

INSIDE

IOWA DEPARTMENT OF TRANSPORTATION NEWSLETTER JANUARY 2005



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From my view

Mark F. Wandro, P.E., L.S.



The other day I came across an interesting Web site with great information about leadership. Mark Sanborn, president of Sanborn & Associates, Inc., is dedicated to improving leadership skills of individuals, both in business and in life. I found the following text thought-provoking and wanted to share it with you.

Looking at Life with 60/60 Vision

My friend Brian O'Malley lives a life of adventure. Today he is a speaker who shares his experiences as a world traveler, mountain climber and former police officer/fireman/EMT. It's sobering to learn that he's been with more than 250 people in the final minute of their lives. An important insight, Brian says, is that none of those people's last words were, "I wish I had spent more time in the office!" The last 60 seconds of life, is a time of stunningly clear perspective.

Roger Mellott is a therapist and professional speaker who produced an excellent tape entitled "The Courage to See Clearly." In it, he explains that when his father was given 60 days to live because of a serious illness, his dad's perspective changed dramatically. He stopped doing things that he didn't enjoy or feel were important and focused on making the most of what he thought were his final days.

Wouldn't it be helpful, Roger suggests, if we could gain the same window on the world as someone with only 60 days left to live? Wouldn't that enable us to live fuller, richer and more honest lives?

These lessons from Brian and Roger aren't about dying, they're about living.

Combining these two concepts of the last 60 seconds and the last 60 days creates what I call "60/60 Vision." You can use this technique to see with clarity what is really important in your life.

In the final moments of your life, will you have regrets, or will you celebrate the fact that while you were alive you really lived? When it comes down to a few accomplishments that bring ultimate life significance, what will they be for you?

If you lived life with 60/60 vision:

- Would your communication with others be more honest?
- How would you approach your work?
- Who would you spend more time with?
- Who would you decide to spend less time with (or no time at all)?
- What would you stop worrying about?
- What would you strive to be remembered for?
- What would you do each day to maximize enjoyment?
- What contributions would you strive to make?

Then why not live your life that way now? Why wait for the final countdown? You and I may never get to know when we're living our final sixty—days or seconds—and even if we do find out, it will be too late to change very much. The only time is the present.

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<http://www.marksanborn.com>

Maintenance research

As the old saying goes, "If you don't like the weather in Iowa, stick around 10 minutes, it'll change." Helping to keep roadways safe in Iowa's changeable weather, the Office of Maintenance, working with several employee committees, researches many new products and techniques to assure Iowa maintenance crews are the best equipped in the country.

Flow boy semi



A semi flow boy trailer will be tested this season in Anamosa to determine if the ability to haul more material and allow longer snowplow runs will produce benefits in winter operations. Capacity for this trailer is approximately 2,700 gallons of liquid material and approximately 15 tons of dry material. The truck will be equipped with a plow and wing with the expectation that it will be able to treat nearly 120 lane miles at 250 pounds per lane mile. The unit will also have the ability to prewet or anti-ice using a test nozzle system.

Slush blade



Slush blades made of one-and-one-half-inch rubber will be added behind the normal carbide snow plow blade and tested for its

ability to clean the road in one pass, instead of making a second round to clean the remaining slush that the front plow missed. The system being tested in Neola will allow the operator to use the carbide or carbide and rubber blades, while the Boone application will be designed to run each unit independently or operate them together as a unit.

Hot plate snow gauge



An experimental device has been placed at the Ames garage by the National Center for Atmospheric Research (NCAR) to measure snowfall. Common instruments in use today have been unable to effectively measure snowfall rates and amounts. If proven to be accurate, this device may be helpful in determining application rates based on the amount of liquids falling onto the roadway. The Iowa site is the first in the nation to use this instrument in highway operations and will be monitored this year by NCAR along with DOT personnel.

