

JULY/AUGUST 2013 **INSIDE**



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Smarter, Simpler & Customer Driven – Iowa DOT revamps website to better serve our customers

The wealth of information available on the Iowa Department of Transportation’s website has been reorganized to make it easier for you to find what you need when you need it.

The website’s new structure is easier to navigate, requires fewer clicks to find the most sought-after information and highlights the online services available from the Iowa DOT 24 hours a day, seven days a week.

Since the 1990s, the Iowa DOT’s website has been loosely based on the agency’s divisional and office structure, which few outside the department know well. The new structure takes a more common sense approach.

Cherice Ogg, lead Iowa DOT web designer, said, “We really wanted the updated site to be focused on helping our customers be successful in finding information. To accomplish that, we used analytics from the past year and the website survey to determine the information most people searched for on our site. Using that information, we reorganized the site making the most-accessed information the easiest to find. We also changed the navigation to be more straightforward, simple and intuitive.”

The new website design also includes photos that highlight Iowa’s transportation system in a beautiful and artistic way. The photos will be switched up on a periodic basis to feature the variety of areas the DOT is involved in as well as reflect the changing seasons.

Ogg and the other three members of the Iowa DOT’s web team, Rick Murray, Mark Lane and Zhaia Mergen, worked with a steering committee made up of representatives from each division that included Director Paul Trombino, Operations and Finance Division Director Lee Wilkinson, Motor Vehicle Division Director Mark Lowe, Information Technology Division Director Barb Espeland, Performance and Technology Division Director John Selmer, Mark Hansen from the Office of Systems Planning, and Mike Jackson from the Office of Traffic Operations. The steering committee set a strategic vision for the new site using analytics, a web survey and divisional questionnaire.

From the vision, a plan was created that set goals, timeframes and performance measures for the redesign. To determine the new website structure, the web team created a structure and content plan. They took an inventory of the current content and organized each element by audience and topic. Combining this information with the analytics, they built the site highlighting the strengths that came from the research.

“We were a little surprised to see how highly users valued the A to Z index on the current site,” said Ogg. “They



also indicated that a consistent look on all pages and access to online services were important, so we made those items a priority on the redesigned site.”

The home page and first level pages have all been moved to the new structure, but there is more work to be done. Ogg said, “We are moving into a content management system and will be working with all DOT offices to move their specific content into the new web structure over the next several months. The site is always going to be a work in progress to make it as customer-friendly as possible, provide transparency and be accessible to everyone.”

The organization of the new site is quite different from what employees may be used to. Ogg and her team encourage employees to play with the site so they become comfortable with the new structure and can easily lead their customers to the content they need.

Some interesting analytics from the Web team research.

- Feb. 15, 2012 - Feb. 19, 2013
- 1,909,234 people visited iowadot.gov
- 8,654,255 page views
- Busiest day - Dec. 20, 2012 (blizzard) - 81,896 visits and 156,688 pageviews
- Average week day - 10,000 visits and 27,000 pageviews

Here's how our customers get to our website.

- 56.05 percent new visitors vs. 43.95 percent returning visitors
- 18 percent viewed iowadot.gov on a mobile device
- Of those, 50 percent viewed it on an Android device, 48 percent viewed it on an IOS (iPhone, iPad, iPod) device

Rielly joins Iowa Transportation Commission



Tom Rielly
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Term: May 24, 2013, to April 30, 2017

Rielly, a Democrat, owns Rielly Insurance & Financial Services

in Oskaloosa. He has been active in insurance and financial services since 1989.

A life-long resident of Oskaloosa and Mahaska County, Rielly graduated from Oskaloosa Senior High School in 1985 and obtained his bachelor's of arts in finance degree from Loras College in Dubuque in 1989.

He is currently active in several civic organizations, including Rotary Club; Knights of Columbus; BPOE Oskaloosa Elks Lodge #340; Sons of the American Legion; and the Oskaloosa Area Chamber and Development Group. He is also a former Junior Achievement instructor; Oskaloosa Jaycees president; and Mahaska County YMCA board member.

Rielly served as the mayor of Oskaloosa for four terms (1997-2004). He was elected to the Iowa State Senate in 2004, and served as a state senator for two terms from 2005 to 2012. While in the Senate, he was chairman of the Transportation Committee from 2007 to 2012. He also served on the Commerce Committee (vice chair); Agriculture Committee (vice chair); Economic Growth Committee; and Local Government Committee.

He is a 2000 graduate of the Iowa Association of Business and Industry's Leadership Iowa Program; 2005 graduate of the Emerging Political Leaders Program, Darden School of Business at the University of Virginia; and a two-time Iowa Association of General Contractors' legislator of the year.

Rielly met his wife, Mary, at Loras College. They married in 1990. In 1993, they moved back to Oskaloosa and raised their two daughters, Katie and Shawn, and two Boston terriers, Bean and Lucy.

Gov. Branstad tours U.S. 34 project

The U.S. 34 Missouri River connector project will create a high-speed, high-capacity corridor between Interstate 29 in Iowa and U.S. 75 in Nebraska, solving existing transportation deficiencies, and providing opportunities for economic development and new jobs. The project, which began in January 2012, is expected to be completed and open to traffic by fall 2014.



Gov. Branstad (left) and Iowa DOT Director Paul Trombino (right) toured the U.S. 34 project in June.

Iowa Gov. Terry Branstad, along with Iowa DOT Director Paul Trombino and others, recently toured the project that includes; rebuilding and realigning U.S. 34; constructing a new bridge across the Missouri River; and updating an interchange with I-29, which will open untapped development potential in southwest Iowa and the southern Omaha-Council Bluffs metropolitan area.

The new 3,276-foot long bridge will include shoulders to accommodate pedestrians and bicyclists, and provide a direct connection between I-29 and U.S. 75. The total project cost is \$96 million, with \$61.3 million of that being spent on the new bridge.

The U.S. 34 Missouri River connector will lessen heavy truck and commuter traffic from the Plattsmouth, Neb., toll bridge and downtown historic district, both of which are listed on the National Register of Historic Places. With the U.S. 34 Missouri River connector, traffic is projected to be reduced by 25 percent in downtown Plattsmouth for the 2030 horizon year. Removal of this traffic will alleviate vibration impacts on historic buildings, retain the historic character of the downtown district, and improve pedestrian and bicycle access. The U.S. 34 Missouri River connector will also reduce through traffic in downtown Bellevue and on the aging Bellevue toll bridge.

In addition to improving access for pedestrians and local traffic, removal of truck and commuter traffic from these downtown areas will improve safety, as well as benefit economic activity and preserve the traditional main street atmosphere in these communities.

I-80 safety innovation comes to fruition

Back in 1999, the cities of Iowa City and Coralville, along with Johnson County, proposed a concept for the beautification of the Interstate 80 corridor through the area. Included in their concept was an innovative idea to add a decorative element to the barrier rail.

At the time traditional construction costs would have been prohibitive and the Federal Highway Administration did not have guidance on the safety aspects of the changes that would have to be made. In 2002 the California DOT built eight test sites for this type of barrier and full crash test results were used to establish national guidelines.

While planning progressed updating and widening the I-80 corridor, Iowa DOTers, including former District 6 Engineer Dick Kautz and District 6 Planner Cathy Cutler, were meeting with the cities and county about the project. In 2005 and 2006, during the design phase, current District Engineer Jim Schnoebelen joined the conversation. By 2009 the cities and counties had hired a consultant to flesh out their initial ideas and the Iowa DOT was interested in working these ideas into the project.

