

APRIL 2010

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ONE 2 ONE

WITH DIRECTOR NANCY RICHARDSON

By my calculations, this will be my 51st column since taking over as director. Now fifty of some things isn't much, like \$50 doesn't go very far anymore; an hour-long TV show is barely 50 minutes of actual viewing; 50 points in a college basketball game is a low score (and I ought to know, as I am an Iowa Hawkeye men's basketball season ticket holder!); 50 winks, whatever those are, are barely refreshing; and zero to 50 mph is pretty routine. On the other hand, 50 pounds can be a lot of extra weight to lose; 50 years lived is half a lifetime if you're lucky; and, trust me, 50 columns over 53 months (I had three guest columns) is a LOT when you're both the idea gal and the writer!!

Writing these columns has always been either easy or hard. I know that sounds obvious, but here's what I mean. Most of the time, writing the columns has been easy—even though finding the time to write them might be more difficult—because I had an idea that pretty much wrote itself. Some event occurred, I did something in the preceding month, or you did something that immediately struck me as good fodder for a column, usually because it was some combination of interesting, humorous and relevant to work or life in general. It is like the Jumbles in the newspaper. Half of the time I only have to glance at them to know how to rearrange the jumbled letters into words...I can just "see" the word in the mixed up letters just as I can "feel" a column when I have a certain experience. And, once I have an idea in my mind, I write—and rewrite—the column in my head as I drive to work each day and fall asleep each night. By the time I finally sit down with pencil in hand (it has to be a pencil, by the way, as I am a consummate editor of even my own words), it usually just flows.

Other times writing a column is downright hard, not to mention frustrating, agonizing, excruciatingly difficult, laborious...you get my drift. The difficulty always stems from not having an idea or a theme for the column. I think for those who write for a living this is called writer's block. It's like having the shanks in golf...once you experience it, the more you try to overcome it, the worse it becomes. Fortunately for me, the number of times that writing the column has been easy far outweighs the hard times. I guess that's because you guys are so darn interesting, my life is so goofy, or the world out there is so intriguing.

And maybe it's a bit because of my quirky way of looking at things. Recently a DOT co-worker who I work with regularly commented to me about my column about the fall I took Christmas Day. She said she thought the column was interesting and she appreciated the message I drew from the experience. She said to me, "I don't see how you turned that experience into a column. For me it would have been I fell, I hurt my head and now I'm okay. But for you, it was a whole story with a message." I have thought about that since she mentioned it and I don't know the answer, but I suspect it has something to do with two of my traits...I'm verbal (a chatty Cathy, as I often refer to myself) and I'm anal-retentive in my attention to detail. I dissect and analyze every little thing and then I talk about it at length! Gee, when I put it that way, it doesn't sound too appealing!!

So, here I am, 50 columns behind me trying to write that 51st one so that you will find it interesting, clever and meaningful. And what am I doing? In a very Jerry Seinfeld sort of way, I am writing my column about writing a column! But, I do think there is something to learn from the experience I go through each month.

The two primary things I learn from this are that 1.) it's always easier to get where you're going when you know where it is you're trying to go, and 2.) it takes both ideas and action to succeed. It is important to success, whether it's writing a monthly column in a newsletter, performing a work task, or planning for your future, that you both have a clear goal you want to achieve, and you know how to convert that idea into action. Said simply, I guess it takes "two to tango"...good ideas translated into action....to accomplish things that are worthwhile.

Sometimes some of us are better at the idea side of things, and others of us are better at the implementing or doing side of things. What makes an agency like Iowa DOT work is that we have some of each working side by side. A great idea isn't worth much if you cannot put it to work, and for hard work to produce the most value it needs to be focused on the right things. To be successful and productive, we need the dreamers and the doers working together and I think a big part of what makes DOT so great is that we have that.

Nancy

Central issuance begins in Iowa

To increase the security of personal information, beginning April 19, Iowans applying for or renewing a driver's license (DL) or identification card (ID) will see changes in the way these documents are processed.

The Iowa DOT and 81 county treasurer offices that issue DLs and IDs are changing from an "over-the-counter" issuance system to a "central issuance" system. Barb West, the Office of Driver Services' project manager for this change, said, "The idea of issuing credentials from a central location is far from new. The process is successfully used in more than 20 other states, and Minnesota has used central issuance for more than 35 years."

West says protecting Iowans is the goal of central issuance. "The primary purpose of central issuance is to prevent criminals from obtaining DLs or IDs fraudulently, meaning either in the identity of another person or under a false identity. People may try to do this for a number of reasons — to cash forged checks, to have a license to drive when their own license is revoked, to appear to be 'legal age' to drink, or to obtain government benefits or secure employment when they are not eligible, to name a few. Central issuance protects against this by allowing for security checks before the final DL or ID card is issued, by protecting against theft or misuse of the equipment and materials used to make DLs and IDs, and by allowing for production of cards that have more security features."

Under central issuance:

- Customers will continue to go to the Iowa DOT station or participating county treasurer's office of their choice to obtain a DL or ID. (Note: The River Place DL station on Euclid Avenue in Des Moines is a renewal-only station.)
- While at the station or county office, a customer approved for issuance of a DL or ID will be given a temporary document valid for 30 days. This temporary document will be issued on security paper and will contain the same information as the final DL or ID, including a full digital image and ghost image of the customer, a two-dimensional, machine-readable bar code that conveys all information on the face of the DL or ID (other than photo), and several security features recognizable to law enforcement and other officials.
- If the customer has an existing DL or ID, the customer will be allowed to retain the existing DL or ID as an additional form of identification, to be used in conjunction with the temporary document. However, a hole will be punched in

Sample ID with new look and added security features ▼



the existing DL or ID to prevent its continued, independent use. If the customer does not have an existing DL or ID, the customer will leave the Iowa DOT station or participating county office with only the temporary document.

- The new, final DL or ID will be produced at a heavily secured and safeguarded central facility, and will be mailed to the customer from that facility before the temporary document expires, typically within two weeks.
- Delivery by mail is consistent with other important documents Iowans receive, such as credit cards, car titles, birth certificates and passports. The DLs and IDs will be mailed in unmarked envelopes that do not suggest or reveal the contents. An address verification system will be used during the issuance process to make sure the mailing address provided by the customer is a valid address in the proper U.S. postal format to ensure the mailed document can be delivered to and received at that address.
- Central issuance only affects the way DL and ID cards are delivered. It does not affect the application process or any requirements for obtaining a DL or ID card, such as proof of age and identity or required testing. The fees charged to customers for DLs and IDs will not increase.

Central issuance, continued on page 4

Sample of temporary document ▼



DL Examiner of the Year Ken Barker



Every person who walks into the Carroll driver's license station has a unique story. Ken Barker, this year's Iowa DOT driver's license examiner of the year, says seeing the success stories of the people he serves is one of the reasons he comes to work every day. While being named Iowa's top DL

examiner is an honor, this award reaches further as Barker's Iowa nomination qualifies him for the American Association of Motor Vehicle Administrators International Driver Examiner Certification's Hall of Fame.

Barker said, "My job keeps me interested because of the variety of people that come through the station. Everyone has different skill levels when it comes to the driving test and that can lead to interesting situations. I enjoy seeing people succeed at passing their driving test, especially after several attempts. I know they have improved their driving as a result of learning from those previous mistakes."

One of two examiners in Carroll, Barker began his DOT career in 1988 with the District 4 paint crew located in Corning. He transitioned into the Office of Driver Services in 1990 at the Carroll DL station. Barker was part of a traveling team, assisting drivers in the cities of Jefferson, Guthrie Center and Audubon, in addition to Carroll. These traveling teams were eliminated when the county treasurers began issuing licenses.

