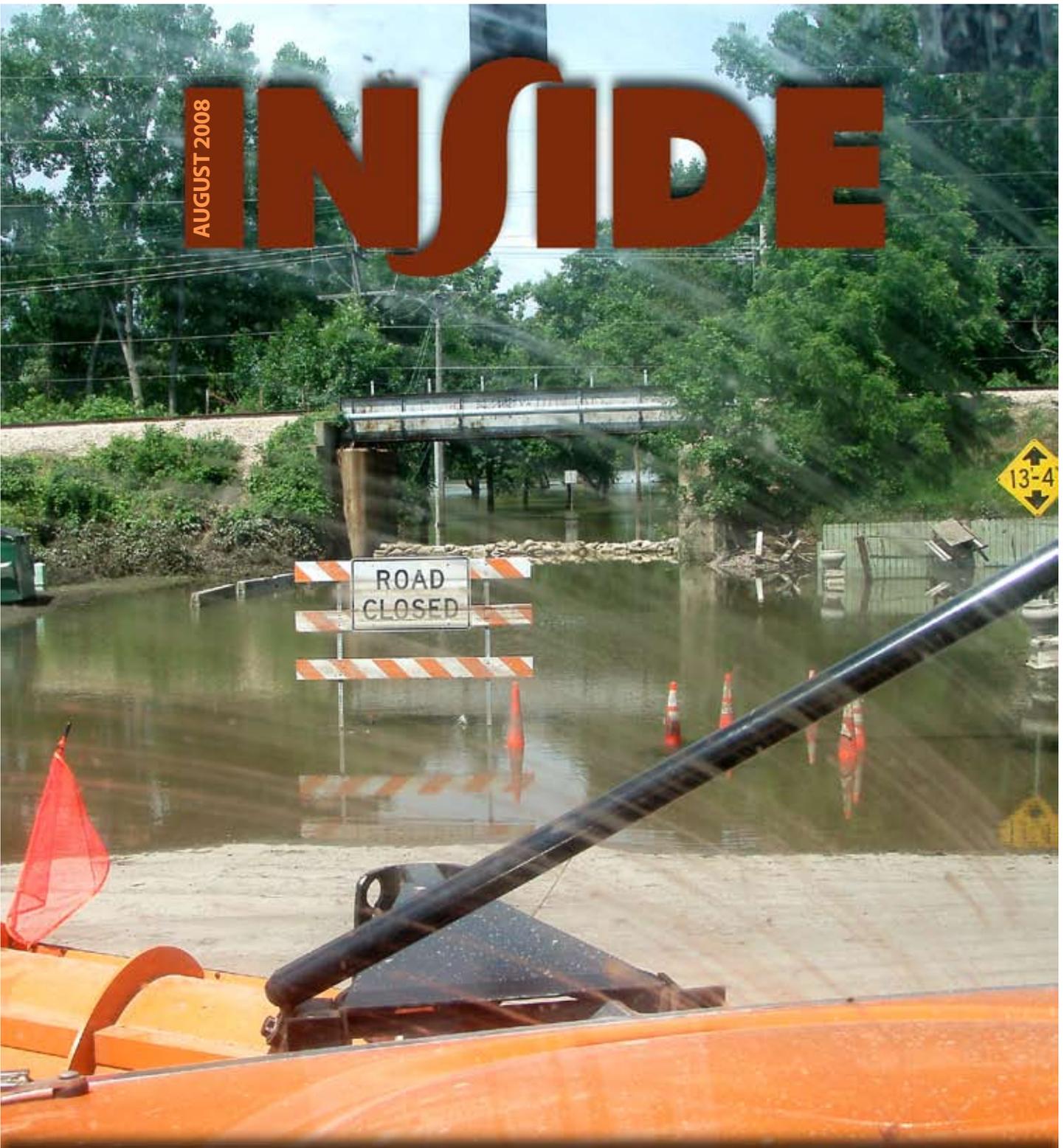


AUGUST 2008

# INSIDE



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**ONE 2 ONE**

WITH DIRECTOR NANCY RICHARDSON

It seems I have been commenting about bad weather, disasters, and DOTers' response to them for months. I guess it seems that way because I have! I hope this is the last of that for a long while, but here I am again talking about those things.

This is because this issue of INSIDE is "all wet," or at least it's about everything being wet. This INSIDE is almost totally devoted to information about the 2008 floods.

We have been involved in many activities related to flooding. Some DOTers are on the front lines, while others are making a difference behind the scenes. Some of our activities relate directly to our transportation mission, while others are just DOT being there to help in non-transportation ways in the communities where we live and work. Some DOTers worked close to home, while others traveled across the state to lend a hand.

Simply said, DOTers did what needed to be done and then some. I continue to receive positive feedback about our efforts, about your efforts. Just this morning, a Governor's Office staffer passed on complimentary input from a sheriff of a hard hit rural county about how helpful DOT was. The last couple weeks I have heard praise for DOT quickly getting highways, like Iowa 1 that suffered major damage, let, under contract, repaired and reopened to traffic. We have even been complimented by the Des Moines Register who gave us a "Rose" for our efforts to collect and distribute damage assessment information on all transportation modes. And on and on.

I am sharing my column space this month to showcase a special thanks. Following my column you will find a letter to all of you from the Iowa Transportation Commission members. A few of us work regularly with them, but they never have the opportunity to meet most of you. However, that doesn't mean they don't know of and appreciate the great work that you do. They asked if they could use INSIDE to tell you thanks and of course I agreed.

In closing, let me tell you one lesson I am taking from the floods – be careful what you wish for. As the past

winter continued to beat us up, I (and I suspect many of you) dreamed of and wished for Spring. 'Nuf said... I'm never wishing for the next season to get here after the Spring and Summer of 2008. This has been proof once again that things can almost always be worse, the grass is not always greener, and of any number of other old adages that encourage us to accept or be satisfied with what we've got. No matter how bad the weather gets, I'm not wishing for the next season ever again!

*Nancy*

**Great team ... big heart**

It was with such pride that we listened to the wonderful and unselfish deeds performed by Iowa DOT employees in response to the state's recent flooding. You did not have to put in the thousands of hours to help restore services and roadways to ensure the safety of Iowans...But YOU DID. You answered phone calls, provided current and critical information to sometimes frantic callers, assisted traffic and law enforcement agencies, delivered sandbags and other critical supplies, and more and more and more. You did that... to make the burdens and disrupted lives of your fellow citizens a little easier to handle. WOW! What a great team you are. We salute and applaud each one of you,

Iowa Transportation Commission: Chair Patricia Crawford, Vice-chair Wayne Sawtelle, Michael Blouin, Barry Cleaveland, Debi Durham, Amy Reasner, and Don Wiley

## Severe weather impacts by the numbers

The Iowa DOT has been directly affected in many ways by the severe weather in May and June.

- 783 Highway Division employees worked 45,000 hours on tornado- and flood-related emergency response and recovery activities at an estimated cost of \$1.5 million, plus \$20,000 for meals. Highway Division supervisory and non-contract employees also worked about 6,200 hours in overtime.
- 149 sections of primary highway were closed, including 464 miles of road and 303 bridges and culverts.
- 30,000 equipment hours were recorded, at an estimated cost of \$450,000.
- 12,865 tons of rock were used (mostly on the primary highway system) at a cost of \$128,000, plus about 12,000 tons of additional material estimated at \$120,000 were used for flood-related repairs, primarily on washed-out granular shoulders.
- 214 bridge inspections were completed. 107 bridges were inspected twice for scour or potential structural damage by the DOT's six bridge inspection teams and local highway maintenance personnel.
- Provided essential traveler information.
  - Issued 153 news releases between May 15 and June 26, covering multi-modal impacts.
  - Responded to more than 12,000 phone calls through a temporary travel routing call center that involved 34 people contributing 589.4 hours of staff time between June 13 and June 20.
  - Answered hundreds of media inquiries from international, national, regional, and local news organizations.
  - Processed more than 5,000 E-mails from citizens.
- Responded to many citizen phone calls in offices throughout the state.
- Developed a special flood information Web site section that offered photos of damaged roads and bridges, road closure information and flood safety information, which served 409,665 unique visitors.
- Served 767,360 unique visitors to [www.511ia.org](http://www.511ia.org) and 153,128 calls to the 511 phone line during June, with the peak call day being June 13 when 39,901 calls were placed to 511.
- 27 employees worked 1,200 hours at the State Emergency Operations Center's (SEOC) transportation desk at the STARC armory in Johnston.
- Completed 150 disaster response/recovery missions originating from the SEOC to assist impacted communities. Examples of those activities include:
  - Removed debris, utilizing 171 trucks, 25 loaders, 12 semi-trucks and trailers, two tankers, and more than 200 operators.
  - Hauled 134 pumps.
  - Delivered 6.8 million empty sandbags and sand.
  - Provided barricades.
  - Provided engineering services.
  - Delivered rolls of poly plastic.
  - Provided and delivered millings.