Kimball Olson of the Office of Bridges and Structures was also on the design team. "Since the U.S. 71 project in the Iowa Great Lakes Region in the 1990s, the Iowa DOT has been committed to context-sensitive design. We are working with our clients, usually cities or counties, to incorporate their ideas into our highway designs. This may not seem like a big change for some, but it really pushed the boundaries of what we were used to doing in order to satisfy the needs of our customer."

These boundaries included slipform paving of the barrier rail. An aesthetic touch was added by including a colorant in the concrete mix. "This adds to the sustainability of the project," said Olson. "If the barrier is struck, the color goes all the way through the rail, so any minor ding or chip won't be as noticeable."

When the bid for the work was let, the cost estimates for slipform paving the 8 miles of barrier rail were 33 percent below that of cast-in-place, textured barrier rail. Olson said,



For this innovative project, concrete is poured into a specialized slipform.

"The cost savings using this process were tremendous. Even though we had not used this yet in Iowa, several other states have had success, so we were confident it would be successful here, too."

The slipform-paved barrier rail was completed in July and all initial testing has been very positive. Wayne Sunday from the Office of Construction was onsite the first day of construction. "I was very impressed by the process and the product. In some ways, it actually was better than the cast-in-place rail."

So the next time you're on I-80 in the Iowa City/Coralville area, pay attention to the details between the lanes of traffic. Not only do they look great, they are safe, met the needs of our customer, and saved money in the process.



The decorative imprint is pressed in using a roller with plastic sheeting to keep the concrete from sticking. The plastic is later removed.



Eight miles of barrier rail were installed in the Iowa City/Coralville area using the slipform paving technique.



The slipform barrier will be tied into barrier that was cast-in-place in the area.

MVE Officer Kinney participates in D.C. memorial

The presentation of our state and national flags by a uniformed color guard evokes many emotions for onlookers. Those emotions come from each individual's experiences. For Iowa DOT MVE Officer Terra Kinney, the emotion of one recent color guard experience will remain for a lifetime.

Kinney, the coordinator of the Iowa DOT's Office of Motor Vehicle Enforcement color guard, was recently assigned the duty of traveling to our nation's capital to participate in Police Week ceremonies related to the addition of an Iowa DOT officer's name to the National Law Enforcement Officers Memorial.

Officer Philip Adams was killed in 1973 after being struck by a car while attempting to flag down the driver of a semi-tractor trailer. This year, Adams' name was added with 320 other fallen officers on the national memorial. To honor Adams, Kinney was able to leave an MVE patch as a tribute near his name on the memorial.

Kinney's duties included participation in Police Week activities. She said, "May 15 of each year is Peace Officers Memorial Day and the week surrounding May 15 each year is designated as Police Week."

While in our nation's capital, Kinney was assigned duty in an honor cordon along the reflection pool of the memorial. "This was probably the most emotional time for me," she said. "The honor cordon was in place for all the survivors of the 321 fallen officers. Seeing all the children and spouses of the fallen was difficult. Some of the kids wore T-shirts honoring their parents. It was very special to be able to be there and honor these families."

Later that evening a candlelight vigil was held with honor guard members forming a backdrop for dignitaries who spoke to the survivors. The main speaker was Attorney General Eric Holder. During this ceremony, the names of all 321 officers being added to the memorial were read.

As part of the three days of duties, Kinney also stood vigil at the center medallion of the memorial. "The police officers involved watched over a wreath at the memorial in shifts until midnight May 14," she said. "The next day President Obama spoke to the group at a service at the United States Capitol. The names of the fallen were again read for the crowd."

Kinney said during her three days of duty in our nation's capital, she was able to share special moments with her husband. "My husband is a Madison County sheriff's deputy,"

she explained. "His classmate at the Iowa Law Enforcement Academy was killed in the line of duty in 2010 after leaving Iowa and taking a job in Arizona. We were able to find his name on the wall along with other officers from Iowa and pay our respects."



Officer Terra Kinney (right), her husband, Deputy Don Kinney (center) and Iowa State Patrol Sergeant Joe Ehler (left)

Details of the memorial

Designed by architect Davis Buckley, the memorial features a reflecting pool that is surrounded by walkways on a three-acre park on E Street. Along the walkways are walls that are inscribed with names of all the nation's law enforcement officers — federal, state and local — who have died in the line of duty. One entrance of the Judiciary Square Metro station is on the Memorial site. The memorial maintains a visitors' center and store where visitors can browse merchandise and learn more about the history of law enforcement and the fallen officers whose names are engraved on the memorial.

While the memorial sits on federal land, the monument was constructed and is maintained with private funds, not taxpayer dollars. The memorial is adjacent to the National Law Enforcement Museum. The memorial and museum are both projects of the National Law Enforcement Officers Memorial Fund.



Planning, Programming and Modal Division over the years

Since the Iowa Department of Transportation was formed in 1974 the functions of planning and programming transportation projects have resided in several different offices and divisions, as have the “modal” functions related to rail, public transit and aviation. Since 2008 these functions have been combined into the Planning, Programming and Modal Division, which includes the offices of Program Management, Systems Planning, Aviation, Public Transit and Rail Transportation.

Rail transportation begins our journey

Predating the organized planning of highways, the Iowa Railroad Commission was the governing body of all things rail from 1878 to 1937, when the commission was folded into the Iowa Highway Commission. The Railroad Transportation Division was located in Des Moines and moved to Ames in the early 1980s.



Dairy Train, 1913

About the same time the group moved from Des Moines to Ames, the Iowa Railway Finance Authority was established. This board was created to assist staff in evaluating loan applications from railroads, trying to encourage them to upgrade rather than abandon track. The railroad industry had recently been deregulated, and the railroads who, under regulation, were barred from abandoning unprofitable lines, were abandoning many miles of track because they couldn't afford to keep them in a safe condition.

In the mid-1980s the responsibilities for water transportation were brought to the Railroad Transportation Division and it became the Rail and Water Division. The division was in charge of overseeing the regulation of the railroads operating in Iowa, including hearing disputes over



Barge traffic on the Mississippi River is especially critical to shipping grain from Iowa.

abandonments, fences, blocked or private crossings, eminent domain, etc. As a result of a 1995 agency reorganization, the signal, surface and track inspection programs were transferred to the Maintenance Division. Rail regulation and assistance programs were assigned to the Office of Planning Services. The rail/highway construction segment moved to Office of Development Support. Responsibilities related to Iowa's navigable rivers were transferred to the Office of Policy and Legislative Services, and later to the Office of Systems Planning.



Freight rail is a vital link in the movement of all kinds of commodities in Iowa and beyond.

PPM Division history, continued on next page

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The Office of Rail Transportation was created in 2000, and all the rail-related duties and functions were brought back together as the newly created Modal Division.

The Office of Rail Transportation strives to maintain a safe rail system, encourage economic development, and support and strengthen Iowa's rail transportation system. The office administers several programs to accomplish these goals using a combination of state and federal funds.

The crossing safety program assists railroads and communities with grade crossing signal installations and improvements. Field personnel with special training inspect and enforce federal track safety regulations.

The Railroad Revolving Loan and Grant Program assists businesses in building spur tracks; upgrading, replacing or repairing existing track; and assists railroads with network improvements.

The railroad crossing surface program provides funding to rebuild crossing surfaces, through a cost sharing program with costs split by formula between the state, railroad and highway authority. Additionally, grade crossing surfaces on primary highways are rebuilt cooperatively with railroad and Iowa DOT personnel and equipment.



Iowa DOT track inspectors work with the railroads to ensure safety.

Public transit keeps people moving

Public transit has been serving Iowa since before statehood was achieved in 1846. Keelboats and paddle-wheelers carried passengers up and down the Mississippi River, stopping at towns along the Iowa territory. Stagecoaches carried passengers over land. In the early 1900s, horse-and mule-drawn streetcars traveled on iron tracks down city streets in Iowa's larger cities including Des Moines and Dubuque. Over time, most of Iowa's existing street railways were converted to electrified streetcar lines, and then to rubber-tired diesel buses.

