

DECEMBER 2009

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ONE 2 ONE

WITH DIRECTOR NANCY RICHARDSON

It's winter! There are dozens of ways that I know it's winter in Iowa, from the obvious clues, like duh, it's December, to the more subtle signs. The top ten ways I know it's winter in Iowa are:



NANCY'S

#10 Our fashion sense shifts from attractive to the practical. Stores have replaced swimsuits and sandals with super-duper, fleece or wool-lined, safe to minus 25 temps coats, gloves and boots.

#9 Heating bills go from double digits to triple digits. In Florida, one considers taking out a home equity loan to add a "lanai" to the house; in Iowa one considers a home equity loan to pay the heat bill.

#8 Everything—and I mean everything—turns to talk of the holidays. Store ads, TV shows, school programs, community events, family activities, social gatherings, baking, shopping, eating, breathing...enough already!

#7 Weather reports include wind chill temps...and we all understand the concept and plan accordingly. I guarantee you there are millions of Americans living in other states who have never even heard of wind chill, much less lived through 40 below wind chill...whimps!

#6 The focus for some people at DOT shifts to helping others. Events pop up to raise money for food banks, warm coats, toys for children, and many other worthy causes. This happens here at central office, at our Ankeny Motor Vehicle Division building, and at work locations spread all around the state. The caring and generosity in time of need of DOTers to each other (through things like the catastrophic leave program) and those we don't even know, make me most proud of being a DOTer.

#5 My husband says, at least once a day, some version of, "Gosh, I hate this weather!" I bet you can imagine some of the other variations of that sentiment.

#4 Our thoughts turn to football bowl games. This clue that it's winter is evident to some fans in Iowa more regularly than others, but I won't mention any names. I have always tried to stay "nonpartisan" in this column, but a few of you know what color other than gold I bleed. Nonetheless, we all get to cheer our team on to a bowl victory this year...a victory by both the Hawks and 'Clones would suit me just fine, but "orange" you able to guess who I'm pulling for the most?

#3 DOT shifts into snow removal mode. This is the time of year when what we do is most evident and we rock! Plowing snow, salting roads, rescuing stranded motorists or helping escort someone to the hospital during a blizzard—we do it all and Iowans lives are much fuller and safer thanks to our efforts.

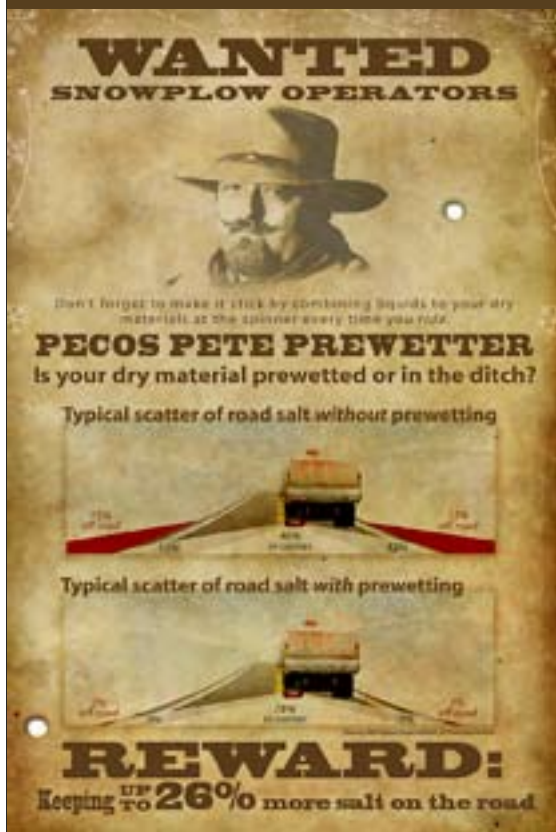
#2 My 18-mile, 22-minute commute to work sometimes turns into a 45-minute thrill ride...if you get my "drift."

#1 I have to shovel the grass so that Riley, the dog, has a place to—you know—do his thing. And I have to put a coat on him. And I have to carry him over the snow to the grass. And I have to pick salt out of his paws. As cold and annoying as winter is for us humans, given what a dog has to do outdoors, naked, with no shoes on, regardless of the weather...well, it sort of puts things in perspective.

Finally, the #1+ way I know it's winter is it is time for me to wish all of you a terrific holiday season and the best the new year has to offer. We are going through some challenging economic times and that makes me even more appreciative of all of your hard work and dedication. Have a wonderful holiday season and a safe Iowa winter.

Nancy

Brine—continuously improving how we do what we do



A little more than a decade ago, many states thought dry rock salt was the only way to fight winter weather. That theory is now all wet.

The early years of experimenting with liquids in winter operations

Over the 1994-1995 winter season, the Iowa DOT participated in a nationwide test sponsored by the Federal Highway Administration on the use of brine for both prewetting rock salt and anti-icing, applying a brine mixture directly to the roadway to prevent ice from forming. Iowa was one of the first states to test the use of liquids in fighting winter weather. Garages around the state soon started developing home-made brine makers, along with prewetting and anti-icing systems.

Since the early days of using liquids in winter operations, the equipment has become more standardized and expanded to all corners of the state

with increased usage every year. David Smith, highway maintenance supervisor in Leon and Centerville, said, "I am sure that statewide it is the same as in my shops. It took some time to get buy-in from employees, but once they started seeing the effects, using the liquids became our standard procedure."

The use of liquids, especially in anti-icing situations, has taken some getting used to by the public. "Seeing a truck spreading brine on a roadway on a perfectly clear day in response to a prediction of frost on bridge decks the following morning was confusing to people at first," said Dennis Burkheimer, winter operations administrator in the Office of Maintenance. "We're slowly getting the word out that

treating the roads before a storm hits and treating of bridge frost can minimize the effects of snow, frost and ice and reduce the amount of time it takes to get the roads back to normal."