*Severe weather impacts, continued next page*

*Several members of the Office of Media and Marketing Services and volunteers from other offices staffed an emergency road condition hot line to help citizens navigate around closed roads.*



*Severe weather impacts,  
continued from previous page*

- Provided security and traffic control.
- Shipped potable water.
- Assisted Alliant Energy in getting several transformers and package boilers delivered to Cedar Rapids.
- 3,335 staff hours were worked by 67 Motor Vehicle Enforcement (MVE) officers, sergeants, investigators and captains working with other law enforcement agencies, assisting the DOT's Highway Division by providing traffic control, and providing escort services for time-sensitive loads. This resulted in more than 1,328 hours of overtime at a cost of \$89,395, lodging and meals of \$10,769, and vehicle expense of \$49,631.
- Motor Carrier Services Permit Center answered thousands of calls, many as a result of the travel restrictions that were put in place due to the flooding.



*Debris from the Mississippi River at Keokuk*

## Not just highways were affected

The DOT's Office of Rail Transportation's efforts included:

- Worked collaboratively to collect damage estimates and needs for use by the railroad industry, state and federal government, and to identify potential sources of funding for flood relief.
- Sent a track inspector to Cedar Rapids to review, with city officials, the Union Pacific track for safety prior to opening the rail segment.
- Provided Illinois with verification of an Iowa disaster declaration that was needed to reroute trains in Illinois.

## DOT facility/equipment/service impacts

- Relocated DOT's Cedar Rapids district office due to flooding in the lower level, as well as telecommunications and power outages.

- Evacuated and relocated employees from DOT's satellite driver's license station in Des Moines due to flooding from June 10 through July 1.
- 50,000 staff hours of scheduled highway maintenance work was deferred. Work that was scheduled included 4,000 culvert and 8,000 guardrail repairs.
- Delayed the DOT's summer traffic count staff for one week due to flooding. The five recorder operators off for the week resulted in approximately 200 recorder sets not done. Some of the maintenance staff normally assisting in recorder operations were working flood duty and unable to set approximately 240 recorder locations.
- Regularly scheduled MVE work, valued at \$97,208, was not performed during the period when officers were diverted to eastern Iowa (normal operations resumed June 26).
- Suspended oversized/overweight motor carrier permit issuance and movements requiring the depart-

*Severe weather impacts,  
continued next page*



*Clearing debris from under bridges was a major effort.*



Several roads in eastern Iowa were severely damaged by the flooding. This is U.S. 6 in Muscatine County.

## Severe weather impacts, continued from previous page

ment's motor vehicle officers to stop all loads in transit and direct the operators to pull the loads to safe locations until the restrictions were lifted.

## A few of the many other activities

- Assisted Louisa County with access to Oakville when local roads were closed by flood waters.
- Trained 15 DOT employees as project officers to process state FEMA public assistance claims and assist cities and counties with FEMA public assistance applications.

- Provided one full-time employee to the Rebuilt Iowa Office for a period of 90 days.
- Coordinated movement of trailers with FEMA and several other states.
- Worked with local governments, regional planning agencies and other groups to summarize damage to Iowa's trail system. Updated information has been placed on the DOT's Web site to provide information to potential trail users.
- Loaned eight DOT vehicles to the Iowa National Guard.
- Provided a truck and driver to assist with relocating state records for the Iowa Department of Administrative Services.

- Used DOT semi-tractor and flatbed trailer to haul wooden and plastic fence from the department's distribution center in Ames to a regional emergency response staging area.
- A semi-tractor and van trailer operated by a DOT employee were used to gather and return unused sandbags post flood to the Corps of Engineers from various areas of the state.
- Purchasing staff worked overtime hours to acquire fence for emergency operations.
- The Office of Contracts expedited emergency bid lettings for damaged roadways.

## Severe weather impacts, continued next page



DOT vehicles continue to haul debris left by severe spring weather in several cities.

*Severe weather impacts,  
continued from previous page*



## Proclamations and waivers

Proclamations and waivers were issued by Governor Chet Culver and Director Richardson to assist in recovery efforts.

- A Governor's proclamation identified affected counties, and authorized local and state governments to render goods and aid to these areas. This proclamation has been extended to Aug. 22, 2008.
- Several portions of Iowa Code have been suspended for emergency workers. This includes provisions pertaining to hours of service for electrical and flood repair crews and drivers while responding to disaster sites; raises the maximum weight limit on loads related to electrical and flood repairs on

*Left photo: U.S. 61 in Fort Madison*

all highways in Iowa, except the interstate; and suspends other requirements pertaining to operating authority, fuel tax permits, and medical cards and minimum age for commercial drivers.

- The Governor also suspended portions of Iowa Code section 321 related to driver's licensing and vehicle and trailer registration timing and fees to assist those affected by flooding.
- Another proclamation suspended the contract letting cap provisions of the Iowa Code that set a cap of less than \$1 million for emergency highway or bridge repair and reconstruction contract lettings.
- Director Nancy Richardson signed a Decision on Petition for Waiver or Variance to extend the spring "seasonal period" for drivers operating commercial motor vehicles who have been issued a restricted seasonal commercial driver's license (CDL) and are employed by an agribusiness that supplies agricultural chemicals, fertilizer, seed, or animal feeds to farm customers. The normal planting season as defined in the Iowa Administrative Code is March 15 – June 30 of each year. Under this extension, restricted seasonal licenses are valid through July 30, 2008 and have been extended through Aug. 22, 2008.

*Severe weather impacts,  
continued next page*



*DOT truck caravans ready to carry debris from Iowa City to local dump sites.*

*Severe weather impacts, continued from previous page*



**Below are brief descriptions that highlight the impacts to Iowa's transportation infrastructure by mode.**

## Highways

Projected damage estimates to Iowa highways is \$15 million to the state system and \$15 million to county and city roads that are federal-aid eligible.

Flooding closed 149 primary highway system sections, including 464 miles of state roadway and 303 bridges and culverts. An estimated 125 miles of roadway were damaged. Interstate 80 was closed in Cedar County June 12 through June 16, detouring traffic 110 miles.

An additional 247 primary highway system sections were impacted, but the damage did not result in a road closure. Work associated with these sections typically included silt clean-out of ditches, debris/tree removal, erosion repair, slide repair, culvert clean-up and repair, and repairs to shoulder washouts. Many bridges were closed or restricted.

The peak number of primary highway system closures reported at any given time during the flooding occurred June 16, 2008, when 51 road sections were closed. On June 17, 2008, the situation with the Mississippi River crossings between Iowa and Illinois, Iowa and Missouri, and Illinois and Missouri added to the complexity of the highway travel situation.

## Trails

Projected damage estimate to Iowa recreational trails is \$10 - \$15 million. Iowa has approximately 1,000 miles of multi-purpose trails. While the DOT doesn't have a complete accounting yet of the damage, it's very clear that the trail system in Iowa has been severely impacted by flooding all across the state. Like so many of Iowa's highways, complete sections of bike trails were washed away by the flood waters.

Eight metropolitan areas in Iowa have reported damage to their trails system. Most of the damage occurred in eastern and central Iowa, but the DOT has also received reports of damage in the Council Bluffs area.