Transit ridership hit a peak after World War II, as cities expanded geographically farther in subdivisions and suburbs. Through the 1950s and early 1960s, as private transit operators reduced service because of the growth in ownership of personal motor vehicles, communities acquired local bus systems and began public operations.



Specialized transit services provide much-needed mobility for many Iowans.



Stagecoaches were an early form of public transportation in Iowa.

The Iowa DOT advocated the establishment of multi-county regional transit systems in the late 1970s, which provide services in every corner of the state. Today, residents of all 99 Iowa counties can access public transit through 16 regional



Modern public transit provides service to all 99 Iowa counties.

PPM Division history, continued on next page

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public transit systems and 19 urban public transit systems. Over the past six years public transit ridership increased by 14.5 percent. Today more than 27 million rides each year are provided by Iowa public transit systems, representing nearly nine rides for each resident.

The Office of Public Transit advocates for and delivers services that support and promote a safe and comprehensive transit system in Iowa to enhance Iowa's access to opportunities and quality of life.

Taking to the skies

Iowa has a long and varied aviation history. Early pioneers such as Clyde Cessna, the Wright Brothers and Amelia Earhart called Iowa home in their childhood years. Aviation in Iowa can be traced back to the 1880s, when



Sioux City Flying Service Inc., 1948 (courtesy of Sioux Gateway Airport and Sioux City Public Museum)

balloons and glider flights graced the air. In 1910, just seven years after the first powered flight by the Wright brothers, the first powered flight took place in Iowa. The remainder of the 20th century witnessed the development of a mature air transportation system throughout Iowa and around the globe. From the development of airports and aviation services to the introduction of modern aircraft, Iowa has experienced significant increases in the utilization and safety of the air transportation system throughout the 20th century and into the 21st.

Airports in Iowa were developed under ownership and operational control of individuals, corporations, municipalities, and multijurisdictional governing bodies known as airport authorities. World War II was the impetus for aeronautical development in Iowa during the last half of the 20th century. Some early investments in Iowa airports were through the Works Progress Administration.

On the state level, three entities guided the development of aviation in Iowa. These included the Commission on Aeronautics from 1933 to 1945, the Iowa



Hot air ballooning is a popular form of recreation in Iowa.

Aeronautics Commission from 1945 to 1975, and the present-day Iowa DOT Office of Aviation.

Today, the Office of Aviation advocates for and delivers services that promote and enhance a healthy air transportation system in Iowa.

Planning for the future

When the Iowa State Highway Commission was formed in 1913 the focus was on moving away from adding to the 100,000 miles of "pioneer" roads and towards a state road system. The three-person highway commission was given control over county and township road officials that included 99 county engineers.

Getting Iowa out of the mud by paving 6,500 miles of state roads was the ISHC's focus beginning in 1919. This required in-depth mapping and planning to determine the appropriate location of a Primary Road System within Iowa's 99 counties. In 1917 and 1918 traffic counts were taken at 87 rural locations in 36 counties for a continuous period of seven days. These counts showed that the average traffic was 300 vehicles carrying 800 people per day. That was the beginning of a greatly expanded traffic count program that still exists today within the Office of Systems Planning.

By 1940 transportation planning centered around an ISHC recommendation that every town be provided with a dependable year-round road and every primary highway have a dustless surface. Narrow bridges were to be widened to not less than 24 feet, and attention given to elimination or protection of highway/railroad crossings. The cost of these proposals was estimated at \$116 million in 1940 dollars. If looked at in today's costs and funding cycles, it would require 16 years to complete.

PPM division history, continued on next page

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The 1950s and 1960s were extremely busy as ISHC planners prepared for construction of the interstate and freeway/expressway systems. In 1959 an urban department was established by the ISHC to plan for primary road extensions in cities and towns. In 1962 they began work on comprehensive plans for metropolitan cities with populations more than 50,000, as required by a Federal Aid Act. This planning is still required today.

The 1970s and 1980s were an exciting time for planners as the agency became multimodal. Iowa DOT planners were tasked with planning the future of railroads, waterways, public transit and aviation, as well as highways. Particularly interesting issues of this time included replacement of aging and outdated highways and bridges; longer and heavier trucks; deregulation of the airline, trucking and railroad industries; increased local urban transit ridership; a decline in intercity bus ridership and carriers; as well as bankruptcy and consolidation of railroads and abandonment of branchlines.

By the 1990s economic development was the driver for planning six major four-lane corridors that continue to highlight Iowa's excellent transportation system, which is a critical component for economic growth. Regional planning was also instituted to complement the metropolitan planning process that had been in effect since the early 1960s. Trail planning and development really started to gain momentum during this time and resulted in the foundation for many of the large regional trail systems that are in place today.

In the last decade, transportation trends related to planning included:

- Focusing on modernization of the existing system rather than expansion.
- Studying congestion impacts of increased population in and around metropolitan areas.
- Assisting local jurisdictions with decreasing population and are experiencing additional strain on already tight road budgets.
- Meeting the mobility needs of older drivers by improving the roadway, driving environment and expanding transportation options.
- Identifying and maintaining commuter routes, as more Iowans are driving farther to work.
- Ensuring mobility options by continuing to invest in all modes (aviation, bicycle and pedestrian facilities, highways, public transit, and passenger rail).]
- Funding challenges resulting from alternative fuels, increased fuel efficiency and changing driving patterns.

Future planning for the Iowa DOT will see a focus on:

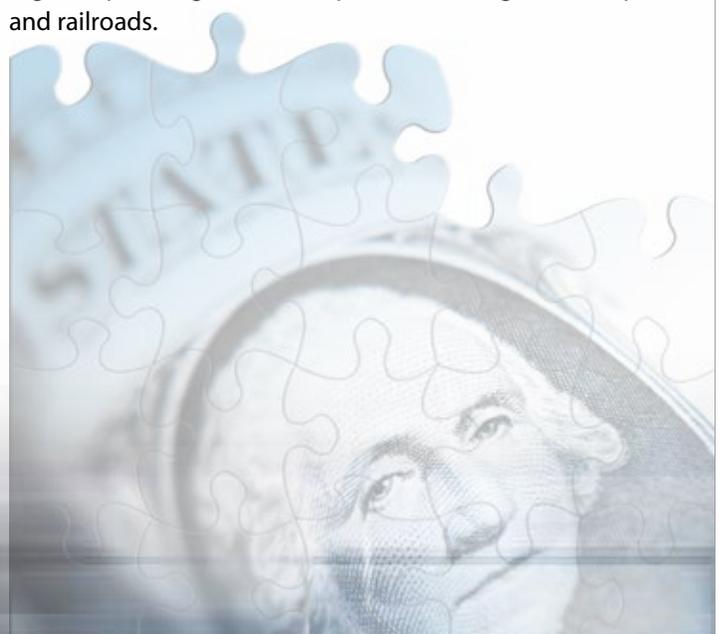
- Identifying new/additional financial resources.
- Establishing performance measures and targets to guide limited funding in a transparent manner.
- Increasing movement of freight, and the need to plan for its reliability, cost reduction and connection to all modes (highway, rail, water and aviation) serving Iowa.

The Office of Systems Planning is responsible for the preparation of comprehensive, intermodal and modal transportation system plans for the state. These plans are used as the basis for investments in Iowa's transportation system.