Taller carbide snowplow blades

All current snowplow blades are specified to have a five-eighths inch carbide insert. Work with alternate blades and investigation of European winter operations determined that many European countries were using three-quarters to one-inch tall carbide inserts in their operations. Testing in one garage in each Iowa district will determine if the extra expense to purchase blades with a taller carbide insert is warranted for longer blade life and reduced operational costs.

MDSS (maintenance decision support system) – pooled fund study



As you may remember reading in INSIDE last year, three maintenance garages (Ames, Des Moines-north and Grimes) were demonstration locations for a maintenance decision support system (MDSS) developed by the National Center for Atmospheric Science with funding by the Federal Highway Administration. After the conclusion of the federal demonstration, the Iowa DOT joined forces with five other states (Minnesota, Indiana, South Dakota, North Dakota and

Maintenance research, continued on next page

Maintenance research,
continued from previous page

Colorado) and a private forecasting firm to move the MDSS demonstration project to more users and also make enhancements to the system.

MDSS is a computer system that combines advanced weather forecasting with maintenance operational rules. The end result is a product to assist decision makers fight a winter storm in the most efficient and effective manner. Being able to predict when a storm is going to start, what deicing chemicals would be most effective and what methods (plowing, anti-icing, sanding) to use in a storm can be a helpful guide that can make operations more efficient and provide more continuity on the condition of roadways throughout the state.

This system will combine weather forecasts, roadway weather information system (RWIS) data, and past treatment history to help the supervisor decide when to apply additional deicing chemicals and how much to apply. This winter four garages (Ames, Spirit Lake, Spencer and Alton) will be test locations for this effort, while the Des Moines-north and Grimes shops will be providing feedback on the software and quality of the information.

Rock salt with higher rates of salt brine

Performance of rock salt applied with a higher rate of salt brine will be tested against a traditional prewetted rock salt application in Latimer. Performance will be monitored to determine if higher rates of liquid increase effectiveness of the material in removing snow and ice from the roadway surface.

Zero velocity spreader



Zero velocity spreaders have been purchased in the last two years to more accurately control the placement of deicing materials on the roadway. A problem developed with the spreaders last year when material tended to collect at the top of the spreader and clog the equipment. This year's research will involve testing various solutions to resolve this issue.

The principle behind the zero velocity spreader is that it will spread materials from the truck at a rearward speed that matches the forward speed of the truck. This results in "zero-velocity" placement of the materials on the roadway surface. Zero velocity spreaders are being evaluated to determine if the speed of plowing operations can be increased to help eliminate the differential in speeds between travelers and snowplows that often leads to rear-end collisions with snowplows during winter storms. The system can also keep more of the materials on the roadway at higher speeds than traditional spinners, which will make deicing treatments more effective to remove the snow and ice.

SafeLites

A product called SafeLites will be tested to see if illuminated thin film technology will provide increased visibility to motorists approaching a snowplow truck from the rear. This technology will be tested on a sign and mud flaps mounted on trucks at Osceola and Grimes.

Drive-by data download system

Automatically storing and downloading data gathered from the sander, pre-wet and anti-ice flow meters is the emphasis of testing in Boone this winter.

New technology allows data to be stored in the sander control head and automatically moved to a laptop computer as the truck passes the garage after the run. The system uses wireless technology to allow data to automatically move from the truck to the garage computer.

Reports can then be prepared by users for after-storm analysis.

Wedge-shaped salt brine tanks



Because of the late arrival of test equipment last year, these tanks are again being tested this winter. The wedge-shaped tanks in the truck bed provide maximum

Maintenance research,
continued on next page

Maintenance research,
continued from previous page

liquid and dry material capacity on one truck without additional weight to the vehicle. The tanks are designed to fit in both sides of the truck bed and salt is carried between the tanks. This allows the truck to carry approximately 900-1,000 gallons of liquid and six-to-eight tons of dry material.

One location is also filling part of the wedge-shaped tanks with calcium chloride to determine if it is more effective to carry multiple liquids on the truck to help fight winter storms. Another test project is experimenting with using these tanks in conjunction with an 1,800 gallon anti-ice trailer to provide another 900-1,000 gallons of liquid.