*Damage to rail infrastructure exceeded the 1993 floods. This is the IC&E Railroad in Fort Atkinson.*

## Railroads

Projected damage estimate to Iowa short line and regional railroads is \$22.7 million and Class I railroads sustained \$45 to \$60 million in damage. The railroad network across Iowa has experienced extensive damage. Some examples of the rail infrastructure and economic impacts are:

- As of July 3, 17 railroad bridges have been totally or partially washed away and are no longer in a usable condition.
- Hundreds of miles of railroad track were washed out or covered by floodwaters, and required repair to be put back into service. Track owned by manufacturers, elevators and other businesses has been damaged, in addition to that owned by the railroad companies.
- Rail yards, offices and hundreds of rail cars have been submerged, all of which will require refurbishing.

*Severe weather impacts, continued next page*



*Iowa 24 bridge approach in Fort Atkinson*

## *Severe weather impacts, continued from previous page*

- There have been major disruptions of service. The short line railroads, regional carriers and Class I railroads (such as Union Pacific and BNSF) have all been impacted. Flooding caused unprecedented shut downs of service for 10-18 days, with many lines unable to resume full operation until major repairs to bridges and track can be made.
- The Cedar Rapids Ground Transportation Center and administration buildings were severely damaged. The Jobs Access Reverse Commute Program was on hold as of July 3.
- Coralville Transit suffered significant damage to their facilities and shut down operations for several days.
- Des Moines Area Regional Transit Authority's (DART) facilities were evacuated before the nearby Racoon River crested. Most of the flooding there was caused when the sanitary sewer backed up.

## **Transit**

Projected damage estimate to Iowa's transit systems is \$53.1 million.

- The Metropolitan Transit Authority (MET) in Waterloo and Cedar Falls shut down all fixed-route service and their downtown office had to be evacuated.

- The rural transit systems in eastern Iowa suffered flooding and damage to leased facilities. Four rural systems had to evacuate their facilities: Region 1 based in Decorah; Region 8 in Manchester; Region 16 in Burlington; and Johnson County SEATS in Coralville. The DOT is aware of three rural buses that were destroyed.

## **Barge traffic**

On June 12, the U.S. Army Corps of Engineers closed the locks and dams on a 250-mile stretch of the Mississippi River from Fulton, Ill., to Clarksville, Mo. On June 19, the Corps extended the closure distance to 280 miles from Fulton, Ill., to Winfield, Mo., as well as the duration of the closure for at least another 10 days. The closings put a

*Severe weather impacts,  
continued next page*

*Emergency bid lettings to repair flood damaged roads began in June. This is Iowa 1 south of Mount Vernon.*



*Severe weather impacts,  
continued from previous page*

halt to commercial barge traffic on this section of the Mississippi River. The closures also stranded hundreds of barges loaded with grain, cement, scrap metal, fertilizer, and other products, while shippers waited for the water to drop and locks and dams to reopen.

## **How will the flooding affect the five-year program?**

The primary highway program has about 80 percent of its \$2 billion programmed to preservation projects for the existing system and approximately 20 percent to economic development/capacity projects. Flood damage repair is preservation work. The flooding could cause some shifting in prescheduled preservation project selection and completion. However, with federal highway emergency relief funds, the DOT hopes to recover the majority of the highway and bridge flood repair costs for Iowa.

## **What impacts are there to the DOT's operational budget?**

The Iowa DOT will be making applications for FEMA public assistance to recover a portion of its operational costs relating to the state's recovery efforts from the tornadoes and flooding, specifically for costs associated with debris removal. There are costs that will be unrecoverable that have an impact on the department's FY2008 and FY2009 budgets. However, at this point, the department is attempting to manage the additional costs within the agency's existing resources.



*U.S. 61 at Keokuk was closed by the flooding Des Moines River.*



*Even when roads were not damaged by flood waters, there was the task of debris removal before the road could be reopened. This is Iowa 22 east of Riverside.*



*National Guard vehicles transported soldiers and volunteers through the flooded streets of Iowa City and Coralville.*

*Supervisors say "Thanks!"*

***Because our agency's employees hold such a variety of skill sets that were utilized during emergency situations this spring, it isn't possible to personally thank every DOTer who contributed to the recovery efforts. But as the largest DOT group impacted by the flooding, the Highway Division's highway maintenance supervisors wanted to take a break, step back and say thank you.***

***Even if your work unit is not included in these pages, please know that your work is valued by the department and your efforts have not gone unnoticed or unappreciated by the citizens of Iowa.***

The Oakdale crew once again stepped up to the challenge of carrying out a variety of relief missions in Iowa City, Coralville, Palo, Cedar Rapids, and Johnson County. The Oakdale garage was also used for staging areas for nearly 3 million sand bags and nearly 40 six-inch water pumps. The logistics were quite challenging. Even with the closure of I-380, U.S. 6 and Iowa 1, we still accomplished everything from traffic control to delivering pumps, sand bags and hauling flood debris. Everyone worked extremely hard to get done everything we were tasked with and did a great job. We had some extra help from Pete Dallman, District 6 Office; Tom Storey, Cedar Rapids field staff; Newman Abuissa, Iowa City field staff; and Heather Gugler, Cedar Rapids construction. They all certainly deserve our thanks for their accomplishments.

Travis Nitcher  
Oakdale

I just wanted to say I think sometimes the "worst" brings out the "best" in all of us. The employees here in Marshalltown and Grundy Center have been great throughout the entire ordeal. (The Iowa River has closed roads in the Marshalltown area four different times since February.) Never a complaint, just doing whatever task needed done no matter what the circumstances. Thanks!

Mark Stephens  
Marshalltown/Grundy Center

Through the storms and flooding, the Denison, Ida Grove and Correctionville crews put the DOT and their jobs first. I know they all had issues/concerns of their own at home. They left their families through some of the worst conditions and helped the citizens of Crawford, Ida and Woodbury counties. They all pitched in and did what needed to be done and when it was over, then they took time to take care of their issues at home. I truly appreciate their unselfish dedication and great attitude. It is a joy to work with these individuals on a daily basis.

While the circumstances were out of the ordinary during the flooding, the level of dedication of these employees didn't surprise me. They are always willing to step up and do anything they need to do to get the job done, no matter what that job may be. I'm very proud to work with such a dedicated group.

Dixie Harrison  
Denison, Ida Grove and Correctionville

I was one of the supervisors involved in the clean-up efforts in Cedar Rapids. I have been trying to find the proper words to express my thanks and praise to the individuals who were in Cedar Rapids cleaning up. The crews were made up of employees from several different districts. Every employee that came to help acted in a professional manner and did a wonderful job of representing the DOT. These employees put aside their lives for a short time to help out with the lives of those who were affected by the flood in Cedar Rapids.

Not to exclude any employees who helped out, I would like to put a special thanks out to the employees from District 2 and District 3 who not only came to Cedar Rapids, but stayed for the duration of this mission. I personally found it very satisfying to come together as a group to help out this community. It is a great feeling when you can bring 50

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employees together, and all work together and get along. It is unfortunate that we had to get together under such conditions, but I think all of us met some great people that otherwise would have never crossed paths.

In closing, I would like to thank a few other employees from District 3 that helped get us ready to go quickly. We had very little notice that we were going to be leaving and a group of employees put together some care packages and made the final arrangements much easier. Thanks to Bonnie Castillo, Angi Meyer, Patti Montgomery, and Jennie Sorenson for your support.

Thanks also to Dawn Hansen, Gretchen Gresslin, Jack Patterson and the other staff in the District 6 office. This group did a great job of being there to help out and lend a hand. I cannot say enough about the two other highway maintenance supervisors I worked with, Kim Sheehy and Jeff Tjaden, thanks to them for everything. Hats off to the whole crew! Great Job.

Doug Williams,  
Storm Lake, Pocahontas and Cherokee

Thanks to James Fox from the De Soto shop, and Jeff Gorman and Rich Rogers from the Perry shop for their work in Palo. I think it was great that they stepped up to help.