Investing in Iowa's transportation system

Building on the goals and objectives of Iowa's long-range transportation plan, the Office of Program Management is responsible for working with the Iowa Transportation Commission to develop a Five-Year Transportation Improvement Program. Utilizing extensive data analysis, management system tools, public input, and economic development considerations, a program is developed. The 2014-2018 Iowa Transportation Improvement Program included \$2.6 billion of investments for the Primary Road System alone. The challenge in the future is meeting the investment needs on the system in a time of flat or uncertain revenue at the state and federal level.

The Planning, Programming and Modal Division is well positioned to meet these challenges with a focus on an integrated multimodal transportation system supported in partnership with Iowa's metropolitan planning organizations, regional planning affiliations, public transit agencies, airports and railroads.





Kudos!

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

To: Mark Hansen, Systems Planning
From: Dan Garness, Michels Pipeline Construction, Rogers, Minn.

I set up utility locates all over the country and your group's website for Iowa is the best for drilling down to the county and township level maps. It is the most comprehensive and user friendly site I have ever used. Great job by all the staff that worked on this.

To: Iowa DOT website
From: Heather Johnson, Council Bluffs

I went to the Council Bluffs DL station recently to get my Iowa driver's license. I'm from Nebraska, but recently moved to Iowa. The staff was friendly and efficient and lines moved smoothly. I have never encountered a nicer bunch of people in a government office. I actually thought it would be a neat place to work. I am a full-time administrative assistant for a construction company in Omaha, but because of the spectacular service I saw at the driver's license station I am actually going to be watching for posted jobs for the Iowa DOT. Anyway, I wanted to congratulate the Iowa DL station in Council Bluffs for quick and fast service and not even looking at the clock as 5 p.m. rolled around. Thank you for a great experience.

To: Kim Snook, Iowa DOT Office of Driver Services
From: Mayank K Kothari, M.D., Urbandale

This is merely a note of my personal appreciation to the Iowa DOT and its many fine, cordial, and helpful employees at the Iowa DOT offices. Your employees are thoroughly helpful when contacted by phone, and they are very helpful and knowledgeable in person at your impressive offices well run without any excessive time frame.

It has been my pleasure to accompany friends to your Ankeny driver's license station, where we were received cordially, the seating was comfortable, and waiting was minimum.

We wish you the best in your mandate to keep Iowa roadways safe and most importantly to make sure of the proper notices posted at and near all construction projects because we feel that motorcyclists need a little bit of extra care in these critical places, indeed.

To: Josh Halterman, Motor Vehicle Division
From: Tom Ling, Mills County

At a little after midnight, Saturday, June 1, Mills County Deputy Josh England was en route to assist Pottawattamie County law enforcement in pursuit of a motorcycle. While traveling down Gaston Avenue in Mills County, a deer ran out in front of Deputy England's vehicle. After striking the deer, England's airbag deployed causing him to enter a ditch. Even though he was injured in the crash, England remembered the training you provided, that was to hit the F11 Key on his computer to signal "officer needs assistance."

The Dispatch Staff at Mills County looked up on the MACH Screen at the same time that Deputy England called out on the radio. He knew what street he was on but not his exact location. The "officer needs assistance" indicator gave the dispatchers the approximate location and help was sent.

Luckily, England was not seriously injured, but without the MACH system and the training you provided, I am confident that the end result may have been different.

(Editor's note: MACH is an innovative internet communications architecture that allows public safety agencies to share information for facilitating cooperation and organization during everyday activities and emergency situations.)

To: Shawn Havick and Jim Bane, District 4 maintenance
From: Rod Nelsen, Iowa Department of Natural Resources

I want to personally thank your Adair maintenance crew for rearranging your work schedules, lining up equipment and labor, and physically being on-site to repair our entrance road that partially collapsed due to a worn-out culvert. Your crew's actions to assist us with the park closure enabled us to remove our campers safely. Your decisions and your crew's hard work made it possible for us to reopen for the weekend. We do not work often enough together but when we do, we should also thank you as well. Please pass along our gratitude to all who assisted with this project.

(Editor's note: The entrance to Springbrook State Park had to be closed and an emergency repair made to the culvert under the road on a Friday night. The Iowa DOT's Adair maintenance garage staff assisted with the issue.)

Family happenings

District 2 Paige Merrill



Vicki Dumdei, District 2 engineer, retired June 28 after 29 years of service. She was honored with a retirement farewell cake at her last District 2 staff meeting.

Operations and Finance Division Sheri Anderson

Friends at DOT,

Thank you for the gifts and contributions on my retirement. They are greatly appreciated.

As much as I love retirement, I have to admit I miss the hustle and bustle of my job. The Iowa DOT is a great place to work. I will always remember you and your families in my thoughts and prayers and hope you will do the same for me and my family. May God bless you and keep you safe.

Best wishes,
Lee Hammer

Design LaDana Sogard

John Bennett, assistant survey party chief, and his wife, Denise Hanna-Bennett, would like to thank John's co-workers in Design for their support during Denise's illness. She was diagnosed with stage 4 glioblastoma in April and has been undergoing treatment, including brain surgery, chemotherapy and radiation. To find out more about Denise's situation or to leave a message of support for the family, go to www.caringbridge.org and search for Denise Hanna-Bennett.

In memory

Clint Zieman, 78, died June 21 at a Sioux City hospital. Zieman began his employment with the Iowa State Highway Commission in March 1957, when he was hired as an engineering aide 5 assigned to the Sioux City construction residency. He was on military leave from June 1957 through July 1959, and then returned to his previous position with the Sioux City residency. Zieman's position was reallocated in July 1969, to construction technician 1. In March 1970, he was promoted to construction technician 2. In April 1981, Zieman was promoted to district construction technician at the District 3 Office. His classification title was changed in October 1989, to senior engineering technician. He retired from this position in April 2012.

Zieman was a native of Bridgewater, S.D. He attended college at South Dakota School of Mines and Technology where he majored in civil engineering. Zeiman was a huge fan of the Green Bay Packers and Boston Red Sox. He was also a loyal supporter of the Sioux City Explorers baseball team.

Karen Lea Scott Johnson, 76, of Ankeny and formerly of Ames, died Tuesday, May 28, at Mercy Medical Center in Des Moines. Johnson was born Sept. 8, 1936, in Des Moines. She was the daughter of Dale and Helen Bisher Scott. She graduated from Maxwell High School in 1954 and married Robert Johnson June 12, 1954, in Maxwell. Johnson worked as a secretary for the DOT, retiring in 2000. She is most remembered as being a foster mother to many children for more than 25 years. She also received the Governor's Award for Volunteerism.

Johnson is survived by her husband, Bob, of Ankeny; a daughter, Terry Jenkins of Port Washington, Wis.; sons, Michael Dennis (Donna) Johnson of Aurora, Colo., Stephen (Diane) Johnson of Port Washington, Wis., and Michael Jon (Anita) Johnson of Portsmouth, Iowa; eight grandchildren; eight great-grandchildren; two foster grandchildren; a sister; a brother; and numerous nieces and nephews.



Randy R. Williams, 64, died May 30. He was an equipment operator and then a highway technician associate in the Avoca garage from 1985 to 2009.

Survivors include his wife, Judy of Avoca; children Michael Williams of Avoca, Tena (Aaron) Massey of Underwood and Jessica Williams of Des Moines; four grandchildren; his father and two brothers.



John D. Tebrinke, age 73, of Red Oak, Iowa, passed away Tuesday, June 18, at the Nebraska Methodist Hospital in Omaha, Neb. Tebrinke was born Nov. 18, 1939, in Kimball, Neb.,

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In Memory, continued on from previous page

the son of Bernice and Vera (McHenry) Tebrinke. He graduated from Red Oak High School in 1957 and attended aeronautical school in Kansas City before entering the United State Air Force. He returned to Red Oak in 1962 when he started working for the Iowa State Highway Commission. He retired as a construction technician 3 in 1994.