Before coming to the Carroll DL station, Barker worked onsite at Iowa Central Community College conducting commercial driver's license testing. He is also involved in promoting safety on Iowa highways by providing graduated driver's license and senior driver presentations.

Barker and his wife, Kim, are the parents of three and grandparents of one. Their daughter, Sarah, and son-in-law, Stephen, have a daughter, Avery. The Barkers' son, Clint, is in the United States Navy stationed in Sicily. Their youngest son, Matthew, is a junior in high school. In his spare time, Barker enjoys golf and is a Boy Scout volunteer.

Central issuance, continued from page 3

A great advantage of central issuance is that it allows for a security check, known as image verification, to be undertaken and completed before the actual DL or ID card is issued and delivered to the applicant. You may have read about this system in the February *INSIDE*.

Image verification compares the digital photo of the applicant with other digital photos to determine whether it matches other photos in the database. A match may suggest that the person is attempting to establish another identity that is a false identity or is trying to use another person's identity.

If a match is found, the DL or ID card manufacturing process will be stopped. A fraud investigator will then review the application to determine whether the DL or ID card may be delivered to the applicant or withheld as a product of fraud. Major Paul Steier in the Office of Motor Vehicle Enforcement said, "This process prevents the authentic DL or ID card from reaching the hands of someone attempting to achieve a DL or ID card by fraud or deception. Since the security process of image verification takes time to complete, central issuance is a way to balance providing the best service to our customers, while still conducting the necessary security procedures."

Aside from the identity verification, there are other benefits to central issuance. The process helps prevent creation of false or fake DLs and IDs by putting all of the materials and machines used to produce DLs and IDs in one heavily secured and safeguarded facility, which prevents criminals or terrorists from stealing the means of producing them.

Central issuance also protects against the production of false or fake DLs and IDs by allowing the Iowa DOT to produce DLs and IDs that have many more layers of embedded security features and details that make it extremely difficult, if not impossible, to produce a false or fake DL or ID. The security and production quality that may be offered at a central facility is significantly higher and more cost effective than may be offered at the current locations.

In addition, central issuance helps Iowa maintain compliance with federal U.S. Department of Homeland Security rules that address protection of items used to produce DL and ID cards that may be accepted to enter federally controlled facilities and to board federally regulated aircraft.

Snowfighters lend assistance to local agencies

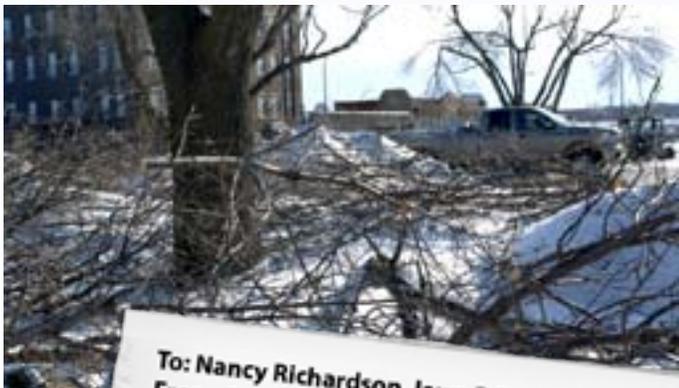
April 15 marks the “official” end of the winter season at the Iowa DOT. That end could not come soon enough for snowfighters across the state, weary from one of the snowiest seasons on record. Not only were Iowa DOT crews working day and night for months keeping the state highway system clear, many garages pitched in to help local agencies with snow removal and debris cleanup from the many snow and ice storms this winter.

From January through March, proclamations from Governor Culver and from President Obama allowed the Iowa DOT to assist many western Iowa counties and cities with snow and debris removal. During the heavy storms in January and February, large DOT snowblowers were used in Audubon, Crawford, Harrison, Mills, Monona, Pottawattamie, Shelby, Clarke and Ida counties, as well as the cities of Soldier and Ute. (See note below from Crawford County Engineer Paul Assman).

Carroll County required special assistance due to the massive amount of snow in that county that was preceded by a major ice storm. In Carroll County, Iowa DOT crews brought in end loaders with grapple buckets and dump trucks to assist the cities with debris removal.

Phil Heinlen, highway maintenance supervisor in Rockwell City, had crews in Carroll County. “We had four crews of four from District 3, one crew from District 1 and one crew from District 4,” said Heinlen. “We worked all over the county using the grapples to clear debris. Inmates from the Rockwell City facility helped some communities with moving debris to the curb so we could pick it up. The local emergency management folks were very well organized. The Carroll County employees and some town/city employees helped us a lot. When we went into a town, the local people would make us lunch. It was a good change of pace for our people and overall it worked really well.”

Downtown Carroll littered with storm debris



DOT and county staff unloading debris at dump site

To: Nancy Richardson, Iowa DOT director
From: Paul J. Assman, Crawford County engineer

While it appears that the worst of the winter snow is behind us, I cannot recall a winter where the snow removal challenges surpassed those of this past winter nor can I recall a time where the spirit of cooperation manifested itself more.

District 3 department employees, Bruce Jacobson and Dixie Harrison, led the cooperative charge as they coordinated departmental snow removal assistance to Crawford County. Through their efforts, truck mounted snowblowers were dispatched to assist with our snow removal efforts. As the relentless snow and blowing snow tested our capacity to keep roadways cleared, the blowers were a welcome relief, proving to be particularly beneficial in areas where the snow had already been pushed back and piled along the edge of the road leaving little additional room for the resulting new snow. In many cases, roads needed to be cleared to facilitate repair work by electric utilities, the blowers were also used in a number of these areas.

On behalf of Crawford County, I would like to extend a thank you to the department, Bruce, Dixie and all those who operated the machines while assisting in our snow removal efforts.

(Editor's note: Iowa DOT employees who operated blowers in Crawford County were: Brad Agan, Carroll; Brent Zock, Storm Lake; John Williams, Pocahontas; Darrel Folkens, Spencer; Dave Hipner, Denison; Wayne Copeland, Denison; Randy Mildenstein, Ida Grove; Al Bock, Carroll; and Eric Carman, Charles City.)

Thanks

Busy 2010 construction season gets underway

Construction season 2010 looks to be another busy time for the Iowa DOT. Work continues on projects funded in total or in part through the American Recovery and Reinvestment Act (Recovery Act) of 2009; which provided more than \$400 million for transportation projects across Iowa, and Governor Culver's \$830 million I-JOBS initiative, which has provided \$115 million for transportation projects throughout the state. The Iowa DOT's share of those funds is about \$250 million of the Recovery Act funds and \$50 million of the I-JOBS funds.

In addition to new construction, the Iowa Transportation Commission amended the 2010-2014 Iowa Transportation Improvement Program by authorizing \$12 million in additional funding for FY 2010 statewide contract maintenance activities. The action directed additional resources to the maintenance of Iowa's deteriorating roadways. The increase is possible because of favorable results in recent bid lettings.

Iowa DOT Director Nancy Richardson said, "The damage to Iowa's aging infrastructure by the harsh winter weather conditions is painfully obvious to motorists.

There is no doubt this is one of the worst years in recent history for potholes, heaving, cracking, pavement spalling and other stress defects. It is also a systemic statewide problem that absolutely must be addressed quickly to prevent further damage, extend the service life of the pavement and provide a safe means of travel."

Major projects for the 2010 construction season

District 1

Roadway: Iowa 17

County: Polk

Scope: Construction of a bridge deck replacement on Iowa 17 over the Des Moines River 3.6 miles north of Iowa 141 will occur under road closure beginning in early April through completion in mid-August. Through traffic will be detoured on Iowa 210 and Iowa 141. This project is funded by I-JOBS.