Down-pressure plows

Several locations throughout the state have purchased down-pressure plows that give the operator control over the front plow on the roadway surface. This adjustment will allow the operator to increase the downward pressure of the plow when trying to remove snow and ice that may have bonded to the roadway surface, or reducing the pressure if plowing lighter snow or slush. It is expected that plowing operation speeds could be increased if operators can adjust the plow pressure to the roadway conditions, which will also hopefully lead to fewer rear-end collisions with snowplows.

Standing corn snowfences



For years the Iowa DOT has tested many types of natural snowfence. This year, testing will be done to determine the most efficient use of standing corn to reduce blowing and drifting on the roadway.

New tests will examine how a snowdrift is formed in a stand of corn rows to determine how far the corn rows should be located from the roadway for maximum protection.

Guidelines in the past have recommended that standing corn rows be placed a distance of approximately 210 feet from the edge of the road feet or 35 times the height of the stalks. Standing corn fences typically store more snow between the rows rather than downwind of a traditional snowfence, which would mean that the standing corn snowfence may be more effective when located closer to the roadway. This placement option may encourage more landowners to participate in the program if they can leave standing corn closer to the roadway, rather than in the middle of the field. The Pocahontas garage will be providing measurements and photos of drifting at standing corn locations.

Steer clear of office gossip



One of the best ways to keep your professional reputation intact is to avoid office gossip. Use these tips for avoiding mean-spirited and destructive scuttlebutt:

Choose confidantes carefully.

Having friends at work makes your job satisfying and enjoyable. But keep your opinions to yourself until you know which of your co-workers can keep a confidence.

Avoid sharing personal problems.

Project a positive, professional attitude. Your chance of being the subject of gossip will decrease if you keep such things as domestic woes or money problems to yourself.

Give gossip a positive spin.

When someone tells you a malicious story, try to restructure it. "I'm sure Marilyn was just trying to be helpful." Or "Tim's an experienced worker; I trust his judgment." Such statements deflate gossip and create a positive image for co-workers.

- Adapted from "Beware of the Trap of Office Gossip," Carole Kanchier, *The Star of Phoenix* and reprinted from *Communications Briefings*, Dec. 2004.



IT conversion updates county courthouse connections

Information Technology Division employees call it the SDLC to IP Project. Congratulations to those of you who know what that means. For the rest of us, this project could be called, “Updating 99 county courthouses with technology to enable the new vehicle system rewrite to revolutionize Iowa’s vehicle registration and titling system.”

“In 1997 a redesign of the vehicle registration system that has been in use by all of the county treasurers to transact vehicle business since May 1982 was initiated. This resulted in the need to upgrade the network infrastructure and technology to accommodate the data transfer requirements of the new system,” said Debra Shafer, motor vehicle support team manager.

“The technology that was being used for vehicle registration was 22 years old,” said Mark Lumsden, application technology manager. “There was a connection to the DOT’s mainframe from each courthouse for data transfer (SNA/SDLC), but the link was very slow and couldn’t accommodate newer technology and the new server-based Vehicle and Titling application that is being implemented.”

If you think about it in terms of pipes that carry liquid, the old connections to the courthouses would be dainty drinking straws; the new ones, fire hoses. “Anymore it’s all about bandwidth,” said Lumsden. “How much data can be carried on the line and at what speed plays a major role in the response time of the business application.”

Members of the team tasked with this installation gathered for a celebratory pizza party. The group included: (front row, from left) Roger Workman, Tim Mortvedt, Mark James, Linda Torgeson, Heather Sheehan, Wendy Rehm, Brian Cottrell; (second row, from left) Marcus Ryan, Kathryn Scott, Barb Weigel, Deb Thompson, Nancy Goecke; (third row, from left) Bryce Feldhoff, Josh Greenfield, Dennis Muggenberg, Roger Rohlf, Bob Schatzke, Rich Baker, J.O. Berry.