Tebrinke married Nan Stilwell March 31, 1973, in Maryville, Mo. They lived all of their married life in Red Oak. John was a member of the First United Methodist Church where he loved to sing in the choir. He was a YMCA member for many years and was instrumental in getting the YMCA started in Red Oak. Tebrinke loved music, theater, hunting and fishing, and never missed a sporting event.

Survivors include his wife, Nan Tebrinke of Red Oak; daughter, Lisa Tebrinke of Indianapolis, Ind.; son, Aaron (Corinda Launer) Tebrinke of Beardstown, Ill.; three sisters and brothers-in-law; one brother and many other relatives and friends.



Douglas Craig Foster, 62, of North Liberty passed away at his home Monday, June 24, surrounded by family. Foster was born July 29, 1950, to Harry Joe and Loretta Mae (Duskin) Foster in Council Bluffs. On Feb. 14, 1971, he married Susan Tessman in Audubon. Foster worked for the Iowa DOT for 35 years before retiring in 2005. His hobbies included fishing and hunting. He loved his family and especially enjoyed spending time with his kids and grandkids. He will be missed by all who knew and loved him.

Foster is survived by his wife Susan; daughter, Traci (Chad) Wood of North Liberty; son, Jason (Jody) Foster of

Harris, Minn; three grandchildren; three brothers; many nieces and nephews.



William (Bill) Arthur Nelson, 75, of Ames, died June 21, 2013, at Bethany Manor in Story City after a seven-year struggle with prostate cancer. Nelson was born April 17, 1938, at his family homestead near Rutland, N.D., to Ole and Leona (Buetow) Nelson, and was the second of six children. He attended Rutland Consolidated School, and then Forman High School, graduating in 1957. His father passed away when Bill was nine years old, and his mother was hospitalized with respiratory illness during much of his childhood.

Though these circumstances created personal and financial hardship for the family, Nelson was determined to continue his education. He attended North Dakota State School of Science, in Wahpeton, N.D., for two years, then transferred to North Dakota State University in Fargo, where he graduated with a bachelor's degree in civil engineering in 1961. After graduation, he moved to Ames. He worked at the Iowa DOT as an engineer until he retired in 2000.

Nelson was a lifelong Lutheran. After moving to Ames, he participated in events at the University Lutheran Student Center, where he met Kay Rutenbeck, a chemist at Ames Lab. They became active members of Bethesda Lutheran Church in Ames. Nelson married Kay on Dec. 14, 1963, and had two children. In his spare time, Nelson liked to garden and to travel. He especially enjoyed traveling to visit relatives and to attend Christian camps and conferences. After retirement, he volunteered at the food pantry at his church.

He is survived by his wife, Kay of Ames; two daughters, Lori Nelson, of Iowa City, and Kari Clore, of Cincinnati, Ohio; one grandson; five siblings; and many nieces and nephews.



Melvin Keith Tesch, Jr. 63, died June 30. Tesch was born March 27, 1950, to Melvin Karl and Dorothy (Dobbertin/Haht) Tesch on the family farm northwest of Paullina, where he spent his childhood. After confirmation in Germantown, and graduation from Paullina High School in 1968, he spent time in Estherville, where he met his future wife before settling in Spencer.

Tesch and Macrina Jean Currans wed April 20, 1974. They welcomed their only child, Nathan, Jan. 26, 1978. In November 1981 Tesch joined the Iowa DOT as an equipment operator in the Spencer garage, where he worked until his retirement in 2008.

He was best defined by his passion for service to others through volunteering. Tesch was with Spencer Fire Department 31 years, joining in September 1982, and serving until the end. Along the way he also served in the American Federation of State County and Municipal Employees leadership advocating for employee rights, as Cub Scout leader, Little League baseball coach, Little League board of directors, local politics, and countless instances of helping his friends and neighbors when he was needed.

Survivors include his wife, Macrina of Spencer; son, Nathan (Marla) Tesch of Rosemount, Minn.; father, Melvin of Paullina; one granddaughter; two sisters; two brothers; and 20 nieces and nephews, all of whom he treasured dearly.

Small team equals big results for Food Bank of Iowa



(From left) Carol Iske, Iowa DOT; Carey Miller, Food Bank of Iowa; Diane Martin, Iowa DOT.

On June 24 the Motor Vehicle Division's All-For-One team in Ankeny was proud to present the Food Bank of Iowa with a check for \$2,141. This money will assist Food Bank of Iowa in keeping up with the ever-increasing need to feed hungry families in central Iowa. Did you know that one dollar equals 4.5 meals? This donation provided 9,634.5 meals!

These efforts wouldn't be as successful without the generous support of the MVD employees that donate and participate for each fundraiser. Because there are only approximately 165 people who work out of the Ankeny building, this is quite a feat! The money raised came from the fundraisers listed below.

February

Bake sale	\$165
Flower sale	\$192

March

Snack attack lunch	\$420
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April

Potato bar lunch	\$364
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May

May baskets	\$485
-------------	-------

June

Sub and salad lunch	\$515
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Iowa Health System's hospice program was also supported. Leftover sub sandwiches and salads were donated to them to feed families who don't want to leave their loved ones in their last hours of life.

The MVD team is captained by Carol Iske from the Office of Vehicle and Motor Carrier Services. Other team members include Diane Martin and Sonya Willis, Driver Services; and Pat Harmeyer, Motor Vehicle Administration.

Iowa DOT 100th anniversary lecture series



Check out these Iowa DOT history presentations given by Leighton Christiansen, Iowa State University transportation librarian.

Tuesday, Aug. 6, 2:30 p.m.

Atlantic Public Library
507 Poplar St.

Thursday, Aug. 15, 5:30 p.m.

2013 Mid-Continent Transportation Research Symposium
Ames Gateway Hotel and Conference Center
2100 Green Hills Drive in Ames

Monday, Aug. 19, noon

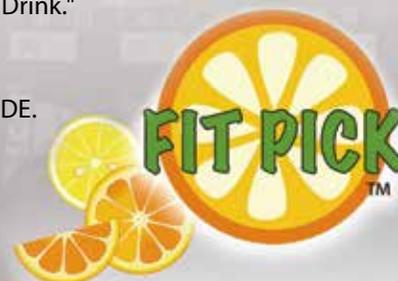
Rastrelli's Restaurant, Tuscany Room
258 Main Ave. in Clinton



Vending machine changes

Trying to eat healthier but that 2 p.m. snack from the vending machine is calling your name? A pilot project in the vending machines in Cafe' 800 and the North Annex now provide healthier "Fit Pick" options in 30 percent of the slots. The beverage machines in these locations are also being reconfigured and marked to help you "Rethink Your Drink."

Watch for more details in upcoming editions of INSIDE.



How to read a packaged food nutrition label

Serving size: This section is the basis for determining number of calories, amount of each nutrient, and percentage of daily values of a food. Use it to compare a serving size to how much you actually eat. Serving sizes are given in familiar units, such as cups or pieces, followed by the metric amount.

Number of calories: If you want to manage your weight (lose, gain or maintain), this section is especially helpful. The amount of calories is listed on the left side. The right side shows how many calories in one serving come from fat. In the example to the right, there are 250 calories, 110 of which come from fat. The key is to balance the amount of calories you eat with the number of calories your body uses. Remember that a product that's fat free isn't necessarily calorie free.

Limit these nutrients: Eating too much total fat (including saturated fat and trans fat), cholesterol or sodium may increase your risk of certain chronic diseases, some cancers and high blood pressure. The goal is to stay below 100 percent daily values for each of these nutrients per day.

Get enough of these nutrients: Americans often don't get enough dietary fiber, vitamin A, vitamin C, calcium and iron in their diets. Eating enough of these nutrients may improve your health and help reduce the risk of some diseases and conditions.