Roadway: I-35/80

County: Polk

Scope: A project to replace the bridge deck on north and southbound I-35/80 over Walnut Creek between the Hickman Road and University Avenue interchanges in Des Moines will be accomplished in stages this construction season. In stage one, the northbound I-35/80 entrance ramp and southbound exit ramp at University Avenue will be closed, with southbound I-35/80 traffic wanting to enter University Avenue routed off at Hickman Road.

Three lanes in each direction will be maintained at 65 mph on I-35/80, with an aggressive construction schedule for midsummer completion to minimize traffic impacts.

Roadway: I-35

County: Hamilton

Scope: Concrete pavement replacement on northbound I-35 from Iowa 175 to 2 miles south of U.S. 20 will restrict traffic to one lane in each direction, with through traffic reduced to 55 mph in a head-to-head configuration in the southbound lanes.

Roadway: U.S. 30

County: Boone

Scope: A bridge deck overlay on the U.S. 30 Des Moines River bridge will restrict traffic to one lane in each direction. Speed limits will be reduced to 55 mph and traffic placed head-to-head during separate stages for east and westbound construction.

Roadway: U.S. 30

County: Story and Marshall

Scope: New four-lane concrete pavement will be constructed between Colo and Iowa 330. Through traffic will be maintained on the existing eastbound pavement while the new westbound four-lane pavement is constructed.

Roadway: U.S. 30

County: Tama

Scope: New concrete pavement will be constructed on the U.S. 30 Tama-Toledo bypass. Through traffic will be maintained on existing U.S. 30 while the new pavement is constructed on new alignment.

Roadway: U.S. 65

County: Hardin

Scope: A bridge replacement will begin on the U.S. 65 Iowa River bridge in Iowa Falls.

2010 construction, continued on page 7

2010 construction, continued from page 6

The existing historic single-span concrete arch structure will be replaced with a wider single-span steel arch structure. During construction, U.S. 65 will be closed to through traffic from October 2010 until November 2011. Through traffic will be detoured on Hardin County roads D-15 and S-45. Completion of the bridge and reopening of the road are anticipated by late November 2011.

Roadway: U.S. 20

County: Webster and Calhoun

Scope: Four-lane concrete pavement on new alignment will be constructed from east of Calhoun County Road N-65 to east of Moorland. Through traffic will be maintained on existing U.S. 20 while the new pavement is constructed.

Roadway: U.S. 169

County: Webster

Scope: A concrete pavement replacement project in Fort Dodge will run from Business U.S. 20 to Iowa 7. An asphalt widening and resurfacing project from the north city limits of Fort Dodge to Humboldt will include bridge replacements at three locations: Iowa 926, CC Railroad, and Lizard Creek. All work will be staged to maintain traffic on U.S. 169 during construction.

District 2

Roadway: Iowa 27 and U.S. 18

County: Cerro Gordo

Scope: This concrete replacement project just west of the Iowa 27 and U.S. 18 interchange with Cerro Gordo County Road S-56 continues from last season to address ongoing void and sinkhole issues on both directions of the roadway.

The project will remove and replace approximately 1,500 feet of concrete pavement, with the new roadway being 12 inches of double reinforced concrete pavement and shoulders. The eastbound lanes were completed last fall and reconstruction of the westbound lanes should begin early this spring with completion in early summer. Traffic will be maintained as head-to-head traffic in the eastbound lanes during construction.

Roadway: Iowa 122

County: Cerro Gordo

Scope: Reconstruction of 0.4 miles of four-lane Iowa 122 in Mason City is expected to begin early this spring. The project involves the replacement of the Chelsea Creek bridge with a triple reinforced concrete box culvert and construction of a five-lane concrete pavement. One lane of traffic in each direction will be maintained through the project during construction. The work is expected to be completed this fall.

Roadway: U.S. 65

County: Franklin

Scope: This is the continuation of a construction project from last season consisting of reconstruction of U.S. 65 in Hampton from near Iowa 3 north to near the north city limits of Hampton. Traffic will be detoured on local roads during construction. The project is expected to be completed this fall.

Roadway: U.S. 63

County: Bremer

Scope: Grading will begin early this spring to add additional lanes for a future four-lane facility.

The project is from Iowa 3 north 8.25 miles to a point approximately .75 miles south of Iowa 188. Traffic will be maintained on the existing lanes of U.S. 63. The grading is expected to be completed this fall with bridge construction and paving to be let in the future.

Roadway: U.S. 18

County: Chickasaw and Fayette

Scope: U.S. 18 will be milled and overlaid with 4 inches of concrete. Traffic will be maintained through the project with flaggers, pilot cars and temporary traffic signals. Work is expected to begin mid to late summer with completion in summer 2011.

Roadway: U.S. 52

County: Clayton

Scope: U.S. 52 will be prepared for a hot mix asphalt overlay by a process called crack and seat. The crack and seat process involves dropping a large blade at regular intervals to crack the existing pavement. A heavy roller then travels over the cracked pavement to seat the cracked sections into the sub-base under the pavement.

2010 construction, continued on page 8



2010 construction, continued from page 7

This process helps to reduce cracking in the new asphalt overlay. Traffic will be maintained through the project with flaggers and pilot cars. Work is expected to begin this spring with completion of the overlay this fall.

District 3

Roadway: U.S. 20

County: Calhoun and Sac

Scope: Grading of relocated U.S. 20 from U.S. 71 to Iowa 4 and paving on U.S. 20 from Iowa 4 to Calhoun County Road N-65 is scheduled for completion this construction season. This project is funded by the Recovery Act.

Roadway: I-29

County: Harrison and Monona

Scope: Work continues on the reconstruction of pavement originally placed in 1967. Northbound I-29 will be reconstructed from Harrison County Road F-20 north to Iowa 175 in Monona County for a distance of 17.44 miles. Southbound I-29 will be reconstructed from Harrison County Road F-20 north to Monona County Road E-60 for a distance of 10.95 miles. Work should be completed in late 2010. This project is funded by the Recovery Act.

Roadway: I-29

County: Monona

Scope: Work continues on the resurfacing of all four lanes of I-29 in Monona County from Iowa 175 to the Woodbury County line. Traffic will be reduced to one lane in each direction. This project is funded by the Recovery Act. The project is expected to be completed in late fall 2010.

Roadway: I-29

County: Woodbury

Scope: Grading and concrete paving of southbound I-29 from 1.9 miles south of the Riverside Boulevard interchange in Sioux City to the South Dakota border is scheduled for completion in fall 2010.

District 4

Roadway: I-29

County: Fremont and Mills

Scope: Highway and bridge improvement work will continue on I-29 south of Council Bluffs in 2010. This year's work will be in the southbound lanes at three locations and includes five new bridges and 11.5 miles of asphalt resurfacing, with completion set for fall 2010. This project is funded by the Recovery Act.

Roadway: Council Bluffs Interstate System (CBIS)

County: Pottawattamie

Scope: Work will be completed this summer on the new westbound bridge over the Missouri River. After completion of grading and paving in the fall, eastbound and westbound traffic will be placed on the new westbound bridge as work begins to replace the deck of the existing eastbound bridge, set to be finished in 2011.

Roadway: U.S. 6

County: Pottawattamie

Scope: A two-year project will begin to replace the Broadway viaduct in downtown Council Bluffs.

Roadway: U.S. 169

County: Ringgold and Union

Scope: This project between Mount Ayr and Afton includes 21.5 miles of asphalt resurfacing. This project is funded by the Recovery Act and will be completed in fall 2010.

