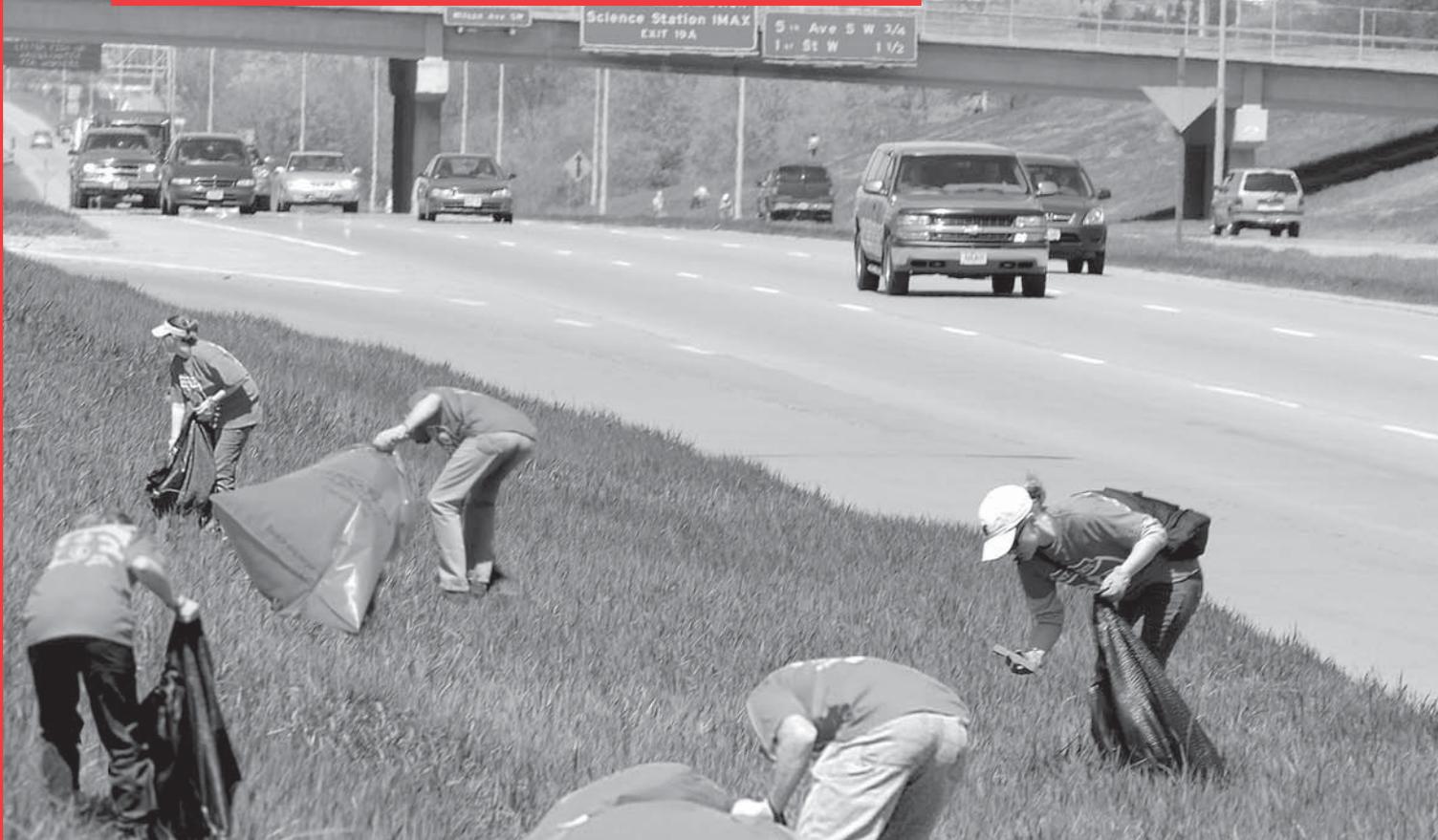


INSIDE

IOWA DEPARTMENT OF TRANSPORTATION NEWSLETTER

JULY 2006



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ONE 2 ONE

WITH DIRECTOR NANCY RICHARDSON

I was recently reminded that SPAM E-mail can be frustrating. I'd like to visit with you about what SPAM is – or isn't – from a DOT perspective.