Percent daily value (DV): This section tells you whether the nutrients (total fat, sodium, dietary fiber, etc.) in one serving of food contribute a little or a lot to your total daily diet. The percent DVs are based on a 2,000-calorie diet. Each listed nutrient is based on 100 percent of the recommended amounts for that nutrient. For example, 18 percent for total fat means that one serving furnishes 18 percent of the total amount of fat that you could eat in one day and stay within public health recommendations. Use the quick guide to percent DV (5 percent DV or less is low and 20 percent DV or more is high).

Footnote with daily values: The footnote provides important information about the DVs for nutrients, including fats, sodium and fiber. The DVs are listed based on people who eat 2,000 or 2,500 calories each day. The amounts for total fat, saturated fat, cholesterol and sodium are maximum amounts. That means you should try to stay below the amounts listed.

Information adapted from the U.S. Food and Drug Administration



Nutrition Facts

Serving Size 1/2 cup (114g)
Servings Per Container 4

Amount Per Serving			
Calories 90	Calories from Fat 30		
		% Daily Value*	
Total Fat 3g			5%
Saturated Fat 0g			0%
Cholesterol 0mg			0%
Sodium 300mg			13%
Total Carbohydrate 13g			4%
Dietary Fiber 3g			12%
Sugars 3g			
Protein 3g			
Vitamin A 270%	•	Vitamin C 10%	
Calcium 2%	•	Iron 4%	

*Percent Daily Values are based on a 2,000 calorie diet. Your daily values may be higher or lower depending on your calorie needs:

		Calories	2,000	2,500
Total Fat	Less than		65g	80g
Sat Fat	Less than		20g	30g
Cholesterol	Less than		300mg	300mg
Sodium	Less than		2,400mg	2,400mg
Total Carbohydrate			300g	375g
Dietary Fiber			25g	30g



HyVee.

Nutrition Notes

with Amy Clark



Vacation healthy eating how-tos

Have you been tempted to abandon your healthy eating pattern while on vacation? Vacation is a time where routines are broken and people unwind, rejuvenate and try new things. It's also a time where many people put a healthy lifestyle on hold. If you want to maintain a healthy lifestyle during your next vacation, try these tips.

Include scheduled meals and snacks in your vacation itinerary. Just as you might plan an itinerary for sight-seeing, pampering, relaxation and entertainment while on vacation, think about an eating itinerary. With vacations offering endless opportunities to eat, meal planning can help reduce the likelihood of veering off your healthy eating plan. Strive to maintain a regular meal pattern by scheduling your activities around three meals. If it becomes difficult to schedule three meals a day, try planning smaller meals or snacks. Incorporation of snacks will help to avoid getting overly hungry and will prevent you from overeating at mealtimes. Pack these nutritious snacks for your next vacation.

Pack a cooler with these healthy snacks:

- String cheese.
- Light yogurt or yogurt tubes.
- Lean deli meat.
- Skim and 1 percent milk in single-serve containers.
- Baby carrots or carrot chips.
- Grape tomatoes.
- Plums, nectarines, grapes, apples or strawberries.
- Water.

Pack a reusable bag with these healthy snacks:

- Whole grain crackers.
- Pretzels.
- Soy crisps or baked chips.
- Peanuts, almonds or soy nuts.
- Fruit cups with no added sugar.
- Minibags of microwave popcorn.
- Fiber or cereal bars.

Research destination or area restaurant menu options and order smart. Many restaurants offer menus online which can help you prepare ahead of time for your food choices. If you choose a dinner dish higher in calories, eat a lighter breakfast and lunch, but don't skip meals. Indulge in the good food by loading up on dishes that are packed with steamed vegetables, whole grains and lean meats, poultry or seafood. Don't be afraid to make a special request. Ask for low-fat dressings, substitute a baked potato or salad for fries, order a sandwich made without cheese, or request gravy on the side. These small changes will help keep you on track. And remember, the trick to enjoying high-calorie foods is to choose small portions!

Use hunger cues to recognize when and how much you need to eat. Try eating with your mind and not your eyes. Ask yourself if you are truly hungry before making a food decision. Signs of hunger include hunger pangs, decreased energy, trouble concentrating, lightheadedness, headache and irritability. Don't let what is left on your plate determine your fullness - chances are the portions you've been served are double what you need! Consider asking for a half order, or split a meal with a friend or family member. Drink at least two glasses of water or enjoy a salad with low-fat dressing before the meal to help you get full. As always, chew your food slowly and enjoy what you are eating.

Offset eating excursions with physical activity. Whether you are at the beach, museum or theme park, walking can easily be incorporated into your day. Many hotels have a pool or fitness facility, so pack a swim suit and exercise clothing. Try new adventures such as hiking, mountain climbing or kayaking. Remember - the more calories you burn, the more you earn!

Remember that vacation only lasts a week or two, so don't worry too much. If you follow a healthful meal plan during the rest of the year, you can "afford" to relax and enjoy your favorite treats.

The information is not intended as medical advice. Please consult a medical professional for individual advice.





IOWA DEPARTMENT OF TRANSPORTATION TROPHY CASE

Professional

Perpetual pavement award



The Asphalt Pavement Alliance (APA) recently awarded the Iowa DOT a 2012 Perpetual Pavement Award for a 3.5-mile section of northbound lanes of U.S. 151 in Linn County.

To be a candidate for this award the pavement must be at least 35 years old and must demonstrate characteristics expected from long-

life asphalt pavements: excellence in design, quality in construction and value to the traveling public. Engineers at the National Center for Asphalt Technology (NCAT) evaluated the nominations and a panel of industry experts validated the winners.

The winning pavement extends from milepost 30.12 to milepost 33.6 northbound. When it was opened in 1966 the average daily traffic count was approximately 3,350 vehicles, with 11 percent trucks. Since that time, traffic usage has increased nearly 500 percent. Today it handles 16,500 vehicles, with 12 percent trucks. Iowa DOT estimates that the road has withstood approximately 10 million equivalent single axle loads since its construction.

This section of U.S. 151 was built with a soil-aggregate subbase, followed by a 9-inch asphalt-treated base course and a 4.5-inch asphalt surface course. The roadway was widened and overlaid with 3 inches of asphalt surface in 1991 as it became a major feeder route in the Cedar Rapids-Iowa City area. Iowa DOT milled 2.5 inches from the road in 2011 and overlaid it with 4 inches of asphalt mix.

"It takes a combination of factors to make pavements last like this one has," said Scott Schram, Iowa DOT bituminous engineer. "The contractor who built the road used exceptionally good materials and exceptionally good workmanship, and Iowa DOT has done an excellent job of maintaining it."

"This award is a tribute to the partnerships in the paving industry in Iowa," said Greg Mulder, director of the Office of Construction and Materials for the Iowa DOT. "I believe that Iowa DOT staff have worked diligently with suppliers and contractors to produce the highest quality materials and to use the latest construction techniques to achieve the best performance possible for the pavements in Iowa."

Michael J. Kvach, executive director of the Asphalt Pavement Alliance, said, "One of the keys to sustainability is long life. Asphalt roads can be engineered to last indefinitely, with only routine maintenance and periodic surface renewal. The advantages of these perpetual pavements are significant. Lifecycle costs are lower because deep pavement repairs and reconstruction are avoided. User delays are reduced because minor surface rehabilitation requires shorter work windows and can avoid peak traffic hours. And the environment benefits because minimal rehabilitation, combined with recycling any materials that are removed from the pavement surface, reduces the amount of material resources used over the pavement's life."