Roadway: Iowa 92

County: Cass and Adair

Scope: Two bridges near the Cass and Adair county line will be replaced while the road is closed and traffic placed on detour. This project will be completed in late fall 2010.

District 5

Roadway: I-35

County: Clarke

Scope: This 8.7-mile interstate rehabilitation project involves rebuilding northbound I-35 from the Decatur County line to U.S. 34 in 2010. Traffic will be placed head-to-head through the project in the southbound lanes. This project is funded by the Recovery Act.

Roadway: U.S. 34 over I-35

County: Clarke

Scope: The westbound U.S. 34 bridge over I-35 will be replaced. Traffic will be maintained head-to-head in the eastbound lanes. This project is funded by the Recovery Act and will be completed in fall 2010.

2010 construction, continued on page 9

2010 construction, continued from page 8

Roadway: U.S. 61 – Fort Madison bypass

County: Lee

Scope: This bypass of Fort Madison is a 10-mile corridor. The five grading projects that were started in 2009 will resume in 2010. This construction season will also see 13 bridges being constructed along this corridor. The paving of this section of U.S. 61 is set for 2011. This bypass is partially funded by the Recovery Act.

District 6

Roadway: U.S. 30

County: Benton

Scope: Work continues on a two-year project to rehabilitate U.S. 30 from Iowa 21 east to U.S. 218. This project consists of pavement patching, longitudinal subdrains, cold in-place recycling, hot mix asphalt resurfacing and paved shoulders with rumble strips. Traffic will be controlled with flaggers and pilot cars. Construction is expected to be completed this fall.

Roadway: U.S. 151

County: Iowa

Scope: The U.S. 151 bridge over Price Creek located 0.3 miles north of Amana will be replaced this year. An on-site run around will maintain two lanes of travel at all times. This project is expected to be completed this fall. This project is funded by I-JOBS.

Roadway: I-80

County: Cedar

Scope: Work continues on this project to replace the westbound I-80 Cedar River bridge. The eastbound bridge was replaced and opened to traffic in June 2009.

The completion of the westbound bridge is dependent on the water levels in the Cedar River. Normal water levels would allow this bridge to be completed and opened to traffic late this fall.

Roadway: Iowa 1

County: Johnson

Scope: Work continues on a project from I-80 to Solon to resurface and pave shoulders. The pavement will be widened in several locations and the bridge over Rapid Creek will be widened. This work is expected to be completed this fall. Another project to construct a pedestrian bridge over I-80 just west of Iowa 1 will be completed this winter.

Roadway: I-80

County: Johnson

Scope: I-80 reconstruction will continue through the Iowa City area to widen I-80 to six lanes. This year work will complete the median pavement from the Iowa River to 1.5 miles east of Iowa 1. Westbound traffic will be shifted away from the median work. All traffic lanes will remain open.

Roadway: I-80

County: Johnson

Scope: The bridge over I-80 at the West Branch interchange (exit 254) will be replaced with a wider and longer bridge. The extra width will accommodate a center turn lane, wider shoulders and a sidewalk. A longer bridge is needed for future expansion of I-80 to six lanes. The bridge will be constructed one-half at a time to maintain two lanes of traffic.

Both approaches to the bridge will be widened and reconstructed through the interchange area. The project is scheduled to be completed in spring 2011.

Roadway: U.S. 6

County: Johnson and Muscatine

Scope: A project to resurface and pave shoulders on U.S. 6 from Iowa City to West Liberty is scheduled for this summer. Traffic will be controlled with flaggers and pilot cars.

Roadway: Iowa 136

County: Clinton and Jones

Scope: A project to rehabilitate Iowa 136 from Lost Nation northwest to Wyoming includes pavement widening and asphalt resurfacing. A short section of highway in Wyoming will be constructed to an urban cross section. Traffic will be controlled with flaggers and pilot cars, except for the reconstruction area in Wyoming. That portion of Iowa 136 will be closed and traffic will be detoured off-site on local roads. All work is scheduled for completion this fall.



Pinpoint accuracy for facility location

This is the second in a series of articles on the Iowa DOT's GIS program

Pinpointing an exact spot along an Iowa road – it seems simple enough. But location data, whether in the form of a mile marker, literal description, global positioning satellite (GPS) or other location component, have been applied in different ways in the databases used by the DOT's business systems. After 10 years of development, the Iowa DOT's nation-leading linear referencing system (LRS) provides a way for business data to be given a common location. By using the functionality provided in the LRS, data for business systems such as crash statistics, pavement management and others, can be accurately mapped, integrated and analyzed using supported referencing methods.

Steve Kadolph of the Research and Technology Bureau has been working on LRS since the beginning. He said, "What put Iowa so far ahead of other states in this process is that we incorporated all road systems into our LRS. Most other states who have attempted this have done so on a much smaller scale with only the primary system."

Iowa's LRS tracks when linear information changes on a supported transportation system, currently all public roads, so even road alignment changes, such as bypasses or other modifications, can be reflected through geographic information systems (GIS) software. Using the LRS, reference information that is currently in the form of a text file, spreadsheet or database is given spatial and linear location by using the LRS road network to create a base map and then adding the business data from the database, spreadsheet or text file. When analyzing spatial data, it is difficult to picture the columns of database information in your mind. Kadolph said, "Analysis is much more intuitive using a map. It's much easier to look at a map and see exactly where milepost 68 on I-35 is located, rather than trying to picture the same information displayed in a database format."

Eric Abrams, spatial and GIS coordinator in the Information Technology Division, says integrating and using the same base road network with all DOT databases is the goal. He said, "Over the years various offices around the DOT have begun to integrate the LRS into their business practices."

The Office of Transportation Data, which has been involved in the LRS since its inception, is in the midst of redesigning its geographic information management system (GIMS) database to align with the newly completed LRS. Karen Carroll, Office of Transportation Data, says the new GIMS database will be in test mode in 2010 and set for full operation in 2011.

Carroll said, "Once the GIMS redesign is complete, better data will be available to produce easily understood maps of information like snowplow routes or five-year program improvements."

One major change with the redesign of GIMS is for the users of the flat file. Carroll says the 2011 data year will be the last year a GIMS flat file will be created. Transportation Data



Transportation planners Ryan Wyllie (left) and Mike Clement (right) demonstrate the mapping capabilities of DOT's LRS system.

employees have worked with users over the last few years to inform them of this change and allow them time to accommodate the new format within their business practices.

In addition to completing the LRS project and redesigning GIMS, a new Web service called JetFire will soon help developers, systems and users, both inside and outside the Iowa DOT, to use the LRS. JetFire provides a method to interact with the LRS and more easily do transformations. Examples of transformations are taking a reference post on the primary road network and transforming it to a coordinate or taking a coordinate on a city street and transforming the coordinate to a literal description of the location. Abrams said, "JetFire is one way LRS data can be used to get location and geometry of a roadway via the Internet. The applications can be far-reaching, including the ability to produce accurate maps for public use or by Department of Public Safety for providing a literal description of a crash from a coordinate."

Iowa's dedication to developing LRS information (coordinate routes, reference posts, GIMS information, mileposts, stationing, literal descriptions and addresses) has led to the Iowa DOT being named the lead state for the American Association of State Highway and Transportation Officials' Technology Information Group (TIG).

Each year, TIG selects a highly valuable, but largely unrecognized procedure, process, software, device or other innovation that has been adopted by at least one agency, is market-ready and is available for use by other agencies. Since 2008 when Iowa's LRS was named a focus TIG technology, Iowa DOT employees have led Webinars, seminars and other meetings informing interested agencies about the Iowa technology, as well as providing Iowa's LRS maintenance tool at no charge.