I think we all generally understand SPAM to be the same thing – unsolicited and unwanted E-mails about things that are of no interest to us nor pertinent to our jobs. If your in-box is like mine, these are the notes that offer things like cheaper prescription drugs, high pay for minimal work out of your home, or a college degree in a month. Fortunately, the SPAM filter weeds most of these out so that now I just get lots of notes telling me what SPAM has been filtered out! Hmm, not sure which is better . . .

Some SPAM still sneaks through the SPAM filter. For me it's often business-type solicitation E-mails for things not directly related to my job...like asking me to try a new software product. The easiest solution to an E-mail about something not of specific interest to you is to just delete it. Fortunately, our E-mail system also provides us with an opportunity to identify such mail as SPAM in hopes of it getting filtered out in the future. Your IT support team can provide directions on how to move such mail to a SPAM folder. I do it regularly and it's very easy....you basically right click on the specific E-mail entry in your in-box, then left click on "move to folder", "SPAM mail" and "OK" to delete it from your in-box and move it to the SPAM folder.

What I became aware of lately is that some employees also define as SPAM E-mails that are not SPAM. In this category are things like E-mails from another Iowa state agency about general state government matters (e.g., something about buildings and grounds at the Capitol complex) and various general DOT e-mails (e.g., catastrophic leave announcements, retirement notices, or information about DOT-sanctioned fund-raisers like the food drive, toys for tots or blood drives). These, and others like them, are not SPAM. I can think of no instance when an E-mail from another Iowa state agency or from the DOT is SPAM.

Yes, such E-mails may be unsolicited, and may even be unwanted but, by virtue of the sender being the DOT or another state agency, they are never unrelated to our work. Some might argue that such E-mails are frequently about things that don't pertain to them or are about employees they don't know or events that don't interest them; I agree that can be the case. After about 24 years with DOT, there are still many employees, regrettably, that I do not personally know. And, for example, I gave up donating blood years ago due to a personal issue with hard-to-locate veins – ouch! However, I certainly find it worth it to receive some E-mails of this type that are not of particular interest to me, in order to make sure I receive the ones that do interest me.

Would it be nice if individualized distribution lists could be developed for every E-mail? Sure. Is that practical? Of course not. It is impractical and illogical to think we could figure out which of more than 20,000 state executive branch employees need to know a parking lot at the Capitol complex is closed or which of all the DOT employees want to know about a certain person's retirement. "All employees" mailing lists are the only logical choice for these types of E-mails.

It's also important to remember there is a social aspect to work . . . we don't work for ourselves, off by ourselves somewhere, with no interaction. Each of us is one of about 3,200 DOTers and DOT is one of about two dozen agencies that make up the executive branch of state government. We spend a lot of time together at work and, thankfully, are interested in and care about each other. E-mails about these types of things keep us connected to each other, and in the loop, and I hope you'll view them as welcome information rather than annoyances. As I said, you can always hit delete if you aren't interested!

Nancy

Iowa Transportation Commission elects officers and welcomes new member

At their May meeting, Iowa Transportation Commission members elected Suzan Boden as chair and Barry Cleaveland as vice-chair.

Boden, a Democrat, is an attorney and a partner in the law firm of Vriezelaar, Tigges, Edgington, Rossi, Bottaro & Boden in Sioux City. She is a



Boden

graduate of Iowa State University and holds a Juris Doctor degree from the University of South Dakota. She is licensed to practice law in Iowa and South Dakota. Boden is a member of the Iowa State Bar Association, South Dakota Bar Association, and Woodbury County Bar Association.



Cleaveland

Cleaveland, a Republican, manages his family's farm located near Council Bluffs, and is the Research and Development Director for SilverStone Group, Inc., an independent consulting, actuarial and insurance brokerage firm in Omaha, Nebraska.



Wiley

Also at the May meeting, the Commission welcomed new member Don C. Wiley, a Republican from Mount Pleasant. He was appointed to the Iowa Transportation Commission by Governor Tom Vilsack to serve a four-year term beginning May 1.