How liquids help reduce costs and increase safety

"Using brine for anti-icing decreases the ability of ice to bond to the pavement," said Steve Scott, highway maintenance supervisor of the Osceola, Chariton and Albia garages. "When snow and ice do not stick, it makes clean up much faster and easier, reducing staff costs and wear and tear on equipment."

Smith agrees. "The effectiveness of using liquids can really be seen in the cleanup after a storm. And in prolonged storms, we can concentrate our materials on the inside wheel track to achieve a 'reasonably normal' condition so we can send our crews home for a break."



"Using brine for anti-icing decreases ice's ability to bond to the pavement."

*Steve Scott
highway maintenance supervisor*

Staff time can also be reduced using liquids in less intense storms. Smith said, "Lots of times when we get wide-spread flurries, the anti-icing treatment will take care of the even, and I will not have to respond with a crew. The use of liquids for frost runs has been valuable in saving overtime and materials. Most of the time, frost runs are made the day before during normal work hours. In the past, when using rock salt, we were usually too early or too late to treat the frost on bridges and the material only lasted until the first semi came along."

Burkheimer said, "Getting dry materials to stick to the road has been a long-fought battle. The department has continuously looked for ways to conserve salt, and with the salt shortage during the 2008-2009 season and an increase in price of salt from \$28 per ton in 2000 to \$67 per ton in 2009, finding ways to conserve salt became even more important." He continued, "Eighty percent of our operating cost per hour when a truck and driver are applying salt during a winter storm is now materials related."

Liquid use, continued on page 4

Liquid use, continued from page 3

Prewetting rock salt serves two main purposes. Scott said, "In prewetting our rock salt, we are attempting to hold the salt on the road for a longer period of time, especially in high-speed, high-traffic areas. That gives us much more bang for our buck."

Burkheimer said, "In addition to getting the material to stick, many people don't realize that salt needs moisture and heat to start melting snow and ice. Applying straight salt to the roadway without prewetting requires the salt to find heat and moisture from snow and ice on the roadway, which can be a very slow process. Prewetting the salt as it leaves the truck provides salt with the heat and moisture it needs to start melting as soon as it comes into contact with the snow and ice on the roadway. Keeping more of the salt on the roadway helps the materials work faster, returns the roads to normal faster and minimizes environmental impacts by reducing the amount of salt swept off the road."

Most Iowa DOT garages now have dedicated brine-mixing stations where salt is mixed with water to a precise 23 percent salt to water ratio. Garage staff monitor the salt brine using hydrometers salt-to-water ratio is correct.

So what's the catch?

The use of liquids does have a downside. The application of salt brine creates more opportunities for corrosion to infiltrate snowplow trucks. The spray can work its way into the smallest cracks and crevices on a truck, creating the potential for increased corrosion damage. Operators and mechanics recognized this problem early and became very proactive in working to reduce corrosion on the DOT's fleet. Thorough cleaning of trucks after every storm



Historical Salt Brine Use

Million Gallons



was recognized as a very important task that could help reduce corrosion, but modifications to many parts of the truck were also made to reduce damage from corrosion.

Kevin Mahoney, director of the Highway Division, said, "In the end, the use of liquids has many more advantages than disadvantages. Each supervisor must weigh all the options and choose the best method for the situation."

The hard and soft sides of traffic safety

Discussions on reducing highway deaths and injuries can be boiled down to two major segments: either the roadway itself or the actions of the driver.

Mary Stahlhut, upper right, facilitates a group discussing older driver issues at the Human Factors and Roadway Safety Workshop ▼

Discussions on traffic engineering:

14th Annual Traffic and Safety Forum

On Nov. 4, the Office of Traffic and Safety hosted its 14th Annual Traffic and Safety Forum at the Sheraton in West Des Moines. The one-day conference, attended by more than 150 people, focused on the hard side of highway safety: roadway engineering, traffic signals and other factors not directly related to driver behavior. The purpose of the forum was to enable traffic and safety engineering professionals to learn about new and innovative systems and processes, share individual experiences and collectively address issues of interest.

This year's featured topic was "complete streets." According to www.completestreets.org, "The streets of our cities and towns are an important part of the livability of our communities. They ought to be for everyone, whether young or old, motorist or bicyclist, walker or wheelchair user, bus rider or shopkeeper. In communities across the country, a movement is growing to complete the streets. States, cities and towns are asking their planners and engineers to build road networks that are safer, more livable and welcoming to everyone. Instituting a complete streets policy insures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind --- including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities."

Milly Ortiz from the Office of Systems Planning opened the forum with an overview of what factors can be included in a "complete street." She was followed by Gary Fox, city traffic engineer for the city of Des Moines, who



discussed the improvements scheduled for next year on Ingersoll Avenue to accommodate business owners' concerns, as well as bicycle and public transit traffic. One of the relatively inexpensive (\$10,000) enhancements, to be implemented from 28th to 31st streets on Ingersoll Avenue, includes a new configuration from four lanes to three, with changes in traffic patterns and pavement markings.

Other presentations included an update on the state's 31 roundabouts by Tim Simodines of the Office of Traffic and Safety; a lively presentation and discussion on red light running and speed cameras by Ben Stone, from the American Civil Liberties Union, and Kristina Stanger, an attorney who works with the city of Clive on tickets issued for red light running cameras; a report on the status and changes to the federal Manual on Uniform Traffic Control Devices by Jerry Roche from the Federal Highway Administration; and Tim Crouch from the Office of Traffic and Safety.