Carroll said, "Because of the emphasis being placed on asset management, LRS is going to become a necessity to all transportation agencies."

Mixin' it up in Mount Pleasant

by Christina Andersen

The benefits of a new deicing chemical mixing system are causing quite a stir at the Mount Pleasant shop. This unit, the brainchild of highway technicians Jason Loving and Jeff Arbogast from the Winter Deicing Committee, is one-of-a-kind and just one more tool snowfighters have in the arsenal to combat the worst winter can bring.

"The mixing system allows operators to create custom blends of salt brine and calcium and load those blends on a truck quickly and easily," said Loving. The traditional method of loading materials is to load one product at a time. "In the past I had to load the salt brine, switch hoses and valves, then load the calcium," he said.

The time saved using this method is up to 10 minutes every time materials are loaded into a truck. Multiply that by the roughly 900 snowplows operating statewide and the savings in operator response is significant.

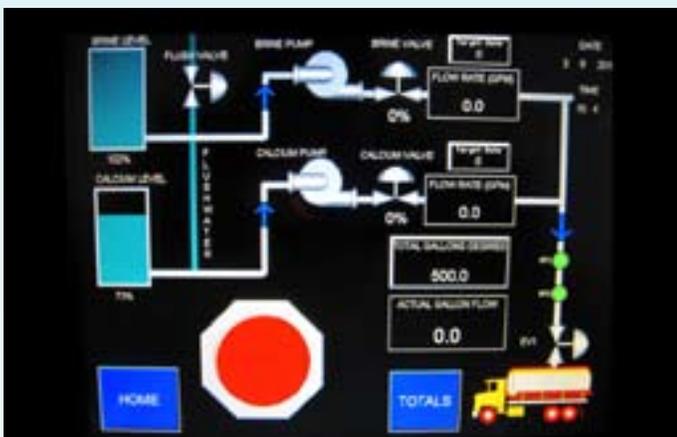
"The deicing chemical mixing unit, installed in October 2009, was definitely put to the test this winter, and all the drivers who had an opportunity to use it, really liked it," said Arbogast.

The operator controls the system using a touch screen. After attaching the fill hose to the truck, the operator logs into the system's computer using the operator's name and truck number. The type of material blend is specified, such as 70 percent salt brine and 30 percent calcium. Next, the operator has the choice of auto fill or manual fill. Auto fill turns off the system automatically when the tank is full. The manual fill option allows the operator to specify a precise number of gallons and the machine stops when that amount is reached.

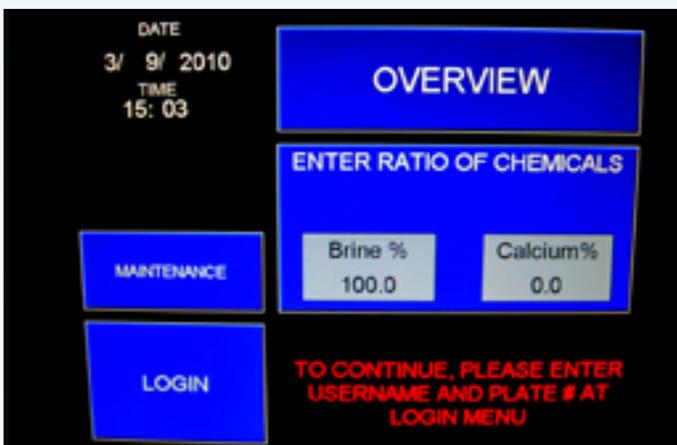
In addition to the obvious time saving benefits of this new unit, it brings some definite advantages to operational efficiency and cost-effectiveness. Load amounts and blends are saved under each user's login and can be exported into an Excel document for data analysis. "It gives us the ability to evaluate what blends work best under which conditions and makes operators accountable for materials used," said Loving.

Mechanical Solutions in Fort Dodge built the machine according to specifications outlined by Loving, Arbogast and other committee members. The system took about one year to build at a cost of approximately \$50,000. Loving explained that the prototype is always most expensive due to the initial design and programming costs. If more of these units were purchased, they would be cheaper.

For more information about how the system works, contact Jason Loving or Jeff Arbogast at the Mount Pleasant shop, 319-931-9324.



Touch screen diagram of system components



Touch screen navigation menu



Deicing system hardware

Oldest American has deep Iowa DOT roots

The oldest person in the United States has deep Iowa DOT ties. Neva Morris, 114 years old and a resident at Northcrest Community Health Center in Ames, has ties to the Iowa State Highway Commission (ISHC) and then the Iowa DOT dating back to 1946.

Mrs. Morris' husband, Edward, was a graduate of Iowa State College and was the resident construction engineer in Ames from 1946 until his death in 1962. Mrs. Morris' older son, Leslee, worked as an auditor in the Office of Right of Way from 1965 to 1981. The Morris' younger son, Walter, spent 28 years as an engineer with the IHC and then Iowa DOT.

"... Once you're in construction, you can't get away from it. "
- Walter Morris

Walter began as an inspector for ISHC in 1946 after studying engineering at Iowa State College. He worked in the capacity until 1955 when he became the resident construction engineer in Ottumwa. In 1957 he became the resident construction engineer in Denison, where he stayed until being promoted to the urban district engineer in 1964. From 1964 to 1969, Walter was the central district construction engineer. In 1969, he relocated to Sioux City as the district engineer for that area.

Following the reorganization of ISHC into the Iowa DOT, Walter continued to serve as the Sioux City district engineer until 1976, when he moved back to Ames to assume the position of deputy chief engineer, a position he maintained until he left the Iowa DOT in 1977. He returned to private engineering work in Sioux City following his time at the Iowa DOT.

Walter, now 82, still keeps close tabs on the DOT operations in the Sioux City area. He said he has fond memories of his days with ISHC and Iowa DOT, "I liked the work and I liked the people," he said. "And, once you're in construction, you can't get away from it. I still follow projects in the newspaper and look at work being done when I drive by."



Edward and Neva Morris, 1914 wedding photo



The Morris children: Leslee, Mary Jane, Betty Lee and Walter



Walter Morris



Iowa DOT honored for asphalt pavements

The Iowa DOT was honored with four Quality Management Asphalt (QMA) Awards from the Asphalt Paving Association of Iowa (APAI) at its awards luncheon March 4. According to APAI, the QMA awards recognize the great degree of work that goes into building a quality pavement on the primary and interstate systems.

Smoothness, quality control, density results and physical appearance all go into the overall ratings for the projects submitted in these categories. The winning pavements are considered the best-of-the-best, indicating that they are not only smooth, but exhibit characteristics that produce long-lasting hot mix asphalt pavements.

Primary resurfacing - urban Old U.S. 34 - Jefferson County



(From left) Dan Lewis, APAI; Josh Fredrick, Norris Asphalt Paving Co.; Oscar Vaal Jr., Norris Asphalt Paving Co.; Mark VanDyke, Iowa DOT - Mount Pleasant construction; Frank Williams, Norris Asphalt Paving Co.; John Adam, Iowa DOT - interim Highway Division director

Primary resurfacing - four-lane U.S. 218 - Floyd County



(From left) Dan Lewis, APAI; Jason Ruter, Iowa DOT - Britt construction; Dave Lane, Mathy Construction; John Adam, Iowa DOT - interim Highway Division director

Primary resurfacing - two-lane U.S. 69 - Decatur County



(From left) Dan Lewis, APAI; Bob Mobley, Norris Asphalt Paving Co.; Barry Kinsey, Iowa DOT - Chariton construction; Vicki Williams, Norris Asphalt Paving Co.; John Adam, Iowa DOT - interim Highway Division director

Interstate resurfacing Interstate 80 - Johnson and Iowa counties



(From left) Dan Lewis, APAI; Scott Hamilton, L.L. Pelling Co., Inc.; Doug Ott, Iowa DOT - Cedar Rapids construction; Dennis Lohrer, Iowa DOT - District 6 Office; John Adam, Iowa DOT - interim Highway Division director

Family happenings

Local Systems

Gail Nordholm



Charlie Purcell (left) presents a retirement plaque to Gerry Ambrosion (right) and his wife, Diane.