Planning for the project began two years ago with the motor vehicle support team visiting each courthouse and completing a questionnaire about their existing technologies and network. Since each courthouse was different, Lumsden said 99 unique solutions had to be developed in terms of location of circuits and equipment, number of computers and printers, etc... In addition, the state’s Automated Weather Observation System (AWOS) was thrown into the mix for 56 airports to have data lines updated as well, because they were still using the old SNA/SDLC technology, too. The process of switching technologies, one site at a time, was tedious and took about a year to complete.

During that year, several challenges faced the DOT’s IT employees. “Many of the counties have their own IT staff that we could work with, which was great,” said Lumsden. “Those that do not have IT staff usually contract to the same service provider, so we developed quite a good relationship with them, too.”

Security was another issue. The DOT had to put significant security technology in place to protect the data in our systems as well as the county courthouse networks. A solution was found by Steve Mortvedt

IT conversion, continued on page 11

Have data, will integrate

Ask any bridge designer where to find data on a specific structure, and more likely than not, you'll be directed to the Electronic Records Management System (ERMS). Ask about crash statistics on a certain roadway and you might be directed to the data SAVER application used by the Office of Traffic and Safety. These are just a couple of examples of the many databases the DOT maintains and the software used to analyze this data.

A need for integrating this data has developed over the past several years as analysis of information from the various sources has become more and more complex. As you've read in INSIDE over the past two years, the linear referencing system (LRS) has been developing and is now beginning to be used to integrate databases through the use of their location component.

As the LRS progressed, the DOT began to search for a front-end to tie together all the databases in a user-friendly application.

Steve Kadolph of the Research and Technology Bureau and Bill Schuman of the Information Technology Division headed up this effort on behalf of the agency. They found an application being developed in Oklahoma and have adapted it for Iowa use. "The interface is similar to the one in Oklahoma," explained Kadolph. "We put the power of the LRS behind what Oklahoma developed and have worked with a group of users from the DOT to identify additional needed functionality in the interface. We spent a lot of time with employees to see what data applications were used most and how they could be

correlated to each other. We asked the users and data providers what information was most important and asked them to prioritize the data."

The result is a new decision support environment (DSE) application called CTAMS Web that gives users a great deal of control over the data they want to view. Aerial images appear behind the maps and, because of the LRS, a variety of different layers of data can be very accurately overlaid.

"If we use pavement data and the current transportation program for example," said Schuman, "We can overlay the data along the road and display it on maps to see if a deteriorating pavement section is in the current program. The information from the map can also be viewed in a spreadsheet format, and cut and pasted into most Microsoft Windows-compliant software. Users can also get a mile post location or a literal description of the pavement sections being viewed, or click at a point along any road on the map to get additional pavement and location information."

Adding layers of information to the map to gain a perspective of pavement conditions, bridge data, roadway inventory, GIMS (formerly base record) data, crash locations, and other information will be helpful to a large number of DOT employees for a variety of reasons.

Kadolph said, "The main users will be anyone who needs to see integrated data displayed graphically without a significant investment in their time. We hope this will be an interface that a majority of people will use to view location-based data, that was much more difficult to analyze



This is the image you'll see logging on to CTAMS-Web at <http://ntlrsapp/ctamsweb/>.



This is an image of bridge data linked from CTAMS-Web to bridge ERMS.

prior to the new interface. We currently have the entire primary system in CTAMS Web." In addition to integrating data, the system also provides a map interface to the Iowa DOT video log system and to portions of the ERMS. Schuman said, "It is now possible to access many sources of information about Iowa's roads from one interface. Before CTAMS Web, multiple systems had to be queried to find information about a single location; now a single query can access data from these systems."

Data integration,
continued on page 8

Family Happenings

District 1

Lori Morris



Kevin Hockett, construction technician senior in Marshalltown, and his wife, **Sandra Hockett**, formerly of the Office of Motor Carrier Services, are the proud parents of Alexandra Lois Hockett. Baby Alexandra was born Oct. 17 weighing 5 lbs. 12.5 ozs. and was 18.5 inches long. Uncles are **Paul Hockett** of the Office of Materials and **Norman Hockett**, construction technician supervisor in Marshalltown, who is currently serving in the military in the Middle East.