Students in the master's program at Iowa State University's (ISU) Institute for Transportation (InTrans) were on hand to showcase project posters. These posters were entered into a contest at the Midwest Transportation

Consortium. This annual event at ISU allows students to showcase research papers on various transportation-related topics. As part of the Traffic and Safety Forum, Nadia Gkritz, a transportation engineer at InTrans, presented findings from two research projects, "Iowa's Driver Improvement Program" and "Iowa's Special Deer Herd Management Plans."

Other presentations included a description of the Iowa DOT's statewide emergency operations center by John Haas by the Office of Maintenance; information on Road Safety Audits by Tom McDonald, Safety Circuit Rider at InTrans; a recap of intelligent transportation systems projects around the state by Willy Sorenson of the Research and Technology Bureau; a public safety update from Larry Sauer, chief of the Governor's Traffic Safety Bureau; and a tribute to the late Dr. Thomas Maze.

2009 Human Factors and Roadway Safety Workshop

There are no easy ways to impact driver behavior. There will always be young, inexperienced drivers. There will always be drivers who pay too little attention to the task of keeping their

Traffic safety, continued on page 9

New home for the Dubuque DL station

All the elements are there, an updated facility that more readily accommodates all customers, including semi-tractor trailer drivers and clients with disabilities. In early November, the Dubuque driver's license station was relocated to 2460 Gateway Drive.

Kim Snook, director of the Office of Driver Services, said fully complying with requirements of the Americans with Disabilities Act of 1990 (ADA) and easier access to a CDL testing area were key factors when looking for a new location for the Dubuque driver's license station. "The old location had many negatives," said Snook. "Because of the geography of Dubuque, it took nearly five years to find a spot that fit all of our requirements." Beyond the ADA-compliance, Snook says the new location's proximity to the Iowa DOT maintenance garage is also a bonus. "We have used the maintenance garage's parking lot to do CDL drive testing for seven or eight years. When we were in the old location across town, the examiner drove to the maintenance garage, performed the testing, and then drove back to the DL station. There was a lot of wasted time involved. Now, we can still take advantage of the space at the maintenance garage, but there is no time wasted because the garage is next door."

Employees at the new DL station say they enjoy their updated surroundings, and the lack of squirrels in the break room. "There were occasional issues with wildlife getting into the old facility," said Snook. "The new facility is bright, clean and welcoming to both customers and employees."

Future updates will come in the spring, when Snook says a new concrete section will be added to the maintenance garage parking lot to allow for motorcycle testing.



(front row, from left) Mellisa Peters, Mary Jacob, Kelly Eitter, Angie Owen
(back row, from left) Darlene Ries, Chrissy Whitman, Tammy Adrian, Denise Said, Barb Steffen, Nikki Martens

The gift of warmth



In October, central complex offices collected cold-weather gear for two Ames-based organizations, Assault Care Center Extending Shelter and Support (ACCESS) and the Emergency Residence Project. Collection boxes were filled with 97 coats (36 for women, 37 for men and 24 for children), 10 hand-knit baby/toddler sweaters, 12 scarves, 17 hats, 29 sets of gloves, and two women's winter sets (gloves, hat and scarves). Pictured (from left) are DOT Coat Drive Chair Kathy La Rue from Local Systems, Angie from ACCESS, DOT Director Nancy Richardson, and Vic from the Emergency Residence Project.

DOT employees “Race for the Cure”



For the seventh year, members of the Motor Vehicle Division gathered to Race for the Cure. This year, a team of 69 employees, friends and family members braved the chilly temperatures and crowds (not all are pictured). The team contributed \$1,380 toward the cause.



The Race for the Cure team from the Information Technology Division (front row, from left) Rita Warren, Andrea McNamara, Deb Corwin; (second row, from left) Heather Thompson, Nancy Goecke, Linda Torgeson, Olya Arjmand; (third row, on either end) Linda Fevold and Judy Gibson; and (back row, from left) Lynette Leopold, Mark Hempe, Angela Sires, Colette Simpson, Deb Shafer

On Oct. 25, nearly 26,000 people joined together to “Race for the Cure” in support of Susan G. Komen for the Cure, a grassroots organization dedicated to eradicating breast cancer as a life-threatening disease by research, education, screening, and treatment. DOT employees from the Motor Vehicle and Information Technology divisions, joined forces to celebrate survivors, remember lost loved ones and raise money to find a cure.



Microsoft Office Outlook 2007

Outlook tips and tricks

While most Iowa DOT computer users know how to perform simple E-mail functions in Outlook, there are many options you may not have explored in this program. By now, many DOT computers have been upgraded to Outlook 2007. While the upgraded program may look a little different, many of the options function in a similar way as previous versions. Over the next several months, the knowledgeable folks in the Information Technology Division will share