Gerry Ambrosion, executive officer 2, retired Feb. 2, after 36 years with the Iowa DOT. Ambrosion began his employment with the Department of Public Safety as the first civilian driver examiner in Sioux City. In 1978, he became assistant chief examiner and moved to Des Moines. Ambrosion transferred to the Iowa DOT's "new" Office of Development Support in 1995 and worked for Tom Sally. He came to his current position in the Office of Local Systems in 2005. Ambrosion and his wife, Diane, will be moving to Sioux Falls, S.D. to be closer to family.

Distinct 2

Lu Mohorne



Gabe Zitterguen, highway technician associate at the Elkader garage, and his wife, Andrea, are the proud parents of a baby boy. Tyce Andrew was born Dec. 12 at 5:21 p.m. He weighed 7 pounds, 6 ounces and was 20

inches long. He joins big brother, Vaughn, 3, at home.



Kevin Mollenbeck, (right) highway technician associate in the Latimer garage, is a really safe guy. Even when he and his family were visiting his son in Montana over the summer, he did not forget the safety gear!

District 3

Marybeth Banta



Doug Manley, engineering technician senior in the District 3 Office, was recently inducted into the Iowa High School Athletic Association's Hall of Fame in Des Moines. Manley, who retired from wrestling officiating in 2008 after a 29-year career, started officiating

while a high school senior, helping with elementary tournaments, and two years later he began working interscholastic meets. Manly was selected for the state meet 18 times and 16 times was honored with working the championship round. He was chosen six times for the state dual team tournament. For the past five years he has conducted rule meetings for the Iowa High School Athletic Association. Ten times during his career he was named Northwest Iowa District Official-of-the-Year, and in 1999 and 2008, he was selected as the State Official-of-the-Year. Three times he has been honored to officiate the Disney Scholastic Duals in Orlando, Fla. He has been the supervisor of officials and a tournament director for the NAIA National Wrestling Tournament. He has been the supervisor of officials for the Brute-Adidas Nationals since 2005. Manley and his wife, Crystal, live in Akron.

In Memory

Burr Knight McFarland Jr., 88, passed away peacefully Friday, Feb. 26, at the Israel Family Hospice House in Ames with his wife, Virginia, and his family by his side.

McFarland was born on a farm near Winthrop in rural Buchanan County on Nov. 11, 1921, to Burr K. McFarland Sr. and Dena (Warner) McFarland. The family moved to Independence in 1924. Upon graduating from Independence High School in 1939, McFarland began working for Wolfe and Sheets Plumbing and Heating Co. He joined the United States Navy in early 1942 and served aboard a new destroyer, the USS Luce DD522 in the Aleutian Islands as part of the fleet that were the first surface ships to attack the Japanese home islands. From the Aleutians, they went to the Western Pacific for the liberation of the Philippines and then to Okinawa, where McFarland was seriously wounded when the ship was sunk by Japanese Kamikaze planes. While a patient in the Navy Hospital at Norman, Okla., McFarland met his future wife, Virginia Wilson. They were married by the chaplain of the hospital Aug. 25, 1945.

After his discharge from the Navy, McFarland enrolled at Iowa State College, graduating in 1949. He worked for Lechner Engineering Co. in Ames for 3½ years and then at the Iowa State Highway Commission for more than 30 years as a highway designer and a data processing manager, retiring in 1984.

McFarland was a member of the First United Methodist Church and served for more than 20 years in the Boy Scouts of America on a troop committee, as an assistant scoutmaster and a scoutmaster of Troops 169 and 161. He was a life member of the Disabled American Veterans, Tin Can Sailors (a Navy destroyer veterans' organization); past president and secretary of the Ames Golden K Kiwanis, life member of the Nebraska/Iowa Kiwanis Foundation and a George F. Hixson Fellow of Kiwanis International. McFarland was also a long time volunteer for the Iowa Games and a past member of the Windsor Oaks board of directors.

McFarland enjoyed woodworking, gardening, camping and the outdoors until his war wounds, and later cancer, dictated a change of lifestyle. He and Virginia sold their home of 50 years and moved to Windsor Oaks, a complex for senior living. There he enjoyed watching basketball and baseball on TV and spent time keeping in touch with family, friends and shipmates via computer, telephone and personal visits.

McFarland is survived by Virginia, his wife of 64 years; three sons, Dennis (Suzy), of Hamilton, New Zealand; David (Dolly), of Ames; and Paul (Cathy), of Indianola; one daughter, Carol (Duane E.) Smith, of Ames; nine grandchildren; seven step-grandchildren; five great-grandsons; and many nieces, nephews and cousins.

Kenneth Palmer Hunter, 80, of Estherville, died Saturday, Jan. 16, at Avera Holy Family Health. He was born in Alden, Iowa, Feb. 23, 1929, to Wayne and Cecile (Palmer) Hunter. On Feb. 14, 1953, he was united in marriage to Rosina L. Neitzel at the Immanuel Lutheran Church in Estherville. After their marriage, the couple made their home in Estherville.

Hunter was employed with Gamble Robinson, Estherville Cooperative Creamery and the Iowa DOT, retiring in 1991 after 34 years of service. He was a member of Immanuel Lutheran Church in Estherville.

Left to cherish Hunter's memory are his wife, Rose; three daughters, Kathryn Hunter; Kristine (Kevin) Wittmer; Kim (Ron) Radig; five grandchildren, Jenna, Mathew, Michael, Stephanie, Molly; two great-grandchildren, Carter and Tanner; and sister, Dorothy (Lowell) Zapf.

DOT golf league forming

The Ames-based DOT league is looking for all who love the game of golf. League play begins May 19. All experience levels are welcome. Form a six-member team, or contact Matt Law to join a team. E-mail Matt at matthew.law@dot.iowa.gov or call 515-239-1211.

Golf fun facts

- The youngest golfer to shoot a hole-in-one was Coby Orr, who was five years old at the time.
- At least 20 people have scored two "holes-in-one" in a row.
- Some older golfers try to match their age to their golf score. The oldest golfer to "shoot his age" was a 103-year-old Canadian man.
- Golf was too popular in Scotland in the 1400s, so it was made illegal. Laws said Scotsmen had to practice archery every day so they could defend their land. Instead, they were playing "golfe." King James II outlawed the sport so men would return to practice with bows and arrows.

from www.thefreelibrary.com





Kudos!

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

To: Scott Geer, Facilities Support
From: Timothy Greenwood, Right of Way

I want to extend to you a big thank you for helping me during my fall on the ice, last week. I couldn't see who else was involved, while I was kissing the blacktop of the back parking lot. If you know the others who assisted that morning, extend to them my appreciation for their help. Also, ironically, it has only been a few short weeks since I took the first aid class, as a refresher. I didn't expect to ever be the one in need of help. In retrospect, I felt things really went as the textbook teaches.

(Editor's note: Scott Geer, an electrician with Facilities Support, rendered aid and called the first responders, who called an ambulance.)