Pete Wonders  
De Soto

Thanks to everyone around the state that helped with the initial clean-up in the Cedar Rapids and Palo areas. I have never had the opportunity to work with such a large group that meshed so well together. I would like to thank highway maintenance supervisors Doug Williams, Kim Sheehy and Jim Oshel for their great support and leadership during our operations. This was a great group and I enjoyed working with everyone. We had 56 trucks and 14 loaders in operation at any given time.

Jeff Tjaden  
Cedar Rapids/ Marion area

I want to say thank you to the crews of the Washington and Mount Pleasant shops for the hard work, and long hours you have put in, and continue to put in, during the floods of 2008.

Your dedication to the needs of the public was evident last winter, and now again during this summer's flooding. Again, thank you for your dedication and hard work.

Brad Steinhart  
Washington/Mount Pleasant

Thank you to all of the people in the District 3 Onawa, Sloan and Soldier garages. We had three people go over to help in the Cedar Rapids area and a lot of other employees sign up to go as relief when needed. The dedication to the public was very evident. I am proud to see our people so anxious and willing to go out of their way to help others in the state. The employees that had the opportunity to help were Russell Johnson, Sloan Garage, and Scott Jordan and Jason Warren, Onawa Garage. I would like to add that stepping up to volunteer appears to be a natural response from District 3 employees, from the spreadsheets I saw of volunteers. We can be proud of all of our employees, they are definitely dedicated to the citizens of Iowa.

Jon Allen  
Onawa, Sloan and Soldier

Although the state roads in Clayton County weren't hit as hard as other areas, we still had to once again deal with flooding that seems to occur more often than ever. Once again, the Elkader shop showed their dedication to serving the public in the best way they can during the week of June 9. The Turkey River running through Elkader rose to approximately four feet higher than the previous record, causing devastation to parts of town. Iowa 13, the Elkader bypass, had several feet of water over the road causing the loss of approximately 2,000 feet of shoulder and undermined the road at the approach to the overflow bridge. Once the water receded, we assessed the damage and went to work June 11 repairing the shoulders and pavement scour. A crew of 10 employees hauled and placed approximately 1,500 tons of shoulder rock and temporarily repaired the scoured-out bridge approach by placing three-inch stone and filling the void with 16 yards of flowable sand. We opened the road by 3 p.m. that afternoon. I am very proud to be part of both the Elkader and West Union shops as both have proven many times over their dedication and desire to serve the public the best they can.

Roger L. Burns  
Elkader/West Union

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Thanks to the Donnellson and Burlington shops for all of the long hours and hard work they have put in during this flood.

Bob Porter  
Donnellson/Burlington

Thanks to all the workers from Martensdale and Knoxville for their hard work during the flooding, helping with missions and closing roads at all hours of the night. Also it was a great sight to see the city, county and state employees all working together to aid the residents of Attica with tornado damage clean up.

Somehow with all of these disasters you were able to perform a lot of the critical road maintenance that still needed to be done to keep the rest of our highways safe for travel.

Usually after a hard winter we like to enjoy our time off to take vacations and be with our families. This spring and summer proved to be much different. I know many of you rearranged your plans to help out. Thanks to you and your families for helping the residents of Iowa.

Brien Keltner  
Martensdale/Knoxville

District 4 sent a volunteer crew to the city of Palo from June 24 to July 3. Members were James Fox, De Soto garage; Travis Adair and Jim Oshel, Creston garage; Jeff Gorman and Richard Rogers, Perry garage; Jim Abbott, Pacific Junction garage; Tamie Berry, Shenandoah garage; Jim Lenz, Missouri Valley garage; and Randy Lund and Dave Peterson, Avoca garage. We also had assistance later in the week from the Independence, Tipton, Davenport, and Newton garages. The Cedar Rapids garage gave us the needed support with equipment issues and a much needed office.

During this time, 1,184 loads of debris amounting to more than 14,000 cubic yards were removed from the streets of Palo. The members of this crew put their hearts into this mission, wanting to see the streets returned to normal so the residents could take another step in rebuilding their lives.

I think all of us that were involved received a great deal of personal satisfaction. When we left, 99 percent of the streets were empty of debris.

Jim Oshel  
Creston, Corning and Mount Ayr

A special thanks goes out to the Hanlontown/Mason City and Waterloo crews. These people went well above and beyond the call of duty! Thanks also to the District 2 bridge crew that came to Waterloo to help out.

Doug Lickteig  
Mason City/Hanlontown

Thanks to all the employees at the Allison and Waverly shops for all the trying challenges of the tornado, then flooding and the long hours they put in. Also, thanks to the Waterloo and Latimer shops. They were a big help in the efforts to get things back to operational.

Russ Frisch  
Waverly/Allison

Thank you to the mechanics from the Cedar Rapids, Marion, Urbana, and Oakdale garages for the long hours to keep the loaders and trucks up and running, and for keeping the tires as full of air as we could.

You wouldn't know by the way they worked together that this group of people had never seen each other before. It would be a pleasure to work with any of you again. The city of Cedar Rapids is a better place because of the work you folks did.

Kim Sheehy  
Manchester/Independence

Thank you to Jim Lenz from Missouri Valley for volunteering to go work at Palo.

Marshel Wilbur  
Missouri Valley/Neola

Thanks to the crews at the Sidney and Pacific Junction garages. Your extra effort is appreciated.

Tony Arrick  
Sidney/Pacific Junction



## Kudos!

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

To: Senator Bill Heckroth  
From: Brian Bergen

While everyone has been working hard to recover from the flood and our local government has done a wonderful job of rising to the challenge, I wanted to share something with you.

On Friday, June 13, I was trying to drive from Iowa City to Waverly and was in a nasty traffic jam. Luckily, I had an Iowa Transportation Map in the car with me, so I was able to navigate an alternate path home that avoided I-380 for the most part.

It is a very good thing that the Iowa Transportation Map includes the rivers on it. That enabled me to find a path home that stayed far away from the rivers that I knew were flooding. Please tell the appropriate Iowa agency that they made a good decision by including the river information on the transportation map.

To: Richard Michaelis, District 3 engineer (now retired)  
From: Richard Garberson, Cedar Rapids

When I wrote the Iowa DOT in 2007, I reported water problems experienced by our farm as a result of grade changes necessary and associated with the Iowa 60 bypass of Sibley. We ultimately had some crop damage because of water not following the normal or appropriate channel. My tenant and I did receive payment for that damage.

I am writing not to report either of the above or complain about any aspect of this matter, but in fact, do the opposite. My tenant, Fritz Ommen, and I were extremely pleased and quite impressed with the way we were treated by the Iowa DOT in connection with all aspects of the Iowa 60 bypass affecting our farm property. Our questions were answered promptly, with integrity and fairness at every turn. When a water problem developed, the Iowa DOT responded promptly and proposed a solution that was entirely satisfactory to me.

In this era where there seems to be strong public belief that State of Iowa employees are non-responsive or, maybe more directly, that the DOT is difficult to deal with, I have found exactly the opposite to be true. You and your staff treated us in an absolutely superb fashion, and for that, we are appreciative.

To: Major Ned Lewis  
From: Bradford J. Thompson, assistant director, Iowa Division of Narcotics Enforcement

On behalf of the Iowa Division of Narcotics Enforcement Council Bluffs office, I would like to extend my sincere appreciation to your department and Captain Tom Bruun for assistance provided during a large-scale narcotics investigation in western Iowa.

Captain Bruun assisted in the investigation by providing access to a scale and its facilities that were strategically located to a target of the investigation. The scale was a neutral location from which mobile surveillance teams could stage to support a Title III wire investigation conducted by the Southern District of Iowa United States Attorney's Office and Omaha office of the Drug Enforcement Administration. Cooperation in this type of investigation is crucial for success and Captain Bruun was a very active and supportive participant.

To: Dena Gray Fisher, director,  
Office of Media and Marketing Services  
From: Judy Thomsen, Davenport construction office

Congratulations for a job well done for the media releases during the floods. I feel you did an exceptional job of keeping us in the field (and state) informed. This was really a bad situation for so many people, and I feel you did an outstanding job trying to keep people advised of the closings so there was some kind of normalcy on the highway.