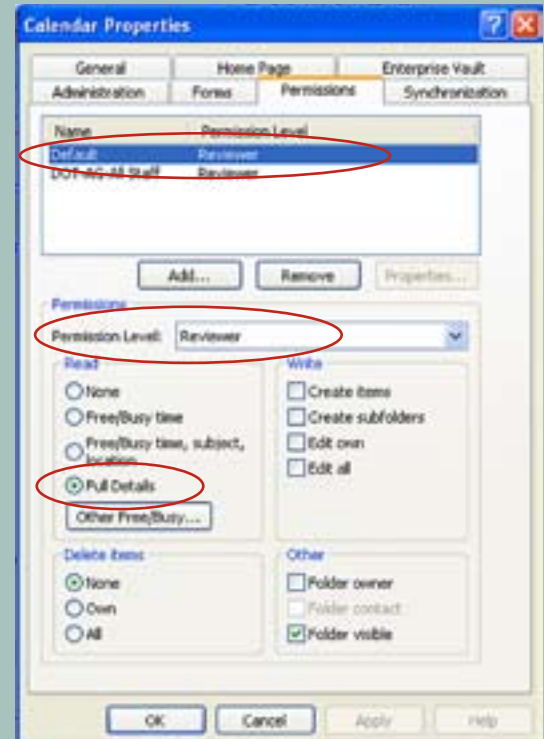
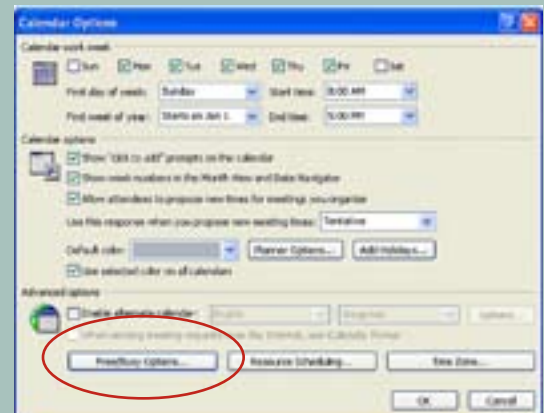
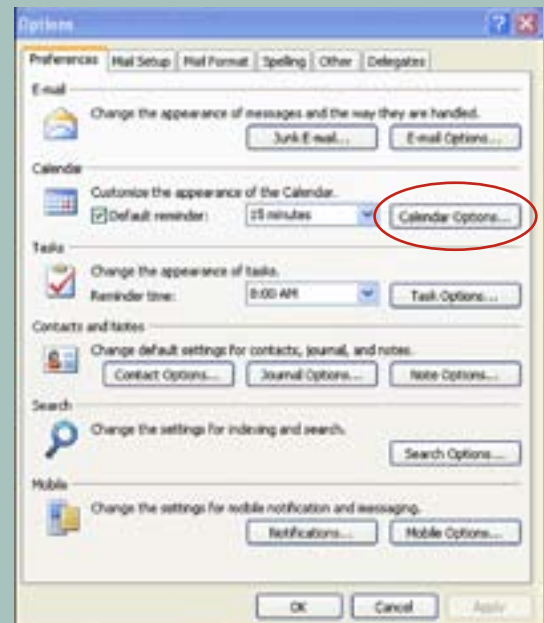
tips and tricks for Outlook. Many of them are also on DOTNET; click the drop-down menu for Employee Resources and Information and select "E-mail and eVault How-To's."

The tip for this month is how to allow others to view your calendar detail when scheduling a meeting. Allowing others to view your calendar detail helps the person scheduling a meeting check availability of meeting attendees.

You need to allow access to your calendar detail for others to view your schedule when planning a meeting. While this is optional, it is very helpful to those who schedule meetings.

1. Click on **Tools – Options**.
2. On the **Preferences** tab, click on **Calendar Options**.
3. In the **Calendar Options** window, click on the **Free/Busy Options** button.
4. In the window at the top of the **Permissions** tab, highlight **Default**.
5. In the **Permissions Level** field, click on the drop-down arrow and select **Reviewer**.
6. Verify that **Full Details** is selected in the "Read" group below.

Note: Full training documents with pictures on how to create a signature and allow others to view your calendar details are located on DOTNET under the Employee Resources and Information drop-down menu, "E-mail and eVault How-To's."



Trick...or treat?



(From left) Local Systems employees Kathy LaRue as an oompah loompa, Deanne Popp as a gypsy and Charlie Purcell as Dilbert



Kelly Popp from Document Services as Ozzy Osbourne



Traffic safety, continued from page 5

vehicle moving safely down the road. There will always be older drivers who do not recognize the physical limitations that come with an aging body. There will always be drivers who make poor decisions. The challenge of safety professionals from many disciplines, is to put systems in place to assist all drivers with their specific issues.

A diverse group of approximately 140 safety professionals from the Iowa, Kansas, Minnesota, Missouri, Illinois, Wisconsin, and South Dakota transportation departments, National Highway Traffic Safety Administration, Federal Highway Administration, health care industry, Iowa's three state universities, law enforcement, local governments, driver education instructors, and others who work to assist with driver safety, gathered at a workshop in Ames Nov. 5.

After an opening session from Dr. Dan McGehee, director of the Human Factors and Vehicle Safety Research Program at the University of Iowa, and updates on the national perspective on safety, the large group divided into smaller work groups focusing on six topics: judgment and decision making; older drivers; young drivers; commercial drivers; impaired driving; and intelligent transportation systems.

These groups worked to build on information gathered at a similar workshop in 2005. They revisited the information gathered at that session, discussed what research has been accomplished since 2005, and attempted to boil down the issues before them into updated research problem statements that were later brought back to the larger group. All participants then voted to prioritize 20 of the research problem statements brought forward from the breakout groups. These problem statements will assist researchers in defining new projects to be implemented in the future.



Milly Ortiz (left), Office of Systems Planning, with award-winner, Mike Huinker from Decorah

Professional MATAG

The Iowa DOT, along with transportation-oriented groups from seven other states, participated in the Mid-America Trails and Greenways (MATAG) Conference, held Oct. 25-28, in Kalamazoo, Michigan. The conference featured interactive, educational sessions and offered mobile workshops that brought presenters from the region and nation together.

As part of the activities, each state submitted nominations for awards recognizing individuals or projects with significant impact on recreational trails in the state. Iowa received awards for the following two efforts:

Mike Huinker, Decorah Bank and Trust Co., Decorah

Mike Huinker, a local banker, is a member of the fund-raising committee for the Trout Run Trail, an 11-mile recreational trail that will loop through and around Decorah. Huinker was instrumental in obtaining commitments

of more than \$1.1 million from local private donors through various fund-raising efforts. State and federal funding provided nearly \$1.6 million. The project involved working with many landowners and Huinker spent a great deal of time promoting the project by talking with groups and attending meetings to help make this project a reality.

