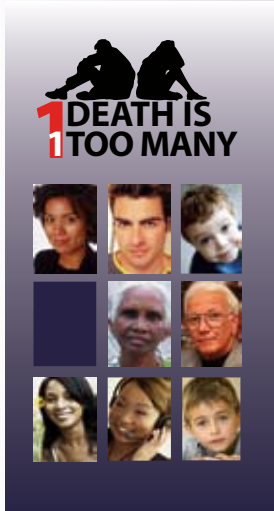
**On the cover:** Biking is a blast in Decorah.

Photo by Roger Larson, Office of Systems Planning

| Service Area                                   | Correspondent                               | Phone        |
|--|---|--------------|
| District 1 .....                               | <b>Kay Ridgway</b> , Des Moines .....       | 515-986-5729 |
| District 2 .....                               | <b>Lu Mohorne</b> , Mason City .....        | 641-423-7584 |
| District 3 .....                               | <b>Mary Beth Banta</b> , Sioux City .....   | 712-276-1451 |
| District 4 .....                               | <b>Marlene Jensen</b> , Atlantic .....      | 712-243-3355 |
| District 5 .....                               | <b>Brenda Hadley</b> , Fairfield .....      | 641-472-6142 |
| District 6 .....                               | <b>Sandi Byers</b> , Cedar Rapids .....     | 319-364-0235 |
| Bridges and Structures .....                   | <b>Judy Whitney</b> , Ames .....            | 515-239-1564 |
| Construction .....                             | <b>Nancy McMenamin</b> , Ames .....         | 515-239-1043 |
| Contracts .....                                | <b>Peg Muxfeldt</b> , Ames .....            | 515-239-1422 |
| Design .....                                   | <b>Judy Lensing</b> , Ames .....            | 515-239-1469 |
| Driver Services .....                          | <b>Noralee Warrick</b> , Des Moines .....   | 515-237-3155 |
| General Counsel .....                          | <b>Chris Crow</b> , Ames .....              | 515-239-1509 |
| Information Technology Division .....          | <b>Colette Simpson</b> , Ames .....         | 515-233-7728 |
| Local Systems .....                            | <b>Kathy LaRue</b> , Ames .....             | 515-239-1081 |
| Location and Environment .....                 | <b>Jean Jesse</b> , Ames .....              | 515-239-1225 |
| Maintenance .....                              | <b>Cindy Shipley</b> , Ames .....           | 515-239-1824 |
| Materials .....                                | <b>Brian Squier</b> , Ames .....            | 515-233-7915 |
| Planning, Programming and Modal Division ..... | <b>Mary Kay Reimers</b> , Ames .....        | 515-239-1661 |
| Motor Carrier Services .....                   | <b>Diann McMillen</b> , Des Moines .....    | 515-237-3250 |
| Motor Vehicle Enforcement .....                | <b>Kerry Kirkpatrick</b> , Des Moines ..... | 515-237-3260 |
| Operations and Finance Division .....          | <b>Sheri Anderson</b> , Ames .....          | 515-239-1340 |
| Research and Technology Bureau .....           | <b>Phyllis Geer</b> , Ames .....            | 515-239-1646 |
| Right-of-Way .....                             | <b>Linda Kriegel</b> , Ames .....           | 515-239-1135 |
| Traffic and Safety .....                       | <b>Linda McBride</b> , Ames .....           | 515-239-1557 |
| Vehicle Services .....                         | <b>Thelma Huffman</b> , Des Moines .....    | 515-237-3182 |

# Traffic Safety Enforcement

► Support traffic safety enforcement and adjudication with adequate resources.



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

safety enforcement.

Iowa's communities depend on law enforcement to help maintain the state's quality of life in its level of safety in neighborhoods and on public roadways. In highway safety, Iowa law enforcement has used the model of statewide, high-visibility, multi-agency, enforcement cooperation, paired with public information blitzes, to achieve:

- The sixth lowest percentage of impaired driving-related fatalities in the nation; and
- Ninety-three percent seat belt compliance.

A generation of citizens, policy makers and safety advocates joining forces has produced a culture change by enacting and enforcing laws and raising public awareness. In these efforts, the public has accepted life-saving law changes that resulted in safety belt and child seat use becoming the social norm for average citizens, and driving while impaired growing less and less socially accepted. Iowans now have less tolerance for crash deaths and injuries resulting from these driver behaviors.

Still, there is more work to be done. Even with seat belt compliance at more than 90 percent, nearly 50 percent of persons fatally injured in crashes were not wearing seat belts. Alcohol-related crashes are twice as common in rural areas. And, 18- to 24-year-olds are involved in 31 percent of fatal crashes, but only represent 13 percent of licensed drivers. Enforcement efforts aimed at specific problems like these can help save more lives and further meet public safety needs.

State and local law enforcement agencies and courts need dedicated funding to be fully staffed, have adequate resources to continue their work, and further address the public's state and local health and safety needs.

## Iowa data:

- Iowa has nearly 500 fewer (10 percent) state and local law enforcement workers than in the past.
- Iowa's vehicle miles of travel (VMT) have increased by 50 percent since the mid-1980s, while traffic citations have declined modestly over the same period.
- Consistent, high-visibility traffic enforcement results in greater driver compliance with safety laws, and has the added benefit of deterring or interrupting criminal behaviors like drug trafficking and smuggling on public roadways.

Iowa's safety stakeholders recognize that the culture change, and many of the important driver behavior strategies in this plan, cannot be effectively implemented without adequate state and local law enforcement services. With public support and adequate funding, Iowa law enforcement can effectively enforce traffic laws and move Iowa's driving culture to develop less tolerance for traffic deaths and a higher expectation for driver responsibility.