All the information I received helped me do my job to get this information to all the public who called or stopped by (and there were many with as many different stories).

Again, a heartfelt thank you for your dedication to your job. It showed through with the diligent timing of up-to-date information and never hearing a sigh or complaint. I know you had to have been very tired at times.

This also includes the people who staffed the temporary emergency road travel hotline during the floods. All of you truly are "Proud to Be DOT," with real dedication when the chips are down during challenging times.

There are so many seemingly tireless DOTers who have done so much during the floods who deserve a "Thank you." You are just a few of the many "unknown" people who have touched a lot of lives out there.

**(Editor's note:** Along with their district maintenance managers, DOT employees Bev Rust and Lu Mohorne from District 2; Dawn Hansen from District 6 and Kari Sobaski from District 5 were instrumental in collecting the information for the media releases.)

To: Iowa DOT, Office of Driver Services  
From: Ed Lammers, Davenport

Please recognize the workers at the driver's license station in Davenport for their hard work and professionalism in such a busy environment. They are always pleasant and helpful. The Iowa DOT is actually a pleasant agency to do business with!

## Family happenings

### Operations and Finance

*Sheri Anderson*



Mother's Day was very special for Tiffany Marlow from the Office of Employee Services and her husband, Tony. Emerson Rose Marlow provided a day her parents will never forget as she entered the world at 10:06 a.m. weighing 7 pounds, 14 ounces and measuring 20 ¾ inches long. Congratulations to the very happy Marlow family!

### Location and Environment

*Jean Jesse*



Rex Robert Ebel made his grand entrance into the world Friday, June 20. First-time mommy Shelby of Location and Environment and brand new daddy, Robert, were very happy to see their 8 pound, 15 ounce baby boy. Congratulations to the Ebels!

### Bridges and Structures

*Judy Whitney*



*Retirees together again: (from left) Bill Stewart, Mark Loochen, Mel Popelka, and Daryl Coy*

Mel Popelka has retired again. Mel's second retirement came June 30, 2008, after a 10-year return following a five-year first retirement from 1993 to 1998. Mel worked in the preliminary bridge section of the Office of Bridges and Structures in his original 44-year DOT career, and again in his second stint at the Iowa DOT. To send him off on his second retirement journey, his co-workers in preliminary bridge had a retirement coffee for him and invited some retirees and friends. Good Luck on your second retirement Mel. You will be missed, (again)!

## In Memory



**Harold C. DeVoogd**, age 71, of Boone, died April 27 at the Boone County Hospital. Harold was born in West

Union, Iowa, on July 28, 1936, the son of Fred and Evanna (Morrison) DeVoogd. He served with the United States Marine Corps during the Korean Conflict. On July 16, 1955, Harold married Joyce Snowgren in Hiawatha, Kan. He was employed by the Iowa DOT as a construction engineer working in Boone and Ames from 1957 until his retirement in 2000. Harold also drove a livestock truck for Wenger's in Beaver. He enjoyed fishing, small game hunting, boating, reading westerns, and being with his family. He will be missed dearly by his family and his cat, Sally Sue.

He is survived by his wife, Joyce of Boone; three sons, two daughters and their families; and numerous other relatives.

**Clarence H. Pedersen**, 82, of Sioux City, formerly of Lawton, passed away Thursday, May 1. Clarence was born March 13, 1926, in Lawton, the son of Andrew and Marie (Christiansen) Pedersen. He attended school in Lawton, graduating in 1943. While in school, Clarence played basketball and baseball. He served in the U.S. Army from 1945 to 1947, with time in Germany.

*In Memory, continued next page*

**In Memory,**

*continued from previous page*

Clarence married Elizabeth M. Hollander on Aug. 6, 1955, in Sioux City. Clarence worked for the Iowa DOT beginning in 1956, and retired as a construction technician 2 April 28, 1988.

Survivors include his wife, Elizabeth of Merville; two sons, one daughter and their families; and numerous other relatives.

•

**Burton "Lefty" Swift**, 89, of Akron, passed away Friday, May 9. Burton Pershing Swift was born May 26, 1918, in Akron, the son of LaVerne and Selma (Nelson) Swift. He attended school in Akron and graduated from Akron High School. It was during that time that Lefty's talent of baseball was born. Following high school, Lefty started playing for the Sioux City Cowboys and worked his way up the minor league ranks until reaching the majors. He was a pitcher for the Baltimore Orioles.

He was united in marriage to Arlene Anderson on March 9, 1940, in South Sioux City, Nebr.

In 1943, he was drafted into the United States Army. He served his country during World War II. He was stationed overseas in Germany serving in the European Theatre battleground. For his service to his country, he was awarded two Bronze stars. After his discharge, he returned to the states and continued playing baseball for a few years until retiring and moving back to Akron.

Lefty worked construction for a few years before going to work for the Iowa DOT. He retired from there after 25 years of service.

Lefty was a longtime member of Immanuel Lutheran Church, Hoschler American Legion Post 186 of Akron and Veterans of Foreign Wars Post 915 of Elk Point, S.D. Lefty's love of baseball carried over to many kids; he enjoyed

watching them play at any time. He also enjoyed gardening, golfing and mowing his yard. He loved driving around Akron and going to Sheveland's welding shop. He will be greatly missed by many.

Survivors include his wife of more than 68 years, Arlene of Akron; a son and daughter and their families; and many nieces and nephews.

•

**Bernard Bailey**, 79, of Des Moines, died Sunday, May, 18, 2008, at the Taylor House Hospice after a five-year struggle with cancer. Bernard was born at home in Polk County. He farmed most of his life and then worked on a bridge crew at the Iowa DOT for 24 years. He was a true outdoorsman and enjoyed the day trips with his beloved wife of 52 years, Maxine, and his family.

Bernard was preceded in death by his wife Maxine and his parents. He is survived by three sons and their families; and many other family members.

•



**David William Guge**, of

Rowley, died Wednesday, May 21, in Independence. He was born Jan. 18, 1944, in Belle Plaine, the son of John

William and Emma Teresa (Tehan) Guge.

He graduated from high school in Belle Plaine in 1961. He started working for the Iowa DOT in 1961 as a surveyor. He retired in 2002 as survey party chief after 41 years with the department. He was working part time for the Independence Parks and Recreation Department at the time of his death.

In 1962, he enlisted in the U.S. Marine Corps. He extended his enlistment four extra months so he could serve with his squadron in Vietnam. He was honorably discharged in 1966. He was a member of the Bechter-Boies V.F.W. Post #2440 in Independence. Guge met his wife, Doris Dee Evers, in 1970 in Independence while surveying for the new U.S. 20. They married Aug. 21, 1971. He was involved in community celebrations and projects, and coached Little League for Rowley for seven years. Guge liked to golf, play cards, and go on an outing to a casino now and then. He was an avid Green Bay Packers fan and enjoyed watching the Chicago Cubs. He enjoyed being around people and lending a helping hand to someone whenever he could.

He was most happy being a husband, father and grandfather. Family was the most important part of his life. He wanted to be remembered for living his life to the fullest and you not to be sad at his passing.

Guge is survived by his wife, Doris; a daughter, son and their families; and several other family members.

•

**George Walter Orr**, 90, of Sergeant Bluff died Friday, June 6, 2008, at Sergeant Bluff. George was born May 26, 1918, at Weedland, along the Missouri River near Sergeant Bluff, the son of Roy and Daisy (Holder) Orr. He grew up and attended school in the area, spending his final years of school in Onawa. George entered the U.S. Army in 1941, serving in the military police and was honorably discharged in 1945.

*In Memory, continued next page*

**In Memory,**  
*continued from previous page*

He married Bonnie L. Morter on July 4, 1942. Together they made their home in Sioux City and raised two boys, Byron and Paul. George worked for Mahoney Motor Company from 1946 to 1961, when he started working for the Iowa DOT as an equipment operator in the Sioux City-Hamilton shop until his retirement in 1983. One of his sons, Paul, is currently a materials inspector 3 in the Sioux City materials lab.

George was a member of Rustin Avenue United Methodist Church, American Legion George Nelson Post 662, the Moose Lodge, and Boys of '68. George loved to dance and attended many senior center functions during his retirement years.