Materials

Dawne Berner



Shane Fetters, materials technician 3, and his wife, Shannon, are the proud parents of Drake Edwards Fetters. Baby Drake was born Sept. 23 weighing 8 lbs. 5 ozs. Congratulations to the first-time parents!

Thank you

I want to thank everyone who donated time to me during my recovery from surgery. It means so much to me and I am grateful for all your donations.

Barbara (Brown) Wahl
Grinnell garage

In Memory

Joe Riley

Larry Joseph Riley, 33, of Bedford died Monday, Nov. 15, at his home. Riley was an equipment operator in the Bedford shop. He was an active member of the Bedford Fire Department, Bedford Ambulance and Taylor County Reserves. He enjoyed the outdoors, including hunting, fishing, golf and softball.

Riley is survived by his children, Brooke and Brad of Clarinda; his wife, Dawn Riley, also of Clarinda; his parents, Lawrence and Mary Riley of Maryville, Mo.; brothers, sisters, nieces, nephews and other relatives and friends.

James F. Fisher

James Franklin Fisher, 69, of Red Oak, died at his home Nov. 26. Fisher retired from the DOT in 1996 as a materials fabrication inspector in the District 4 materials lab in Atlantic.

Fisher is survived by his wife, Cathryn "Katie" Fisher, two daughters and their families, all of Lakeland, Fl.; two brothers, nieces, nephews, and many friends.

Data Integration, continued from page 7

This release provides users an opportunity to begin developing a familiarity with the application. Within the next few months the data available in CTAMS Web will be upgraded with current business data. In the future, data will be upgraded as it becomes available from the current business units.

Since the interface uses Internet Explorer and is Windows-based, Kadolph and Schuman hope most employees will be able to use the main functions without a great deal of training. The system will be available at just about any computer terminal with an intranet connection and Internet Explorer. "The main functions should be pretty evident. We will have to train the power users who need more detailed elements of this powerful tool," said Kadolph. "The application has robust online help, but we will start a train-the-trainer program in January to educate users on some of the more complex workflows."

In the future, a second project will be initiated to expand the capabilities and add additional data to the application. This project is scheduled to begin in late spring of 2005. Please feel free to provide suggestions for future enhancements to CTAMS Web.

For more information on CTAMS Web or to provide input, please contact Peggi Knight at 515-239-1530 or Steve Kadolph at 515-239-1677.

Winter weather crossword



ACROSS

- 1 Automatic Weather Observation System acronym
- 4 Usually forms first on bridges and overpasses
- 7 Snow removal equipment
- 10 Barrier between blowing snow and roadway
- 11 Where equipment is stored in the field
- 14 32 degrees Fahrenheit
- 15 Roadway Weather Information System acronym
- 16 Professional weather forecaster
- 19 Dangerous, unseen patches on roadway
- 20 Study and development of new technology

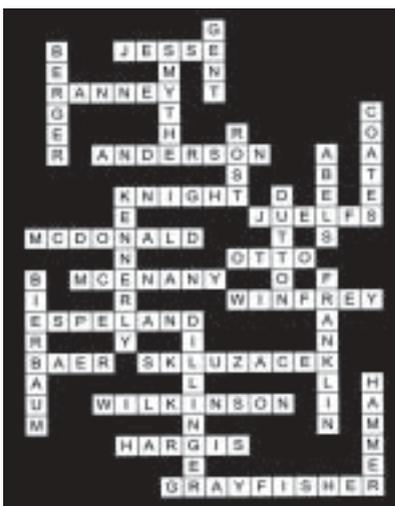
DOWN

- 2 Granular treatment for snow and ice
- 3 Small white crystals of precipitation falling from the sky
- 5 Begins March 20
- 6 The part of the snowplow that pushes snow
- 8 DOT's weather Web site
- 9 The person who keeps the equipment running
- 10 Person in charge of a garage
- 12 The temperature factored with wind velocity
- 13 DOT's winter operations administrator
- 17 What operators use plows to clear in a winter storm
- 18 Liquid snow and ice treatment

HINT

Having trouble with the solution to the January crossword? Go to DOTNET, find the publications pulldown, click on INSIDE and then January 2005. Page 13 has your answer!