To: Nancy Richardson, Iowa DOT director
From: Larry L. "Butch" Brown, Mississippi DOT executive director

During the week of Dec. 7, two Mississippi Department of Transportation (MDOT) employees were driving through Iowa delivering an under-bridge inspection truck from Hattiesburg, Miss., to Duluth, Minn. On Tuesday, Dec. 8, a large snow storm traveled across Iowa restricting travel north to Minnesota. After a stop in Osceola to wait for the storm to pass and for the roads to clear, the MDOT employees experienced difficulties with the truck. Steven Scott, your maintenance supervisor in Osceola, assisted the MDOT by providing a portable generator and battery charger to get the truck started again.

We would like to say thank you to Mr. Scott and his crew for helping us out in our time of need. Mr. Scott was extremely busy at the time trying to clear the snow from the highways, but he took the time to assist us. We greatly appreciate the good employees of the Iowa DOT lending a hand to another state DOT in need; it truly shows their dedication.

To: Ned Lewis, Lance Evans, Dean House and Chris Boswell, Motor Vehicle Enforcement
From: Mike Spalla, Iowa Motor Truck Association

Thank you for taking time out of your day to sit down with the 2010 Road Team last week. The team was very appreciative to be able to learn what you guys do on a daily basis. I know they took a lot home with them. After our visit, many of them commented on how much they learned about the Iowa DOT. This was definitely a "win-win" for all of us.

(Editor's note: Leadership of the Iowa Motor Truck Association (IMTA) meet at least twice a year with members of the Iowa DOT's Office of Motor Vehicle Enforcement to share information. The IMTA group is called Road Team.)



(From left) Dean House, MVE; Brian Gardner, Fed-Ex Freight; Richard Barre, Con-Way Freight Inc.; Kelly Richards, Wal-Mart Transportation, LLC; Ned Lewis, MVE; Scott Marnin, Con-Way Freight Inc.; Glen Frick, Perishable Distributors of Iowa Ltd.; James Dacus, Perishable Distributors of Iowa Ltd.; Dave Towne, Wal-Mart Transportation, LLC; Jimmy McKinney, Solar Transport and Jim Stinimates, Wal-Mart Transportation, LLC; Chris Boswell, MVE

Carpool hits 100,000 miles saved



(From left) Mark Hansen, Ryan Wyllie, Nick Meurer and Jesse Denker

Mark Hansen, Ryan Wyllie, Nick Meurer and Jesse Denker, from the Office of Transportation Data, share more than the usual office camaraderie. The four men have been carpooling to Ames from the Des Moines area for the last few years. Hansen said, "Ryan, Nick and I started carpooling on July 10, 2006. When Jesse joined our office in May of 2007, he joined the carpool."

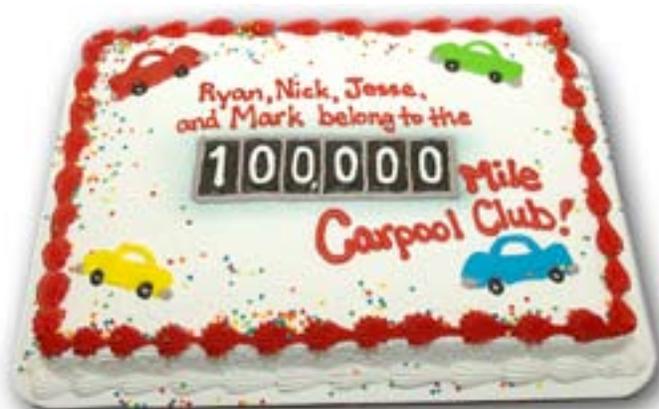
Collection of data is key to the Office of Transportation Data and as such, Hansen decided to track the number of miles saved and estimated fuel cost savings for the carpool. He keeps a spreadsheet detailing who drove daily, who rode along and the weekly price of gas. On March 4, the group reached 100,000 miles saved, which equates to more than \$10,000 in fuel savings for the men. "The fuel savings is probably a bit conservative, because I use the ethanol price and Nick and Ryan both use premium fuel," said Hansen. "But we think the dollar savings are just one positive aspect of the carpool."

The group says meeting in a convenient location is one key to a successful carpool. Ryan lives in Bondurant, Mark lives in Urbandale, and Nick and Jesse both live in Ankeny, so a location along the I-35 corridor in Ankeny was preferred by the group. Finding a place to park did not initially seem like an obstacle and several locations were considered as viable options, yet a parking location has proven to be one of the more challenging aspects of the carpool. After being forced out of two convenient parking locations along I-35 in Ankeny, Chips Restaurant has graciously allowed the group to use their parking lot for the last two years. The management at Chips has been glad to help with the conservation efforts of the carpool. To show their appreciation, the carpool members regularly patronize the establishment. "They have really good food and it has been a favorite eating spot for my family for the last 15 years," says Hansen.

The four men agree that there was some hesitancy in the beginning about adjusting schedules, losing independence and potentially having to wait on other people. Wyllie said, "Having flex time makes the carpool work very well. If someone needs to stay late or come in early, we're usually able to make the schedule change work for all of us." If the schedules do not work out, the men trade off driving duties when necessary, or individuals decide not to use the carpool that day. A quick text message from a rider to the driver in the morning informs them of a change in plans. Hansen added, "We all understand the importance of being timely for the group and we haven't had any issues."

Emergency situations have also been a nonfactor for the group. Twice Wyllie has had to leave work early, once due to illness and once because his wife was in labor. "I was the driver the day Ryan's wife went into labor," said Hansen. "She called about an hour before we were scheduled to leave, so we all just flexed our time and took him back to Ankeny. I think the rest of us were nearly as excited as Ryan about the baby. The day he was ill, I just took him back to his car in Ankeny and returned to work for the rest of the day. It was not a big deal."

Other benefits the group noted were conversations, usually work-related, can be continued past the workday; the ability to have multiple sets of eyes on the road during bad weather; a chance to read the morning news; and the occasional nap for one or more riders during the trip. Hansen said, "We all have a desire to work together in making our carpool a positive experience for all."



Personnel updates

Information supplied by the Office of Employee Services for Feb. 5, to March 4, 2010

New hires

Frederick Burkart, materials technician 5, Materials; **Curtis Carter**, transportation engineer intern, Bridges and Structures; **Fred Claycamp**, motor vehicle officer, Motor Vehicle Enforcement; **Kelly Collins**, clerk-specialist, Driver Services; **Kristin Haar**, transportation planner 2, Public Transit; **Paul Laake**, motor vehicle officer, Motor Vehicle Enforcement; **Joni Lurette-Flores**, driver's license clerk, Council Bluffs DL station; **David McGlaughlin**, motor vehicle officer, Motor Vehicle Enforcement; **Dwayne Myers**, right-of-way agent 1, Right of Way; **Danny Nelson**, motor vehicle officer, Motor Vehicle Enforcement; **John Parker**, transportation planner 1, Systems Planning; **Mark Rosener**, highway technician associate, Onawa garage; **Travis Schooley**, motor vehicle officer, Motor Vehicle Enforcement; **David Thompson**, motor vehicle officer, Motor Vehicle Enforcement; **Ashley Wendling**, driver's license clerk, Waterloo DL station

Promotions

Gary Huston, from program planner 3, Traffic and Safety to transportation planner 2, Public Transit

Transfers

David Booten, highway technician associate, from Donnellson garage to Burlington garage; **James Galliard**, design technician specialist, from Design to Location and Environment; **Brent Terrell**, highway technician associate, from Carlisle garage to Martensdale garage

Retirements

William Anderson, highway technician associate, Clarion garage; **Mary Bahr**, driver's license examiner, Davenport DL station; **Darlene Bovee**, program planner 1, Transportation Data; **Robert Cassidy**, accounting technician 2, Finance; **Duane Evans**, highway technician associate, Washington garage; **Richard Krotz**, highway technician associate, Coralville garage; **James Myers**, equipment operator senior, Carlisle garage; **Russell Rysavy**, design technician specialist, Bridges and Structures; **Lynn Sestina**, equipment operator senior, Bridges and Structures

Service awards

Information supplied by the Office of Employee Services for April 2010.