Hale Bridge, located in the Wapsipinicon State Park near Anamosa

The Hale Bridge, a three-span, bowstring arch bridge built in 1879, is listed in the National Register of Historic Places as a rare surviving example of this bridge form. After it was damaged and closed by the 1993 floods, the bridge spans were restored and airlifted by an Iowa National Guard helicopter to a new home 12 miles away in the Wapsipinicon State Park where it serves as a pedestrian bridge. The \$455,000 total project cost was supported by \$205,400 in federal funding (\$84,000 Statewide Transportation Enhancement, \$75,000 Regional Transportation Enhancement and \$46,400 Bridge Replacement). The process of moving the bridge was featured on the History Channel's "Mega Movers." Anamosa State Penitentiary prisoners built a trail on both sides of the bridge.

NTPAW 2009

The Iowa DOT's Office of Media and Marketing Services received two national awards as part of the annual National Transportation Public Affairs Workshop sponsored by the American Association of State Highway and Transportation Officials (AASHTO) Oct. 11-14 in St. Louis.



Iowa DOT received awards for its **Iowa Floods 2008 Crisis Management Communication Plan** – providing essential traveler information, including the issuance of 153 news releases between May 15 and June 26 covering multimodal impacts; responding to more than 12,000 phone calls through a temporary travel routing call center staffed by 34 DOT employees; processing more than 5,000 E-mails; and the development of a special flood information Web site section that offered photos of damaged roads and bridges, road closure information and flood safety information that served 409,665 unique visitors. The 2008 flood photos are available on Iowa DOT's Web site: www.iowadot.gov/floods/2008floodgallery.html.

Illustration – a multiple-blade plow illustration was created as part of a research project for the Iowa DOT and a pooled-fund research group representing the departments of transportation in Minnesota, Wisconsin, Ohio, and Indiana to test the effectiveness of this new concept. The Iowa DOT, having the capabilities to build the prototype, needed an illustration clearly depicting their new blade proposal. This illustration is one piece of the larger image used in aiding the Iowa DOT in making the idea an industry reality. To view the illustration, visit Iowa DOT's Web site: www.iowadot.gov/pdf_files/Triple_Blade_Illustration.pdf.



IOWA DEPARTMENT OF TRANSPORTATION TROPHY CASE

Iowa DOT receives award for TSB participation

Iowa Department of Economic Development's (IDED) Targeted Small Business (TSB) Program, along with the Iowa Department of Human Rights and Iowans for Social and Economic Development, presented the first-ever Iowa Black Business Summit at the Downtown Des Moines Marriott Sept. 24 and 25. At an awards luncheon for 150 attendees held Sept. 25, the Iowa DOT received one of nine awards. The Iowa DOT was given the "Iowa Agency Award" for the agency's ongoing commitment to supporting small business.



Kermit Wilson, director of the Iowa DOT's Office of Procurement and Distribution, accepts an award from Iowa Department of Economic Development employees Lori Young (left) and Donna Lowery (right).

Since 1986, the Iowa DOT has been working with the TSB Program designed to help women, minorities and persons with disabilities overcome some of the major hurdles of starting or growing an Iowa small business. For state fiscal year 2009, Iowa state government set a goal of \$35 million in business with TSBs. During the time frame that ended June 30, 2009, the

Iowa DOT contracted or purchased \$26 million with companies in the TSB program. According to Pat Harmeyer from the Iowa DOT's purchasing section, that exceeded the agency's goal of \$12 million.

"There is no doubt the federal stimulus package was a boost to the Iowa DOT's ability to contract with targeted small businesses in our state. About one-fourth of the TSBs we contract with are general contractors and three-quarters are subcontractors," said Roger Bierbaum, director of the Office of Contracts.

To qualify for the TSB program, participants register their business with the Iowa Department of Inspections and Appeals. Being certified in the TSB program allows business owners to access financial assistance to purchase equipment, acquire inventory, receive operating capital or leverage additional funding.

Personal

Brooklyn Malchow and Lexis Stolen, daughters of Mike Malchow and Tom Stolen, respectively, and their soccer team, the Gateway Elite U12G (photo below), scared the heck out of the other teams in the Halloween Havoc soccer tournament, Oct. 23-25 in Council Bluffs. Brooklyn's and Lexis' team won the Top Gun Division with a record of 4-0, including a total of 21 goals scored and only one goal scored against. Each proud dad is an engineering technician senior in the District 3 Office.

Mike Willis, clerk-specialist in Driver Services, won first place in a short story contest sponsored by the Waukegan Public Library. Willis' story, "Peter's Ghost Story," is about a young boy who learns about death when he discovers and examines a dead body. Willis won a monetary prize for the story and it was read aloud to library patrons at a ceremony Oct. 22.



Brooklyn Malchow, (front row, fourth from the left), Lexis Stolen (front row, fifth from the left) and their team are champions of the Halloween Havoc Soccer tournament.

Family happenings

Traffic and Safety

Linda McBride



Steven Schroder, transportation engineer intern in the Office of Traffic and Safety, married Megan Harvey Sept. 19. The ceremony and reception were held at the Collegiate United Methodist Church in Ames. Megan is a research associate at Monsanto in Chesterfield, Missouri. The happy couple took a honeymoon trip to the Bahamas and Florida.

The numbers are in!

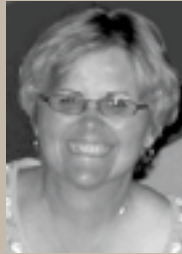


The **All for One** auction brought in a total of \$3,897 during the first annual October auction. The money will be split as follows: \$1,897 Food Drive and \$2,000 Toys for Tots.



The **Toys for Tots** soup lunch held Nov. 3 netted \$652 in donations for soup, cake and soup recipes.