Solution to December crossword



“There are 86,400 seconds in a day. It’s up to you to decide what to do with them.” — *Jim Valvano*

PERSONNEL UPDATES

Information supplied by the Office of Employee Services for Oct. 22 to Nov. 19, 2004.

New Hires

Gregory Anderson, management analyst 1, Document Services; **Larry Badgett**, equipment operator senior, District 4 paint crew; **Cindy Baker**, driver's license clerk, Des Moines DL station; **Robert Clark**, mechanic, Ida Grove garage; **Martin Coughenour**, equipment operator, Ames garage; **Tina Greenfield Huit**, program planner 3, Maintenance; **Shawn Hunter**, equipment operator, Ames garage; **Eric Keiner**, bridge inspector 1, Bridges and Structures; **Eric Levins**, planning aide 1, Transportation Data; **Rosemary Lucas**, driver's license clerk senior, Des Moines DL station; **Jason Maahs**, motor vehicle officer, Motor Vehicle Enforcement; **Terry McCarl**, motor vehicle officer, Motor Vehicle Enforcement; **Jason Mertz**, management analyst 1, Document Services; **Thomas Messerole**, motor vehicle officer, Motor Vehicle Enforcement; **Ronald Schmidt**, equipment operator, Sabula garage; **Kameron Shugar**, motor vehicle officer, Motor Vehicle Enforcement; **Wayne Teslow**, mechanic, Waukon garage; **Craig Van Der Wilt**, equipment operator, Newton interstate garage; **Joshua Yeager**, equipment operator, Newton interstate garage.

Promotions

Mylon Card, from equipment operator senior to garage operations assistant, Latimer garage; **John Gardner**, from construction technician senior to construction technician supervisor, Chariton construction; **Darwin Klenk**, from equipment operator to equipment operator senior, Malcom interstate garage; **Robert Porter**, from equipment operator to garage operations assistant, Burlington garage; **Brian Smith**, from construction technician to construction technician senior, Chariton construction.

Transfers

Donna Buchwald, transportation engineer specialist, from Specifications to Local Systems; **Dennis Kimsey**, equipment operator from Ames garage to Altoona garage; **Barney Thomsen**, equipment operator, from Avoca interstate garage to Sigourney garage.

Retirements

Morris Jackson, mechanic, Maintenance; **Robert Olson**, equipment operator, Sioux City-Hamilton garage.

SERVICE AWARDS

Information supplied by the Office of Employee Services for January 2005.

35 Years

Nadine Kelley, Finance; **Larry McGrane**, New Hampton construction; **Kenneth Toomsen**, Location and Environment; **Neil Volmer**, Modal Division and Planning and Programming Division.

30 Years

Warren Barcus, De Soto garage; **Robert Schauf**, Sigourney garage.

25 Years

Danny Bailey, Davenport interstate garage; **Gary Brunsvold**, Hanlontown garage; **Ralph Hansohn**, Denison garage; **Alan Lohr**, Design; **Steven Menke**, Dyersville garage; **Allan Oberbroeckling**, Anamosa garage; **Barbara Peterson**, Information Technology Division; **Dean Roberts**, Pocahontas garage.