As a winner of a 2012 Perpetual Pavement Award, Iowa DOT received an engraved crystal obelisk to be displayed in Ames. The Iowa DOT will also be added to a permanent plaque that is kept at NCAT in Auburn, Ala.





IOWA DEPARTMENT OF TRANSPORTATION TROPHY CASE

Kennerly honored by AASHTO

Michael J. Kennerly, director of the Iowa DOT's Office of Design, was recently honored by the American Association of State Highway and Transportation Officials' (AASHTO) Subcommittee on Design with its 2013 National Award. Each year the Subcommittee on Design presents four regional awards and one national award for outstanding service to the subcommittee. The criteria for the awards states that the award "may be bestowed annually by each region of the subcommittee to a member of the subcommittee or one of its technical committees deserving recognition for outstanding achievement in the field of highway and transportation design. The recipient's qualifying work should be based on AASHTO-related work or work of such extent that it would be recognizably known and outstanding to the subcommittee as a whole during the preceding year(s). Consideration should be given to those who have made significant contributions to the design field with an emphasis on quality, originality or response to an important problem or issue."

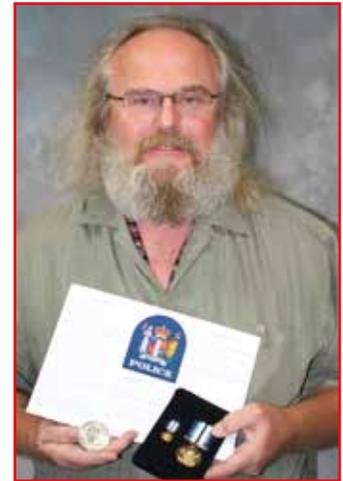


Kennerly said the award was a great honor and a humbling experience. He accepted the award in honor of all those who have assisted him throughout his 30-year career at the Iowa DOT. In addition to various roles on the subcommittee, Kennerly has served on AASHTO's Project Delivery Joint Technical Committee and was part of the advisory group that helped plan the Extreme Weather Event Symposium recently held in Washington, D.C.

Personal

Eggers receives belated medal from New Zealand

After nearly 34 years, Erich Eggers, communications technician 2, received a long-overdue honor from the government of New Zealand. In November 1979 Eggers was in the United States Navy when Air New Zealand flight 901 crashed into a mountain in Antarctica. Eggers' unit was stationed nearby and assisted with the rescue.



Since the crash other members of Eggers' unit have been honored, but he was overlooked because of a spelling error in his name. Once the error was found and corrected, the government of New Zealand was quick to rectify the oversight. They invited Eggers and his family to their embassy in Washington, D.C., to meet the Right Honorable Mike Moore, New Zealand's ambassador to the United States, the head of the New Zealand Defence Force, other embassy staff and representatives from the U.S. Navy.

Eggers was awarded the New Zealand Special Service Medal (Erebus), a silver medal from the NZ police and a coat of arms. He said, "It was a very touching and emotional event. I'm very honored and humbled by the whole thing."

About the New Zealand Special Service Medal (Erebus)

The NZSSM (Erebus) was instituted in November 2006 to recognize the service of those New Zealanders, and citizens of the United States of America and other countries, who were involved with the extremely difficult, very unpleasant and hazardous "Operation Overdue." The work included body recovery, crash investigation and victim identification. Operation Overdue was mounted by the New Zealand police following the crash of Air New Zealand DC-10-30 ZK-NZP Flight TE901 on the north slope of Mount Erebus, Ross Island, Antarctica, on Nov. 28, 1979, with the loss of all 257 passengers and crew. To find out more about the crash: https://en.wikipedia.org/wiki/Air_New_Zealand_Flight_901.

Personnel updates

Information supplied by the Office of Employee Services for April 26 to June 20, 2013.

New hires

David Anderson, highway technician associate, Ames maintenance; **Robert Deane**, facilities maintenance coordinator, Support Services; **Noah Diekhuis**, highway technician associate, Ames maintenance; **Nicole Hale**, secretary 1, District 3 Office; **Duane Hartman**, driver's license clerk senior, Driver Services; **Laurie Hoing**, purchasing agent 3, Finance; **Benjamin Hucker**, transportation engineer intern, Manchester construction; **Danean Johnson**, driver's license clerk, Driver Services; **Michael Kozak**, facilities maintenance coordinator, Support Services; **Tamra Mullen**, clerk advanced, Driver Services; **Joshua Pearson**, mechanic, repair shop; **Miranda Rogers**, clerk-specialist, Driver Services; **Mark Smith**, mechanic, District 4 Office; **Trevor Sowden**, highway technician associate, Ames maintenance; **William Sutfin**, highway technician associate, Ames maintenance; **Debra Taylor**, administrative assistant 2, Motor Vehicle Division; **Shawn Von Stein**, highway technician associate, Ames maintenance

Promotions

Annette Dunn, from executive officer 2, Maintenance to public service executive 5, Support Services; **Steven Forbes**, from highway technician associate, Missouri Valley garage to highway technician senior, District 4 materials; **Roy Guyer**, from highway technician, Atlantic garage to materials fabrication inspector 1, District 4 materials; **Loran Hackman**, from motor vehicle officer to motor vehicle investigator, Motor Vehicle Enforcement; **Dawn Hansen**, from secretary 1, Cedar Rapids maintenance to executive officer 1, District 6 Office; **John Hart**, from transportation engineer specialist, District 1 Office to senior transportation engineer, Maintenance; **Andrea Henry**, from information specialist 2 to public service executive 4, Strategic Communications; **Steven Jiras**, from highway technician, Coralville garage to highway technician associate, Williamsburg garage; **Michael Lauzon**, from materials technician 4, Materials, to purchasing agent 3, Support Services; **Marcus McClannahan**, from driver's license clerk senior to driver's license examiner, Des Moines DL station; **Tim McQuillen**, from highway technician, Dubuque garage to construction technician, Manchester construction; **Kathrine Miller**, from materials fabrication inspector 1, District 2 materials to materials technician 4, District 6 materials; **Michael Murray**, from construction technician to construction technician senior, Sioux City construction; **Wesley Musgrove**, from transportation engineer administrator, District 1 Office to transportation engineer executive, Contracts; **Scott Reed**, highway technician, Carlisle garage to highway technician associate, Dubuque garage; **Jennie Retke**, from architectural technician 1 to architectural technician 2, Support Services; **Steven Stonehocker**, from driver's license examiner to administrative assistant 2, Des Moines DL station; **Lonnie Wessley**, mechanic, from Coralville garage to Tipton garage

Transfers

Keyen Davis, highway technician associate, from Altoona garage to Carlisle garage; **Daniel Grauerholz**, highway technician, from Osage garage to Boone garage; **Patrick Ketchum**, from highway technician senior to bridge inspector 2, District 4 bridge crew; **Matthew Mousel**, highway technician, within Sioux City-Hamilton garage; **Angela Nepereny**, driver's license clerk senior, from Des Moines DL station to Ames DL station; **Melanie Pilgrim**, secretary 2, from Highway Division Bureau to Support Services

Retirements

Kirk Authier, motor vehicle sergeant, Motor Vehicle Enforcement; **William Austin**, construction technician, Manchester construction; **Randy Barnhardt**, equipment operator senior, Pocahontas garage; **Jerry Giebelstein**, purchasing agent 3, Finance; **Leon Hammer**, public service executive 5, Support Services; **Donald Herdliska**, highway maintenance supervisor, Clarinda garage; **Jody Johnson**, executive officer 1, Vehicle and Motor Carrier Services; **Delbert Jones**, storekeeper 3, Repair Shop; **Glen Lyall**, information technology specialist 3, Information Technology Division; **Nancy McMenamin**, secretary 2, Construction and Materials; **Dean Meredith**, highway technician associate, Pacific Junction garage; **Patrick Page**, materials technician 5, Materials; **Paul Orr**, materials technician 3, District 3 materials; **Michael Slater**, accounting clerk 2, Vehicle and Motor Carrier Services; **Janet Vaughan**, secretary 2, Support Services

Wellness lunch and learn automated external defibrillator (AED)

WHERE: Second floor Conference Room, Ames

WHEN: Wednesday, Aug. 21, from noon to 12:30 p.m.