He was preceded in death by his wife, and is survived by his two sons and their families; special friend and companion, Betty McCoy of Sioux City; and other family members.



**Dale L. Richardson,** 74 years, of Odebolt, died Saturday, June 7, 2008, at Sacred Heart Emerald Coast Hospital in Destin, Fla.,

with his family at his side. Dale was baptized at the United Methodist Church of Odebolt where he remained a lifetime member. He attended school at Odebolt. After his junior year he enlisted in the U.S. Marine Corps and later received his GED.

He entered the U.S. Marine Corps in February 1953. During that time, Dale served in the Korean War based out of Camp Pendleton in California. After boot camp, he married Janice Breon, his high school sweetheart, June 2, 1953, in Odebolt. They had three children, Steven, Gayle and Thomas.

Dale was honorably discharged in February 1956. From Camp Pendleton, Dale and Janice moved back to Odebolt where he began working for the Iowa DOT. The Richardson family moved to Sac City in 1966 after Dale was promoted to highway maintenance supervisor and remained in Sac City until his retirement in 1991, a career spanning 38 years.

In his spare time, Dale enjoyed fishing, golfing, hunting, feeding the birds and squirrels, and being with family, especially his grandchildren. He loved gardening and hanging out with "Fred." One of the things he most enjoyed was an annual fishing trip to Minnesota with Janice, his sons, grandsons, and "baby brother" Dean. Whenever help was needed in the neighborhood, Dale could always be counted on. Dale also spent many volunteer hours working on the community center, a project he really enjoyed and believed in.

Those left to celebrate his life are his wife, Janice; his children and their families; and many other friends and family members.

**Gary D. Graves** was born Nov. 30, 1942, at home in rural Melvin. He was the son of John H. J. and Della Fern (Dagel) Graves. He lived his youth in the Melvin and Sibley areas, where he attended school. He enlisted into the U.S. Marine Corps, where he served for four years and was honorably discharged.

He was united in marriage to Sandy Lillie of LeMars July 17, 1965. They lived in Gilmore City, where Gary worked for Halletts Construction for two years and then they moved to Pocahontas, where Gary worked for a hydraulic manufacturing company. They later moved to Sheldon, where Gary was employed by the Iowa DOT from 1970 until he retired in 1999 from the Alton maintenance garage. He also bartended at the Fin and Feather Restaurant, drove truck for Granstra Trucking and worked the concession stand at the local baseball diamond.

Gary enjoyed traveling to Arizona and Chicago to visit his children, and gardening. He was the president of the Garden Club in Sheldon and involved in the local Democratic Party. He was a member of the American Legion.

Those left to cherish his memories are his wife, Sandy; his son and daughter and their families; and many other family members and friends.



## IOWA DEPARTMENT OF TRANSPORTATION TROPHY CASE

### A celebrity in our midst



Kelly Sharp with the Office of Drivers Services competed in the 50-meter walk and shot put in this year's Special Olympics Iowa Summer Games held May 23 in Ames.

Kelly won a gold medal in the 50-meter walk and a silver medal for the shot put. All of his family, friends and his special lady, Laura, inspired Kelly to achieve and win in his events that day.

That same weekend Kelly was lucky to be interviewed by WOI-TV while at a Special Olympics fundraiser. The interview aired that night. May 12, Kelly and Rich Fellingham, CEO of Special Olympics Iowa, had the honor and privilege to be interviewed on WOI talk radio. "When I first heard the news about this, I was speechless. Words can't describe how I felt before and after the interview," said Kelly. Kelly says since he's on a roll, he'll next compete in softball and bowling.

In June, Kelly volunteered his time to help with Cop-on-Top in West Des Moines and the Arts Festival in Des Moines. Both events are fundraisers for Special Olympics.

Kelly has come a long way since he got involved with Special Olympics three year ago. From sports, speeches, volunteering, and everything in between, Kelly has strived and grabbed that brass ring!

### United Way honors DOTer Pagel

April 27 through May 3 was National Volunteer Week and a DOTer was honored with three others as being the "best and brightest" volunteers at this year's United Way volunteer recognition dinner. Honored were Mike Pagel, construction technician in Des Moines construction, along with non-DOTers Lou McDow, Kathy Foley and Jeanne Burnett.

The American Red Cross depends on the leadership and hard work of countless volunteers. They would like to thank Mike and all volunteers, and congratulate those honored at this year's United Way event.

### Manley retires from wrestling officiating in style



For 29 years Doug Manley, engineering technician senior in the District 3 Office, spent a good portion of his non-work time on a mat. Manley has been a premier high school wrestling official for nearly three decades, and retired in March after calling his 18th state tournament. At the awards

ceremony prior to the traditional Grand March before the Iowa High School State Wrestling Tournament finals, Manley, of Akron, was named wrestling official of the year.

### Logan's science fair



Logan Krier (pictured on the left), son of Heather Thompson in Communications, was selected to attend the Science and Technology Fair of Iowa in March. He is a seventh grader at Nevada Middle School, and participated in the local school science fair in February. Working with a partner, they built a kicking machine, to prove whether the size of the football would be a factor in how far a football was kicked, using the same force. They won a blue ribbon at the local level, which automatically qualified them for the state level. More than 170 high schools and middle schools were represented at this year's fair. While Logan and his partner were not successful at the state level, it was a great experience for them and everyone was very proud!

## Service Awards

Information supplied by the Office of Employee Services for August 2008

### 40 Years

**Judy Lett**, Driver Services

### 35 Years

**Joanne Bullis**, Motor Carrier Services; **Larry Lowden**, Greenfield garage; **John Mace**, Motor Vehicle Enforcement; **Joan Nyguard**, Right of Way; **Dennis Svoboda**, Cedar Rapids construction

### 30 Years

**Joanna Alexander**, Employee Services; **Dennis DeJager**, Rock Valley garage; **David Gates**, Independence garage; **Mark Homan**, New Hampton construction; **Rick Johnson**, Davenport maintenance; **Stanley Peterson**, Systems Planning; **Gary Sample**, Ottumwa garage

### 25 Years

**Antone Arrick**, Pacific Junction garage; **Linda Benson**, Design; **David Erenberger**, Oakdale garage; **James Fitzpatrick**, De Witt garage; **Terry Francis**, Motor Vehicle Enforcement; **Thomas McGinty**, Motor Vehicle Enforcement; **Curtis McIntosh**, Fairfield garage; **Johnny Mixdorf**, Charles City garage; **Randy Nickell**, Chariton garage; **Travis Nitcher**, Oakdale garage; **Timothy O'Brien**, District 2 maintenance; **Loren Reynolds**, Tipton garage; **Paul Varnum**, Information Technology Division; **Dawn Westrum**, Employee Services

### 20 Years

**Kim Christensen**, District 3 maintenance; **Tim Clark**, Charles City garage; **Joe Frederickson**, Oakdale garage; **Shelly LeFleur-Ostrom**, Vehicle Services; **Ronald Lindquist**, Ottumwa construction; **Timothy Nordholm**, Equipment Services; **Rex Peterson**, Adair garage; **Deanne Popp**, Local Systems; **Steve Rauen**, Dyersville garage; **Charles Scholl**, District 2 Office; **Mitchell Schwarz**, Denison garage; **Blake Tucker**, Albia garage; **James Webb**, District 5 Office

### 15 Year

**Vincent Ehlert**, District 4 Office; **Daniel Mead**, Charles City garage; **Linda Surber**, Maintenance

### 10 Years

**Beth Collins**, Document Services; **Penny Gordon**, Driver Services; **Jeff King**, Creston construction; **James Murray**, Creston construction; **Anthony Roark**, District 3 Office; **Cindy Weston**, Muscatine DL station

### 5 Years

**Kyle Bennett**, Design; **Michael Clement**, Transportation Data; **Brian Deaton**, Ames garage; **Cynthia Perry**, Clinton DL station; **Michael Rader**, Motor Vehicle Enforcement; **Kenneth Schwanke**, Motor Vehicle Enforcement; **Traci Sharr**, Des Moines DL station