In Memory



Christy M. Roth, 48, of Clinton died Friday, Aug. 28, at Mercy Medical Center North in Clinton. Roth was born March 19, 1961, the daughter of Henry and Gladys (Kaczinski) Wagemester. She graduated from Northeast High School in 1979 and attended Kirkwood Community College in Cedar Rapids. Roth was employed with the Iowa DOT's Office of Driver Services for 26 years. She married Paul Roth Sept. 29, 1990, at St. Boniface Church in Clinton. She was a very active member

of the Prince of Peace Parish and School and served as a member of the Parish Council, had been on the school board as member and president, was the school board's representative to the Parish Council, a member of the Irish Boosters, served on the Pot of Blue and Gold and Irish Auction committees, and was a board representative for Christian Experience Weekend (CEW).

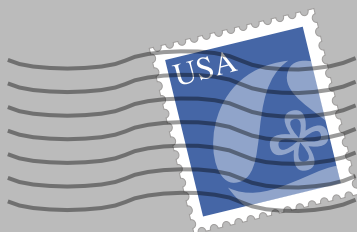
Roth was also a very active member and volunteer with Make-A-Wish. She had received that organization's Outstanding Volunteer of the Year Award in 2006. She enjoyed following her children's sports and ball games, playing cards, socializing, cheering on the Vikings, and working on the Roth Memorial Golf Outing. As an organ donor, Roth continues to give to those in need.

Roth is survived by her husband Paul; four children: Jennifer (Damian) Teymer of Treynor; Shannon, Cameron and Nic Roth, all of Clinton; two grandchildren, Josie and Jeanie Teymer; her mother, Gladys Wagemester of Clinton; her grandfather, Edward Kaczinski of Clinton; three sisters; two brothers; and 10 nieces and 16 nephews. Roth's daughter, Jennifer, is an Iowa DOT employee at the Council Bluffs DL station.



James William Edgeton, 90, died Sunday, Oct. 11, in Fairfield. Edgeton was born Nov. 6, 1918, in Boone, the son of Charles and Lillie (Bixby) Edgeton. He enlisted in the Marines and served from 1940 until 1946, achieving the rank of sergeant. Edgeton attended Finley Engineering College in Kansas City, Missouri. On Aug. 9, 1947, he married Marilyn Lucille Hitchler. Edgeton began his professional engineering career with the Iowa State Highway Commission in 1949 in Council Bluffs. Edgeton retired from the Iowa DOT in 1985 and pursued a second career as a quality control engineer at Universal Rundle. Those left to honor his memory include his wife Marilyn; daughter Nancy (Randy) Krutzfeld of Iowa City; sons James W. (LeAnne) Edgeton II of Fairfield and Thomas A. (Laura Fair) Edgeton of Kirkwood, Missouri; and five grandsons.

Leslie Doyle "Andy" Anderson, 83, of Salix died Saturday, Nov. 7, at his residence. Anderson was born Jan. 6, 1926, in Moorhead, Iowa, the son of Andrew and Minnie Anderson. He was the second of three children. He attended school and graduated from Onawa High School in 1944. Following graduation, he joined the U.S. Navy and served aboard the USS Block Island during World War II. He was honorably discharged in 1946. He married June Swanson in November 1946. They had a son, Bob, and a daughter, Joan. June died in November 1977. He then married Marjorie Swanson in 1978. Anderson worked for the Iowa DOT from 1946 to 1987, most recently as a construction technician 3 in the Sioux City construction office. Survivors include his wife, his children, stepchildren, and grandchildren.



Kudos!

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

To: Iowa DOT
From: Peter Grandgeorge, MidAmerican Energy Company

My company was very appreciative of the great work the Iowa DOT did in the 2008 floods. The movement of thousands of personnel and hundreds of loads of material was much easier because of the excellent publicly available information and specific assistance through the state emergency operations center. The communication was unprecedented – and in a very positive way. It was so good that it has raised expectations!

(Editor's note: This note is in response to news that the Iowa DOT won a national award for crisis communication. See Trophy Case section.)

To: Mark Lowe, Motor Vehicle Division
From: Allen Perkins,
Alter Trading Corporation, St. Louis

We wish to convey our sincere appreciation for the work of the Motor Carrier Services Division of the Iowa Department of Transportation. Their thorough professionalism and patience have significantly enhanced our efforts to improve our registration and licensing compliance. Particularly, we wish to express our gratitude for the efforts of Marybeth Still, Joanne Bullis, Annette Greene, and Curtis Gracey who on countless occasions have upheld the kind of standards that result in improved efficiency and higher levels of performance for all those who come into contact with their work. This department should be giving lessons to other state DOTs. As a motor carrier with operations in many locations, we are routinely amazed at the responsive and accurate support we get from our contact with these individuals.



Each year the Iowa DOT supplies thousands of Iowa Transportation Maps to schools. The thank you notes received are heartfelt, and sometimes even a bit amusing. Here are excerpts from notes written by Parkview Middle School faculty and students in Ankeny.

From: Teacher Jane Kennedy

Thank you so much for the Iowa maps for my students. We studied legends, scale, road markings, and latitude/longitude. Your generosity is greatly appreciated, especially now.

From: Ana

Thank you so much for the maps. I think that they are pretty cool. I am a kid that likes to find new things/places that interest me, so this map is really going to help me "take flight."

From: Brandon

Thank you for donating the Iowa maps for our classroom. We will use them a lot. We have already used them. I think that it is cool that they show every city, town and suburb.

From: Hannah S.

I would like to thank you for donating the maps. If I were lost, I would be able to find my way back using the map. But if I used it in the first place, I wouldn't be lost.

From: Hannah M.