The purpose of the lunch and learn session is to give background information, an overview and demonstration on the use of the AEDs available at the DOT.

NOTE: This is not a substitute for the CPR, First Aid and AED training

Instructions for the Adobe Connect:

<http://iowadepthoftransport.adobeconnect.com/dotwellness/>

- Conference number: 1-866-685-1580
- Participant code: 000 999 0532
- Sign in as a guest - add your name when prompted



Service awards

Information supplied by the Office of Employee Services for July and August 2013

40 years

Joanne Bullis, Vehicle and Motor Carrier Services; **Robert Clark**, District 2 Office; **Wayne Hohl**, Altoona garage

35 years

Raymond Clark, Creston garage; **Dennis DeJager**, Rock Valley garage; **Rhonda Giebelstein**, claims management; **Richard Hanner**, Sloan garage; **Mark Homan**, New Hampton construction; **Thelma Huffman**, Vehicle Services; **Rick Johnson**, Davenport garage; **Terry Rukgaber**, Burlington garage

30 years

Antone Arrick, Council Bluffs-north garage; **David Erenberger**, Coralville garage; **Michael Kennerly**, Design; **Johnny Mixdorf**, Charles City garage; **Randy Nickell**, Chariton garage; **Travis Nitcher**, Coralville garage; **Timothy O'Brien**, District 2 maintenance; **Kenneth Patterson**, Oskaloosa garage; **Loren Reynolds**, Tipton garage; **Gene Schmelzer**, Urbana garage; **Roger Walton**, District 6 Office; **Paul Varnum**, Information Technology Division; **Dawn Westrum**, Employee Services; **Mark Wright**, District 2 field staff

25 years

Kim Christensen, District 3 maintenance; **Tim Clark**, Charles City garage; **Joe Frederickson**, District 6 Office; **Kelly Hamilton**, Motor Vehicle Enforcement; **Marlo Howard**, Ida Grove garage; **Shelly Lefleur-Ostrum**, Vehicle and Motor Carrier Services; **Ronald Lindquist**, Chariton construction; **Rex Peterson**, Adair garage; **Deanne Popp**, Local Systems; **Steve Rauen**, Manchester construction; **Charles Scholl**, District 2 Office; **Mitchell Schwarz**, Denison garage; **Ronald Simmons**, Des Moines garage; **Blake Tucker**, Ottumwa garage; **James Webb**, District 5 Office

20 years

Mark Dunn, Research and Analytics; **Vincent Ehlert**, District 4 Office; **Luann Stowers**, Information Technology Division; **Linda Surber**, Maintenance; **Matthew Trainum**, Design

15 years

Beth Collins, Information Technology Division; **Shane Fetters**, District 5 materials; **Penny Gordon**, Driver Services; **John Hart**, Maintenance; **Jeff King**, Creston construction; **James Murray**, District 4 materials; **Anthony Roark**, District 3 Office; **Margaret Schroeder**, Waterloo DL station; **Larry Smith**, Contracts; **Cindy Weston**, Muscatine DL station

10 years

Kyle Bennett, Design; **Michael Clement**, Research and Analytics; **Brian Deaton**, Ames garage; **Michael Kelly**, Council Bluffs construction; **Jennifer Macklem**, District 3 maintenance; **Christopher Poole**, Design; **Michael Rader**, Motor Vehicle Enforcement; **Wesley Schwanke**, Motor Vehicle Enforcement; **Traci Sharr**, Vehicle and Motor Carrier Services

5 years

Moses Bornreger, Ames garage; **Steven Boyens**, Materials; **Teresa Bullock**, Davenport DL station; **Kory Burch**, Cherokee construction; **William Dotzler**, District 3 Office; **Deborah Grant**, Des Moines DL station; **Mary Guillaume**, Vehicle and Motor Carrier Services; **Jason Huddle**, District 5 Office; **Michael Keys**, Waterloo garage; **Jacob Lauzon**, Jefferson construction; **Larry Pierick**, Ames garage; **Catherine Scott**, Fort Dodge DL station; **Christopher Suntken**, District 2 Office; **Bertina Vonstein**, Driver Services; **Jonathan Wenger**, Waterloo garage



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 Strategic Communications, at 515-239-1314 or email tracey.bramble@dot.iowa.gov.

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District 5	Brenda Hadley, Fairfield	641-472-6142
District 6	Sandi Byers, Cedar Rapids	319-364-0235
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Operations and Finance Division	Sheri Anderson, Ames	515-239-1340
Performance and Technology Division	Lori Pflughaupt, Ames	515-239-1646
Right of Way	Tami Bailiff, Ames	515-239-1216
Systems Planning	Peggy Riecken, Ames	515-239-1664
Traffic and Safety	Stephanie Anderson, Ames	515-239-1746

Federal and state laws prohibit employment and/or public accommodation discrimination on the basis of age, color, creed, disability, gender identity, national origin, pregnancy, race, religion, sex, sexual orientation or veteran's status. If you believe you have been discriminated against, please contact the Iowa Civil Rights Commission at 800-457-4416 or Iowa Department of Transportation's affirmative action officer. If you need accommodations because of a disability to access the Iowa Department of Transportation's services, contact the agency's affirmative action officer at 800-262-0003.

On the cover: Installation of I-80 barrier rail installation.

July/August I-Spy clue: Find the hidden wrench.

June I-Spy solution: There is a headlight missing on the semi.

High schoolers take on safe driving challenge

The last thing teenagers want to hear is an adult telling them what to do. Over the years the Iowa DOT has hosted various teen driver safety programs. Last school year an innovative program at Saydel High School in rural Polk County was initiated by the Iowa DOT in cooperation with the school district. However, it was led by a safety advisory council of students, a first for the Iowa DOT.

In 2012 Office of Driver Services personnel met with Saydel school administrators to provide training and coordinate what is anticipated to be a multiyear program. The school administrators signed a three-year agreement that involves the promotion of safety messages in the school in conjunction with the formation of a safety advisory council of students from different grade levels to provide continuity of the program over multiple years.

Some key elements from the first year of the program included the following.

- The student leaders designed a T-shirt to be awarded to each student, parent or community member who signed a pledge to always wear a seat belt.
- The student group also worked very hard on creating a video that was played at the school and will be used by the DOT for safety promotion.
- During the school year, a monthly drawing was held for a gas card to one student from the pool of program participants.

Near the end of the school year, an assembly was held to promote law enforcement and sharing the road with commercial vehicles, and test driving the Iowa State University's driving simulator. Drawings at the event awarded two iPads and T-shirts to students.

Kim Snook, director of the Office of Driver Services, said, "We were very pleased with the participation at Saydel in the first year of this program. The students really took the lead and encouraged each other. National studies have shown that student-led programs are far more successful and we have seen that already at Saydel."

Along with Saydel, Snook plans to enlist two more schools in the program for the 2013-2014 school year.



Iowa DOT Office of Driver Services Director Kim Snook (center) is interviewed by a local television station at the end-of-the-year event.



Saydel students enjoyed hot dogs, chips and drinks at the end-of-the-year event.



Crash test dummies Vince and Larry made an appearance at Saydel High School and posed for photos with the students.



Saydel High School students got the chance to sit inside the cab of this semi to witness the "No Zone" first hand.