20 Years

David Beary, Information Technology Division; **David Brisbois**, Neola garage; **Coleen Brown**, Ames maintenance; **Dennis Christensen**, Leon garage; **Gwendolyn Hill**, Driver Services; **Dennis Kleen**, Driver Services; **Robert Malli**, Waukon garage; **Dennis McQueen**, Soldier garage; **James Moreland**, Motor Vehicle Enforcement; **William Nading**, Design; **Charles Pattee**, Neola garage; **Joe Schupanitz**, Cedar

Rapids garage; **Alan Shields**, Osceola garage; **Wayne Strovers**, Right-of-Way; **Cathleen Webber**, Waterloo DL station; **Douglas Wedemeyer**, Adair garage; **Jay Williams**, Transportation Data; **Randall Williams**, Avoca interstate garage.

15 Years

Olya Arjmand, Information Technology Division; **Bradley Azeltine**, Location and Environment; **Christopher Boswell**, Motor Vehicle Enforcement; **Jeanne Fuller**, Motor Carrier Services; **Howard Lamb**, Ames garage; **Curtis Richardson**, Design.

10 Years

Randy Crannell, Procurement and Distribution; **Steven DeVoe**, Perry garage; **Steve Ehrich**, Facilities Support; **Lance Evans**, Motor Vehicle Enforcement; **Roger Parker**, Information Technology Division; **Deanna Smyth**, District 1 field staff; **Kevin Steele**, Motor Vehicle Enforcement.

5 Years

Jeff Arbogast, Mount Pleasant garage; **Rodney Ferguson**, Driver Services; **Kyle Hardie**, Cherokee garage; **Fred McClaran**, Des Moines DL station; **Susan McCullough**, Transportation Data; **Lisa Schwery**, Council Bluffs DL station; **Rick Taylor**, Oskaloosa garage.

IT conversion, continued from page 6

and Linda Torgeson that would encrypt the data all the way from the PC in the courthouse into our network where the application servers are located. Lumsden said, "Security of the data was a top priority for the DOT's network people. The county employees were just as concerned that they have access to their own network and ours using the same PCs. The solution the DOT (Steve and Linda) devised is so well thought-out that Nortel Networks has asked them to share their experience with other clients."

Network circuit contracts were handled through the DOT communications group. "Heather Sheehan ordered all the circuits for each site through the ICN," said Lumsden. "Since each installation was unique, that was a huge undertaking."

"The ICN played a big role in this project, as they had the challenge of coordinating the installation of many of these circuits with the many telecommunications companies in Iowa," said Roger Parker, IT communications manager.

To begin installation, IT staff concentrated on the counties surrounding Ames. "We started in Story County so we could work close to home for the first installation," explained Lumsden. "The process included installing T-1 lines to carry about 1.5 megabytes of information per second to replace the analog lines that carried a maximum of 9,600 bytes per second. We worked outward from the center of

the state until we finally reached the border counties. With the AWOS sites included, we ended up with about 170 conversions."

Motor vehicle support team members, Bryce Feldhoff and Barb Weigel, workstation support team field technicians, Roger Workman, Wendy Rehm, J.O. Berry, Carl Fenceroy, Rich Baker, and Mark James, and planning/modal team members Tim Mortvedt and Josh Greenfield traveled to the counties and removed the old network equipment and installed the new equipment.

At \$540 to \$580 for each new connection, the cost of installation was significant. Kirsten Bandow, executive officer in IT, said the DOT paid a one-time charge of \$56,415 for all installations.

The equipment installation is complete and nearly all the counties have converted to the new network. Watch upcoming issues of INSIDE for an explanation of the new application and how it will benefit Iowans.

Quote for the day

"Youth is not entirely a time of life; it is a state of mind. Nobody grows old by merely living a number of years. People grow old by deserting their ideals. You are as young as your faith, as old as your doubts; as young as your self-confidence, as old as your fear; as young as your hope, as old as your despair."

— General Douglas MacArthur



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 coworkers. For more information, contact Tracey Bramble, Office of Media and Marketing Services, 515-239-1314 or e-mail tracey.bramble@dot.iowa.gov.

Mark F. Wandro, Iowa DOT Director

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PLEASE RECYCLE THIS ISSUE

On the cover: Sign Shop employees Clare Wilson and Peggy Phipps prepare signs for shipping to the field.