Thank you for letting us have all those maps! It was so much fun getting to see every detail of Iowa. I am just amazed at how they can get all those lines on the map and symbols. I think your job is very interesting because you get to know all these facts about Iowa and are able to see all these amazing things.

Personnel updates

Information supplied by the Office of Employee Services for Sept. 18 to Oct. 15, 2009

New hires

Jeffrey DeVries, transportation engineer intern, District 1 materials; **Craig Fink**, training specialist 2, Employee Services; **Berkeley Greenwood**, highway technician, Pacific Junction garage; **Dunlap Hall**, driver's license clerk senior, Des Moines DL station; **Daniel Keller**, program planner 1, Transportation Data; **Bryon Kuehl**, highway technician associate, West Union garage; **Andrew Martin**, mechanic, Martensdale garage; **Daniel Mohr**, information technology specialist 3, Information Technology Division; **Kurt Niggemeyer**, information technology specialist 3, Information Technology Division; **Julie Pike**, clerk-specialist, Driver Services; **Tyler Schoening**, mechanic, Council Bluffs-south garage; **Dustin Skogerboe**, transportation engineer intern, Design

Promotions

Charles Bergman, from architectural technician 1 to architectural technician 2, Facilities Support; **Brenda Bradford**, from driver's license clerk senior to driver's license examiner, Des Moines DL station; **Michael Hagen**, from equipment operator senior to garage operations assistant, Hanlontown garage; **Janet Kout-Samson**, from human resources associate to executive officer 1, Employee Services; **Eric Lack**, from highway technician associate to equipment operator senior, Des Moines garage; **Jose Maldonado**, from driver's license clerk senior to driver's license examiner, Des Moines DL station; **Roger Marshall**, from highway technician associate to highway technician, Missouri Valley garage; **John Taylor**, from construction technician to construction technician senior, Britt construction; **Ronald Yarkosky**, from motor vehicle officer to motor vehicle sergeant, Motor Vehicle Enforcement

Transfers

Timothy Carpenter, highway technician associate, from District 2 bridge crew to Clarion garage; **Phillip Davis**, highway technician associate, from Highway Helper to Grimes garage; **Randall Dykstra**, highway technician associate, from Grimes garage to Grinnell garage; **Mark Hines**, clerk specialist, within Driver Services; **Benjamin Slife**, motor vehicle officer, within Motor Vehicle Enforcement; **Patricia Thoreson**, highway technician associate, from Onawa garage to Soldier garage; **Marty Trees**, highway technician associate, from Garner garage to Hanlontown garage; **Ardella Walker**, highway technician associate, from Des Moines garage to Grimes garage; **Daniel Wolfe**, highway technician senior, from Chariton construction to District 5 materials

Retirements

Randy Bentzinger, highway technician associate, Donnellson garage; **Keith Cadwell**, transportation engineer manager, Design; **Richard Conner**, program planner 3, Motor Vehicle Division; **Albert Defrancisco**, materials technician 5, Materials; **Carol Foley**, clerk, Vehicle Services; **Craig Lynn**, highway technician associate, Soldier garage; **Terry McGregor**, highway technician associate, Coralville garage; **Ronald Mozena**, highway technician associate, Jefferson garage; **Duane Stromley**, highway technician associate, Hanlontown garage

Service awards

Information supplied by the Office of Employee Services for December 2009.

45 Years

Patrick Sell, Systems Planning

40 Years

Curtis Gracey, Motor Carrier Services

35 Years

Douglas Erickson, Des Moines construction; **Gary McDaniel**, Des Moines garage

30 Years

Mark Brown, Latimer garage; **Dale Gray**, Donnellson garage; **Ronald Mahoney**, Gowrie garage

25 Years

Roger Conzemius, Materials; **M. Steve Fisher**, Bridges and Structures; **Paul Ginkens**, Mount Pleasant garage; **Scott Meeks**, Information Technology Division; **Mohammad Mujeeb**, Materials; **Timmy Niner**, Newhall garage; **Robert North**, District 1 Office; **Leo Michael Simms**, Motor Vehicle Enforcement

20 Years

Judy Bagg, Waterloo garage; **Anthony Gustafson**, District 1 Office; **Rodger Hanson**, Sac City garage; **Krandel Jack**, Contracts; **Donna Kelso-Roush**, Motor Vehicle Enforcement; **Cindy Moline**, Marshalltown construction; **Eileen Myers**, Spencer DL station; **Tina Shea**, Marshalltown construction

15 Years

Trista Hills, Driver Services; **Mike Jackson**, Right of Way; **Scott Miller**, Design; **Dale O'Brien**, District 5 field staff; **John Osborne**, Pacific Junction garage; **Candace Phipps**, District 3 materials; **Larry Schropp**, Cedar Rapids construction; **Andy Sheldon**, Sidney garage; **Lisa Skartvedt**, Information Technology Division; **Willy Sorenson**, Research and Technology Bureau; **Eric Souhrada**, Bridges and Structures; **Michael Todsen**, Bridges and Structures

10 Years

Raymond Aikin, Newton garage; **James Beckman**, Council Bluffs-south garage; **Joseph Cihacek**, Council Bluffs construction; **Michael Downes**, Cedar Rapids garage; **Scott Geer**, Facilities Support; **Daniel Harness**, Design; **Paul Harry**, District 4 Office; **Guy Mitchell**, Washington garage; **Sean Passick**, Des Moines construction; **Chad Rumbaugh**, Ames garage; **John Willenbring**, Dyersville garage

5 Years

Randy Beaver, Sioux City-Leeds garage; **Bonnie Castillo**, state-wide emergency operations; **Denise Czichas**, Davenport DL station; **Phillip Davis**, Grimes garage; **Alvin Hartgers**, Newton garage; **Traci Keel**, Davenport DL station; **Larry Kleinmeyer**, Coralville garage; **Todd Netley**, Martensdale garage; **Scott Reed**, Carlisle garage; **Suzanne Schoenrock**, Ames DL station; **Patricia Thoreson**, Soldier garage; **Courtney Timm**, Tama garage; **Jason Warren**, Onawa garage

TIPS FROM THE GREEN TEAM

Installing clear plastic barriers or storm windows on your existing windows can cut heat loss by 25 percent to 50 percent by creating an insulating dead-air space inside the window. Storm windows cost anywhere from \$7.50 to \$12.50 per square foot, depending on size and type of window. Installing exterior storm windows will increase the temperature of the inside window by as much as 30 degrees on a cold day, keeping you more comfortable.