## Personnel Updates

Information supplied by the Office of Employee Services for May 16 to June 12, 2008

### New hires

**Joseph Albright**, engineering technician senior, District 5 Office; **Eric Dowd**, communications technician 3, Information Technology Division; **Jeffrey Dybvik**, planning aide 1, Transportation Data; **Charles Goll**, highway technician associate, Williams garage; **Thomas Hamski**, transportation engineer intern, Design; **Carol Iske**, typist advanced, Driver Services; **David Kegy**, administrative assistant 2, Des Moines DL station; **Matthew Lund**, highway technician associate, Neola garage; **Randy Moser**, highway technician associate, Iowa Falls garage; **Ashley Roach**, architectural technician 1, Facilities Support; **Jill Rudloff**, environmental specialist senior, Location and Environment; **Joseph Snakenberg**, highway technician, Williamsburg garage

### Promotions

**Steve Gaulke**, from construction technician assistant to assistant soils party chief, Design; **Dale Harmon**, from construction technician senior, Mount Pleasant construction to engineering technician senior, District 5 Office; **Doug Hirsch**, from highway technician associate to highway technician, Dubuque garage; **Steven Lueck**, from highway technician associate to highway technician, Manchester garage; **Nichole Martens**, from driver's license clerk, Cedar Rapids DL station to driver's license examiner, Dubuque DL station; **Jon Mason**, from highway technician, Fairfield garage to highway technician senior, District 5 materials; **Tim McQuillen**, from highway technician associate to highway technician, Dubuque garage; **Chad Moser**, from highway technician associate to mechanic, Ames garage; **Tamara Nicholson**, from transportation planner 4, Modal Division to public service executive 4, Rail Transportation; **Steve Rauen**, from transportation technician associate to transportation technician, Dyersville garage; **Stacy Ryan**, from transportation engineer intern to transportation engineer, Design; **Mary Schaer**, from public service supervisor 3 to compliance officer 1, Driver Services; **Kevin Shirley**, from materials technician 3 to materials technician 4, Materials; **Paul Steier**, from motor vehicle investigator to motor vehicle commander of investigations, Motor Vehicle Division; **John Willenbring**, from highway technician associate to highway technician, Dyersville garage; **Daniel Wolf**, from equipment operator senior, Osceola garage to highway technician senior, Chariton construction

### Transfers

**Steven Bosshart**, bridge inspector 2, within Bridges and Structures; **Robert Cornelis**, design technician specialist, Design to Bridges and Structures; **Timothy Halbrook**, highway technician, from Bloomfield garage to Fairfield garage; **Russell Helle**, mechanic, Martensdale garage to highway technician, Osceola garage; **Fronzell Pankey**, materials technician 3, within Materials

### Retirements

**Richard Christensen**, materials technician 4, District 5 materials; **Larry Forney**, transportation engineer, Design; **Gary Haeffner**, highway technician associate, Donnellson garage

## Road Check 2008

The Iowa DOT's Office of Motor Vehicle Enforcement, Iowa State Patrol and Federal Motor Carrier Safety Administration participated in Road Check 2008 June 3-5. The Iowa agencies worked together as part of the 21st annual international truck and motor coach safety and security event consisting of 72 continuous hours of enforcement activity throughout Canada, Mexico and the United States.

Iowa DOT motor vehicle officers conducted more than 1,100 commercial driver/vehicle inspections at locations throughout the state on roadways identified as high-crash corridors. The inspections were done to determine driver and vehicle compliance with the federal motor carrier safety and hazardous materials regulations. From these inspections, 184 trucks with serious safety violations were taken out of service and not allowed to continue until they were repaired. Also, 122 drivers were taken out of service.



Top left: Motor Vehicle Officer Jason Maahs

# 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).

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**On the cover:** The corner of Rocky Shore Drive and U.S. 6 in Coralville/Iowa City. This road goes north from U.S. 6 and runs parallel to the Iowa River.

*It's not about the money*

# Worker safety targeted with new legislation

**B**ob Hubbard has been hit by a passing motorist four times while performing maintenance work on Iowa's highways. Hubbard, a highway technician associate in the Des Moines-north shop, hopes new legislation will help avoid a fifth incident.

Through visits to the Iowa DOT's maintenance facilities, Iowa DOT Director Nancy Richardson learned of many close calls where workers narrowly escaped injury. Iowa DOT Legislative Liaison Elizabeth Baird, Hubbard and Traffic and Safety Office Director Steve Gent, worked to craft legislation addressing the issue of speeding in road work zones in an effort to gain motorists' attention to the safety concern.

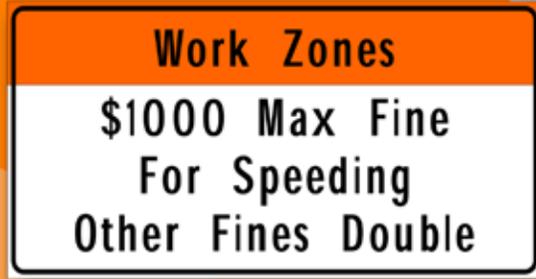
While the initial idea of the bill came from the Iowa DOT, the American Federation of State, County and Municipal Employees (AFSCME) Iowa Council 61, Associated General Contractors of Iowa (AGC) and Iowa Department of Public Safety (DPS) joined forces in support of the legislation. At a hearing on the legislation, Hubbard was able to tell his story to legislators. "I think Bob's testimony definitely gave the legislators an insider's view and made the safety aspect of the bill stand out. This isn't a bill about raising revenue, it's a bill to save the lives of workers and drivers," said Baird.

According to the Federal Highway Administration, over the last 10 years, the number of people killed in motor vehicle crashes annually in work zones has increased by 45 percent. Each year, more than 40,000 people are injured as a result of a motor vehicle crash in a work zone.

Rear-end collisions are the most prevalent type of work zone crashes. These types of crashes are often caused by motorists speeding through a work zone and not paying attention to what is going on around them. It is hoped that increased fines in work zones will lead to increased motorist attention to speed and safety in those areas.

Pursuant to current law, scheduled fines for moving traffic violations committed in a road work zone are doubled. Under the bill, doubled fines will continue to apply for moving violations other than speeding. The law applies to state, county and city public roads, and both public road workers and road workers employed by private contractors will benefit from the safety measure.

*The Iowa DOT will be replacing the existing "Fines Double In Construction Zones, Road Workers Give 'Em A Brake" signs currently located along state highways in Iowa with new signs, which are manufactured at the DOT's sign shop in Ames. A total of 243 signs will be installed: 84 located on interstates and expressways and 159 on the primary (two-lane) highways.*



*DOT Director Nancy Richardson is interviewed during the media event at the Sign Shop.*

***The new law, HF2651, which took effect July 1, increases the fines for speeding in a road work zone.***

- \$150 for up to 10 mph over the posted speed limit.
- \$300 for speeds from 11 through 20 mph over the posted speed limit.
- \$500 for speeds from 21 through 25 mph over the posted speed limit.
- \$1,000 for speeds in excess of 25 mph over the posted speed limit.