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District 1	Lori Morris , Ames	515-239-1635
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District 3	Mary Beth Banta , Sioux City	712-276-1451
District 4	Marlene Jensen , Atlantic	712-243-3355
District 5	Brenda Hadley , Fairfield	641-472-6142
District 6	Jeanne Heeren , Cedar Rapids	319-364-0235
Bridges and Structures	Judy Whitney , Ames	515-239-1564
Construction	Nancy McMenamin , Ames	515-239-1043
Contracts	Peg Muxfeldt , Ames	515-239-1422
Design	Judy Lensing , Ames	515-239-1469
Director's Staff Division	Lynn Purcell , Ames	515-239-1730
Driver Services	Melanie Mathes , Des Moines	515-237-3153
General Counsel	Sheri Anderson , Ames	515-239-1509
Information Technology Division	Colette Simpson , Ames	515-233-7728
Local Systems	Kathy LaRue , Ames	515-239-1081
Location and Environment	Jean Jesse , Ames	515-239-1225
Maintenance	Cindy Shipley , Ames	515-239-1824
Materials	Dawne Berner , Ames	515-239-1919
Modal and		
Planning & Programming Divisions ...	Mary Kay Reimers , Ames	515-239-1661
Motor Carrier Services	Diann McMillen , Des Moines	515-237-3250
Motor Vehicle Enforcement	Val Hunter , Des Moines	515-237-3218
Operations and Finance Division	Janet Kout-Samson , Ames	515-239-1340
Research and Technology Bureau	Phyllis Geer , Ames	515-239-1646
Right-of-Way	Linda Kriegel , Ames	515-239-1135
Traffic and Safety	Linda McBride , Ames	515-239-1557
Vehicle Services	Thelma Huffman , Des Moines	515-237-3182

Driving in a winter wonderland

What you do behind the wheel is the key to your personal safety

Whether it's drift busting through a foot of heavy, wet snow or sliding sideways on sleet-covered streets, as Iowans, we all have a picture in our minds of what constitutes dangerous winter driving. But what about a light snow with a little wind, does that make you take notice?

Because we face this challenge every year, we get accustomed to winter driving fairly quickly, and might not take the light stuff as seriously as we should, especially when the wind picks up and pavement temperatures are below freezing.

"This type of snow is a little like when a dance hall has sawdust on the floor to make it slick for the dancers," said Scott Falb of the Office of Driver Services. "The snow becomes a barrier for the friction that normally keeps the tires on the road and allows you to steer and brake effectively."

Falb says new drivers need to be especially careful because it takes experience to correctly gauge road conditions. "But even with years of driving experience, the weather in Iowa changes so quickly, everyone needs to pay more attention to their driving."

For those with four-wheel drive vehicles, winter driving often becomes a challenge to see how much the vehicle can handle. "Four-wheel drive quickly converts to four-wheel slide on slick roads," warns Falb. "Four-wheel drive might be an advantage in snow deeper than several inches, but these higher profile vehicles are often the first ones off the road in windy conditions because they handle so much differently."

If you find yourself in a vehicle that has gone off the road during a winter storm, Falb advises you to stay with your vehicle. "In this age of cell phones it's not necessary to get out and search for help. It seems every year we have at least one person killed because he or she got out of the vehicle and was hit by another car sliding into the ditch."

"It comes down to priorities," said Falb. "Nothing is worth risking your life on a snowy highway."



In any winter driving scenario, you should always follow these guidelines:

- Always wear your seat belt.
- Do not use your cruise control.
- Keep a safe distance between you and vehicles in front of you. If someone cuts in front of you, slow down and continue to maintain appropriate spacing.
- Remember that your ability to steer may be impacted by snow or ice on the roadway.
- Keep your eyes on the road, as blowing snow may diminish visibility.
- Anti-lock brakes may help keep you from skidding, but they won't decrease your stopping distance versus manual brakes.
- If the weather conditions are questionable, postpone your trip.

January crossword solution