Information from planetgreen.discovery.com



2010 Holidays

New Year's Day	Friday	Jan. 1
Martin Luther King Jr. Day	Monday	Jan. 18
Memorial Day	Monday	May 31
Independence Day	Monday	July 5
Labor Day	Monday	Sept. 6
Veterans Day	Thursday	Nov. 11
Thanksgiving	Thursday	Nov. 25
Day after Thanksgiving	Friday	Nov. 26
Christmas	Friday	Dec. 24
New Year's (2011)	Friday	Dec. 31

Correction

In the October edition of *INSIDE*, the Civilian Award for Humanitarian Service was incorrectly referred to as a U.S. Army Medal of Honor. Two additional DOTers were also included in this honor, but were not available for the photo. They are Marc Greenfield, Gowrie garage, and Rick Taylor, Oskaloosa garage.

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.

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PLEASE RECYCLE THIS ISSUE

On the cover: A McDonnell Douglas MD-11 full of time-sensitive cargo takes off from the Des Moines International Airport. Photo by Andrew Wall as part of the Aviation photo contest. I-Spy clue: Joe knows, it's Great Faces, Great Places

Service Area	Correspondent	Phone
District 1	Kay Ridgway , Des Moines	515-986-5729
District 2	Lu Mohorne , Mason City	641-423-7584
District 3	MaryBeth Banta , Sioux City	712-276-1451
District 4	Marlene Jensen , Atlantic	712-243-3355
District 5	Brenda Hadley , Fairfield	641-472-6142
District 6	Sandi Byers , Cedar Rapids	319-364-0235
Bridges and Structures	Judy Whitney , Ames	515-233-7917
Construction	Nancy McMenamin , Ames	515-239-1353
Contracts	Peg Muxfeldt , Ames	515-239-1422
Design	Judy Lensing , Ames	515-239-1469
Driver Services	Noralee Warrick , Ankeny	515-237-3253
General Counsel	Chris Crow , Ames	515-239-1509
Information Technology Division	Colette Simpson , Ames	515-233-7728
Local Systems	Kathy LaRue , Ames	515-239-1081
Location and Environment	Susie McCullough , Ames	515-239-1225
Maintenance	Cindy Shipley , Ames	515-239-1971
Materials	Brian Squier , Ames	515-233-7915
Planning, Programming and Modal Division	Cathy Mather , Ames	515-239-1140
Motor Carrier Services	Diann McMillen , Ankeny	515-237-3250
Motor Vehicle Enforcement	Anthony Batcheller , Ankeny	515-237-3218
Operations and Finance Division	Sheri Anderson , Ames	515-239-1340
Research and Technology Bureau	Tami Bailiff , Ames	515-239-1646
Right of Way	Linda Kriegel , Ames	515-239-1300
Traffic and Safety	Linda McBride , Ames	515-239-1557
Vehicle Services	Becky Sawatzky , Ankeny	515-237-3182

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What else could you call him?

Snuggled up on his new owner's lap, you would never imagine the ordeal Lucky the dog has endured.

On Nov. 2, Jeff Secora, track inspector in the Office of Rail Transportation, was riding a high-rail truck following a coal train near Sioux City. Once the 120-car train had cleared the tracks, Secora saw something huddled down between the rails. "I got out of the truck, walked over and saw a dog between the rails. I tried to pick him up, but he was growling and confused, and I thought he was injured. I asked the guy from the railroad if he had a pair of leather gloves and a blanket. He had a sweater that I threw over the dog and was able to pick him up and calm him down," Secora said.

The dog, named "Lucky" by Secora, was taken to a local animal shelter. There he received food, water, vaccinations, treatment for worms, and a much-needed bath. Secora e-mailed Lucky's photo and a brief description of what had happened back to his office mates in Ames.

When she read Secora's E-mail, Cathy Mather, secretary 2 in the Office of Rail Transportation, instantly had

a plan for the dog. Mather, an avid animal lover and the owner of several cats, knew the dog would not fit well in her home. However, her father-in-law was about to celebrate a birthday, and Mather thought Lucky would be the perfect gift to go along with her in-laws' (Roger and Norma Mather) other two dogs.

"When I called Roger and Norma about the dog," she said, "All they said was, 'When can we get him?'" And because Roger and Norma live only a few blocks from Cathy and her husband, Mark, she knew placing Lucky with her in-laws meant she would get to see him regularly, too.

So, on Saturday, Nov. 7, Mather took two friends on the journey to Sioux City. Once they picked up Lucky, the trip home was uneventful with the dog snuggled on Mather's lap, even though he was obviously favoring an injured leg. After a visit to the vet on the following Monday, it was clear



Cathy Mather and Lucky on the way to Ames

Lucky had a broken leg that would require surgery. That was a small obstacle for the Mathers, who scheduled the procedure for Nov. 11. "He's doing just great," said Mather of the dog. "He fits in so well. His little tail just wags constantly. You can tell he knows he's home."

Lucky, following his ordeal with the coal train



Jeff Secora, (left) and Lucky with his new best friend, Roger Mather