 **DOT**  
WEAR *etc.*

AUGUST 2008





**A. Adult T-Shirts**

Short sleeve - \$10  
 Long sleeve - \$13  
 50/50 premium weight.  
 Colors: Pink, Light Gray, White, Black, Red, Royal Blue, Navy Blue, Natural  
 Sizes: M-3XL

**B. Sweatshirts**

Crewneck - \$14  
 Hooded with front pocket - \$18  
 Hooded with zip front pocket - \$22  
 50/50 premium weight.  
 Colors: Black, Light Gray, Dark Gray, Red, Navy Blue, White, Royal Blue, Maroon  
 Sizes: M-3XL  
 (Maroon not available with zip front or in 3XL)

**C. Sueded Sweatshirt - \$26**

Embroidered logo, 9 oz. 78/22 cotton-polyester blend (soft material), rib knit collar, cuffs, waistband.  
 Colors: Navy Blue, Red, Black, Dark Gray  
 Sizes: S-4XL

**D. Polo Shirts**

Short Sleeve - \$20  
 Long Sleeve - \$24  
 Embroidered logo, pique, mesh knit, 100% cotton, button inset placket.  
 Colors: Dark Gray, Royal Blue, Navy Blue, Black, White, Red, Burgundy  
 Sizes: S-6XL

**E. Short or Long Sleeve Denim Shirts - \$22**

Embroidered logo, 7 oz. 100% cotton denim stone-washed shirt, button-down collar, two-button cuff, yoke back, men's has pocket.  
 Colors: Light Denim, Medium Denim, Dark Denim  
 Sizes: Men's -M-6X-L Tall sizes L-6XL  
 Ladies' - S-4XL Tall sizes L-4XL  
 (Add \$2 for all tall sizes)

**F. Golf Shirts**

Short Sleeve - \$16  
 Long Sleeve - \$18  
 Short sleeve (with or without pocket)  
 Long sleeve (no pocket)  
 Embroidered logo, 50/50 premium weight, two-button inset placket.  
 Colors: White, Red, Black, Royal Blue, Navy Blue  
 Sizes: S-3XL

**G. Short or Long Sleeve Dress Shirts - \$24**

Embroidered logo, twill shirt, 60/40 cotton/polyester blend, Teflon stain resistant. Button-down collar, two-button cuff, yoke back, men's has pocket.  
 Colors: Light Blue, Navy Blue, Bright Blue, Dark Blue, Charcoal, Maroon, Khaki, Black, White  
 Sizes: Men - S-4XL available in all colors. 4XL- 6XL and Tall not available in Charcoal or Dark Blue. Short Sleeve not available in Charcoal.  
**Tall sizes L-6XL**  
 Women - S-4XL, available only in Khaki, Navy Blue, Bright Blue, White, Black, Maroon, Light Blue  
 (Add \$2 for all tall sizes)

**H. Microfibre Windshirt - \$26**

Embroidered logo microfibre soft shell, wind/water repellent coating, taffeta lining, side pockets, v-neck design, pullover.  
 Colors: Navy Blue, Light Gray, Black, Burgundy  
 Sizes: S-6XL.

**I. Adult Shorts - \$14**

100% cotton, drawstring, side pockets.  
 Colors: Black, Dark Gray, Navy Blue  
 Sizes: M-2XL

**J. Sweatpants - \$12**

DOT logo printed on upper left leg  
 Elastic waistband with drawstring.  
 Colors: Black, Light Gray, Dark Gray, Navy Blue, Royal Blue, Red, White  
 Sizes: M-3XL (3XL not available in Royal Blue or Dark Gray)

**K. Nylon Pants - \$25**

Embroidered logo, 100% nylon outer-shell with polyester/cotton jersey lining, waistband with drawstring, leg zipper, elastic cuffs, pocket, back zipper pocket.  
 Colors: Royal Blue, Navy Blue, Black, Red  
 Sizes: S-4XL (S-waist 28-30, inseam 31; M-waist 32-34, inseam 32; L-waist 36-38, inseam 32; XL-waist 40-42, inseam 33; 2XL-waist 44-46, inseam 33½; 3XL-waist 48-50, inseam 34; 4XL-waist 52-54, inseam 34½.)

**L. Jersey Baseball Shirt - \$10**

Embroidered logo, 100% cotton, athletic Dark Gray body with ¾ length colored sleeve, colored collar trim, pull-over and label-free.  
 Colors: Dark Gray/ Red, Dark Gray/Black, Dark Gray/Navy Blue (Red not available in 2XL)  
 Sizes: M-2XL

**Add \$2 for 2XL, \$4 for 3XL, \$6 for 4XL, \$8 for 5XL, \$10 for 6XL.**



**M. Men's Colorado Timberline Jacket - \$32**  
Embroidered logo, Microfibre woven microfleece jacket, wind/water resistant, pockets, inside pocket, full zipper front, elastic cuffs and waist.  
Colors: Black/Black, Black/Dark Gray, Black/Red, Navy Blue/Navy Blue  
Sizes: M-6XL

**N. Microfleece Blanket - \$18**  
Embroidered logo, microfibre construction with heavyweight nylon stadium strap.  
Colors: Black, Red, Navy Blue, Light Blue  
Size measurements 50" x 60"

**O. Men's Heavyweight Hooded Work Jacket - \$48**  
Embroidered logo, heavy duty 100% cotton duck shell, water repellent finish, extended zipper pull, full front zipper, 2 front pockets, 3 inside chest pockets (cell phone pocket), heavyweight insulated quilted lining. Available in Tall Sizes.  
Colors: Black, Navy Blue, Red (Red not available in Tall size)  
Sizes: M-4XL, Tall sizes L-3XL (Add \$2 for Tall Size)

**P. Fleece Headband - \$8**  
Embroidered logo, soft fleece, easy fit.  
Colors: Red, Black, Navy Blue, Royal Blue

**Q. Fleece Scarf - \$10**  
Embroidered logo, soft fleece, heavyweight surge stitch on edges. (Length 50")  
Colors: Red, Black, Navy Blue, Royal Blue

**R. Men's Sport Shorts - \$18**  
Embroidered logo, woven microfibre material, durasoft fabric, scoop pockets, full cut shorts, mesh lining, concealed drawstring waist.  
Colors: Black, Royal Blue, Navy Blue, Red, White  
Sizes: M - 3XL

**S. Men's Bib Overall - \$55**  
Embroidered logo, heavy duty 100% cotton duck shell, water repellent finish, side leg zipper, adjustable leg snaps, full front zipper, 2 front pockets, reinforced knees, heavyweight insulation quilted lining.  
Colors: Black, Navy Blue  
Sizes: M-4XL

**New Items - Introductory Offer**

**T. Light-weight Sport Jacket, tailored fit - \$35**  
Embroidered logo, 65% polyester 35% cotton shell, full body mesh lining, water and wind resistant, 2" elastic waist/wrist cuff, inside pocket, stand up collar with lock drawstring, full zipper front.  
Colors: Navy Blue w/ Navy, Black w/ Black, Red w/ Navy collar, Stone w/ Navy collar, Black w/ Stone collar.  
Sizes: S- 6XL

**U. Heavy-weight Sport Jacket, tailored fit - \$45**  
Embroidered logo, 65% polyester 35% cotton shell, poly filled body heavyweight fleece lining, water and wind resistant, 2" elastic waist/wrist cuff, inside pocketful zipper front. Available in tall sizes.  
Colors: Black w/ Black collar, Maroon w/ Black collar, Red w/ Navy collar, Navy Blue w/ Gray collar, Royal Blue w/ Navy collar, Khaki w/ Black collar, Steel Gray w/ Black collar.  
Sizes: S - 6XL Tall Sizes: L - 4XL (Add \$2 for tall size)

**V. Ladies Sweat Outfit - \$40**  
Embroidered logo, 9 ounce 60/40 cotton/poly. Sweatshirt description - white across the top front and shoulders, hood, full zipper front, side pockets and drawstring. Sweatpants description - relaxed waistband, drawcord, open hem cuffs.  
Colors: Black, Light Gray, Navy Blue  
Sizes: S - 2XL (Jacket and pant sizes may be ordered separately)

**W. Ladies Fleece Jacket - \$25**  
Embroidered logo, tailored fit, two pockets, 8.4 oz medium weight. Available in tall sizes.  
Colors: Red, Black, Navy Blue, Pale Blue, Light Pink, Pear, Coral, Oatmeal.  
Sizes: S - 4XL, Tall Sizes: L - 4XL. (Add \$2 for tall size)

**X. Ladies Open Neck Blouse - \$25**  
Embroidered logo, 55/45 cotton/polyester, open neck, front and back darts for tailored fit, ¾ sleeves with fashion cuffs. Available in plus sizes 1X plus and 2X plus.  
Colors: Light Blue, White, Pale Pink, Mediterranean Blue, Light Stone, Black, Pale Yellow.  
Sizes: S - 2XL (Add \$2 for 1X plus, \$4 for 2X plus size)

**Add \$2 for 2XL, \$4 for 3XL, \$6 for 4XL, \$8 for 5XL, \$10 for 6XL.**