40 Years

Gary Hood, Location and Environment

35 Years

Debra Harris, Motor Carrier Services; **Richard Hinderks**, Cedar Rapids garage; **Gerald Johnson**, Charles City garage; **Evelyn Mitchell**, Driver Services; **Kimberly Sheehy**, Manchester garage; **Dorothea Trotter**, Driver Services

30 Years

Lynn Berrier, Des Moines DL station; **Craig Eckhart**, Hanlontown garage; **Jeffrey Leyda**, Motor Vehicle Enforcement

25 Years

None

20 Years

Kirk Authier, Motor Vehicle Enforcement; **Lana Bruning**, Council Bluffs maintenance; **Linda Dilocker**, Motor Vehicle Enforcement; **Michael Holl**, Equipment Services; **James Kelly**, Contracts; **Greg Mize**, District 3 bridge crew; **Russell Pyle**, Newton garage; **Robert Thelen**, Carroll garage; **Fred Thiede**, Davenport garage; **Richard Uherka**, Creston construction; **Ronald Yarkosky**, Motor Vehicle Enforcement

15 Years

Donald Beine, Waverly garage; **Joshua Greenfield**, Information Technology Division; **Terri Henry**, Facilities Support; **Jason Holland**, Facilities Support; **Roger Maaland**, Emmetsburg garage; **Dale Thompson**, Procurement and Distribution; **Tod Wulff**, Charles City garage

10 Years

Danielle Griggs, Materials; **Amy Hill**, Sioux City DL station; **Paul Jacobson**, Waverly garage; **Renee Jerman**, Policy and Legislative Services; **Randy Jones**, repair shop; **Michael Littlejohn**, Driver Services; **Sherri Naeve**, Clinton DL station

5 Years

Austin Budden, Motor Vehicle Enforcement; **Matthew Dingbaum**, Motor Vehicle Enforcement; **Daniel Hostetler**, Motor Vehicle Enforcement; **Jeffrey Jones**, Motor Vehicle Enforcement; **Roberta Siems**, Waterloo DL station; **Benjamin Slife**, Motor Vehicle Enforcement

TIPS FROM THE GREEN TEAM

Look around your office to discover unwanted or duplicate magazines, trade journals and catalogs. Rather than continually pitching these publications each month, cancel the paper copy and subscribe to the publication online if possible. If the publication is not available online, reduce paper consumption by sharing a single copy.



The annual central complex food drive has been extended to two weeks this year, from April 5 to April 16. Employees are urged to bring nonperishable food items and toiletries to “Cram the Cube” in the Materials Lobby.

Several events are currently scheduled for the North Lobby. Please check DOTNET or your office bulletin board for the most current list of times and other details for each event.

- April 5 – Begin to Cram the Cube in the Materials Lobby
- April 6 – Books and cookies
- April 7 – Books and popcorn
- April 8 – Books and cinnamon/caramel rolls
- April 13 – Ice cream in Café 800
- April 15 – Walking taco lunch

If you did not get a cookbook last year, it is not too late. A limited quantity is still available and can be ordered on DOTNET for \$8 each.

INSIDE

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

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PLEASE RECYCLE THIS ISSUE

On the cover: Blue Flag Iris grows along Iowa roadsides. I-Spy clue: Don't be “fooled” by the flowers along this roadside.

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| Right of Way..... | Mary Netten , Ames..... | 515-239-1216 |
| Traffic and Safety..... | Linda McBride , Ames..... | 515-239-1557 |
| Vehicle Services..... | Becky Sawatzky , Ankeny..... | 515-237-3182 |

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.

Ride bright – be seen and be safe

Hitting the road on a motorcycle this spring should be all about being seen. Many Iowa DOTers are also motorcycle enthusiasts, and Iowa DOT Director Nancy Richardson said, “Remember, as a responsible motorcyclist, it is your responsibility to help the motoring public be aware of you while you’re on the road.”

But, DOT employees are not singled out in the effort to be seen, the message is the same for all motorcyclists. Toni Kerkove, the Iowa DOT’s motorcycle safety coordinator, said, “It is every rider’s responsibility to make sure he or she can be seen by other motorists. Too many times motorcycle riders rely on the ability of others to see them. We’re encouraging riders to be more proactive and do whatever they can to be as visible as possible.”

Although national vehicle crash fatalities have declined in recent years, motorcycle fatalities increased from 1998 through 2008. Iowa reached a high of 61 motorcycle fatalities in 2007, with 53 in 2008 and 49 in 2009. Traffic safety experts hope to push that number lower with motorcyclists becoming more conspicuous to be safe and be seen. The Iowa Department of Transportation’s State Safety Engineer Tom Welch encourages all motorcyclists to “Be a part of the solution and ride bright.”

Conspicuity is key

In crashes with motorcyclists, drivers often say that they never saw the motorcycle. From ahead or behind, a motorcycle’s outline is much smaller than most other vehicle silhouettes. Also, it is difficult to see something you are not looking for, and most drivers are not looking for motorcycles. Even if a driver sees a motorcyclist, safety is far from assured. Smaller vehicles appear farther away and seem to be traveling slower than their actual speed. It is common for drivers to pull out in front of motorcyclists due to misjudgment in the motorcycle’s speed.

Five-year average statistics from 2004-2008 show drivers fail to yield to all different size vehicles. In 2008, the number of crashes due to drivers who failed to yield included 4,742 crashes for passenger vehicles, 815 for sport utility vehicles, 738 for vans or minivans, 1,224 for pickup trucks and 269 for large trucks. Relative to motorcycles, there has been an average of 49 crashes each year caused by a motorist who failed to yield. Seeing and being seen are major elements of an effective survival strategy in any vehicle. Statistics show most crashes with motorcycles occur in broad daylight. Riders should wear bright colored clothing to increase the chances of being seen, since the rider’s body is half of the visible surface area of the rider/motorcycle unit. A motorcycle rider wearing bright orange, red, yellow or green helmet, jacket or vest has been shown to increase a motorist’s ability to see the smaller vehicle. Reflective clothing or strips on a helmet or vest also



increase visibility for night riding and have been shown to help larger vehicle drivers who come upon a motorcyclist from the side or from behind see the motorcyclist.

Motorcycle equipment can also help the rider and motorcycle be more visible to other drivers. An easy way to help others see a motorcycle is to keep the headlight on at all times. Studies show that during the day, a motorcycle with its light on is twice as likely to be noticed. Modulating head lamps conforming to 43CFR 51.10857.9.4 are permitted on motorcycles in Iowa.

Tools to help you “Ride bright”

There are many tools motorcyclists can use to be more visible on the road.

- Avoid driver blind spots by using strategic lane positioning.
- Use the motorcycle’s turn signal and signal your intentions with hand signals. Wearing bright or reflective gloves will make hand signals more visible.
- Alert following vehicles when slowing down or stopping by flashing the vehicle’s taillight, or install a safety taillight system that automatically flashes and then holds steady when braking.
- Install a modulating headlight
- Add reflective materials to the motorcycle