Wiley is the owner and president of Jean C. Wiley & Sons, Inc. of Mount Pleasant, general contractors; president of Iris City Development Corporation; president of BSW, LLC, construction managers; vice president of Taft Wiley, Inc., plumbing and heating; vice president of Wiley Nesbitt, Inc., interior decorators and design; and a partner in various real estate and development corporations.

Born in Los Angeles, California, Wiley has spent most of his life living in southeastern Iowa. He is a "Distinguished Alumnus" of Iowa Wesleyan College and a graduate of the U.S. Army Artillery Officer Candidate School. He is a decorated officer for his service in Viet Nam from 1971-1972.

Wiley is currently on the board of directors of the Henry County Bank in Mount Pleasant; a member and elder of the First Presbyterian Church in Mount Pleasant; member and past treasurer of the Mount Pleasant Chamber of Commerce; member of Business Recruitment of Henry County Economic Development; past president of the Mount Pleasant Evening Rotary Club; past master of the Mount Pleasant Masonic Lodge #8; and member of the Iowa Wesleyan College Board of Trustees. In 2004, Wiley was named "Citizen of the Year" for Mount Pleasant.

Don is married to Kathy Wiley, a speech language pathologist for Area Education Association 16. They have three adult children, daughter Gina and son Ted of Mount Pleasant, and daughter Anne of Colorado Springs, Colorado. They also have four grandchildren and three step-grandchildren.

Golden Dome Awards 2006

Each year the Governor's Golden Dome Awards program recognizes state employees for excellence and dedication in the special contributions they've made to state agencies and/or to their communities. All award recipients were honored at a formal ceremony held at the State Capitol June 27. DOT employees were recognized this year in the award categories Leader of the Year, Employee of the Year and Lt. Governor's Employee Volunteer.



Phil Mescher, a transportation planner 3, works in the Office of Systems Planning. He was nominated for Leader of the Year by employees in that office for his vision, commitment and daily work enthusiasm, which have created an extraordinary learning environment for his team

members, coworkers and transportation planners throughout the state. Under Mescher's leadership and guidance, the department's rural and urban traffic forecasting processes have improved significantly, thereby providing more accurate information to transportation investment decision-makers at all jurisdictional levels. He has also been instrumental in guiding the development of high-quality, travel-demand models for Iowa's nine largest metropolitan areas, in addition to developing a county-wide model and models for several small towns.



Peggi Knight, director of the Office of Transportation Data, was nominated as Leader of the Year by a group of her employees for qualities that make her a skillful leader, as well as an accomplished manager. Her leadership skills allow her to work with people and provide them with an

environment that motivates them to succeed. As a manager, Knight promotes a service-oriented attitude and is personally involved in the advancement of methods to increase the efficiency, precision and productivity of the entire office. Under her leader-

ship, a project involving external consultants is successfully moving forward with clear expectations, measurable outcomes and reasonable costs. Other accomplishments include increasing the use of her office's services, streamlining processes, purging obsolete duties, and increasing traffic data collection by 20 percent.



One of the state's Employees of the Year is **Brenda Sanders**, an engineering operations technician from the District 5 Office. Sanders was nominated by her supervisor, Peter Tollenaere. One of her primary responsibilities is working with utility personnel to review and approve permits

they must obtain when performing work within highway rights-of-way. Instead of taking the approach of "turn in the permit and I'll tell you what you did wrong," Sanders has assisted them by providing in-depth training on how to develop the permits. A day-long class, which she developed independently, is held several times a year. It includes instruction on the DOT's utility policy and how to interpret highway plans and roadway field information. As a result, permits can be correctly completed when submitted, saving time and effort.



Another Employee of the Year, **Milo Nelson**, is a welder in the Repair Shop and was nominated by his supervisor, Larry Williams. Nelson is more than his classification as a welder implies; he is a design-build fabricator who continually goes the extra mile to get the job done. He discov-

ered and corrected a design flaw in anti-ice trailers that could have caused their frames to break. Nelson also created a method of making repairs to cracked frame rails that saves the state thousands of dollars by eliminating the need for their replacement. He designed and built the brine tank and tailgate for a prototype anti-ice flowboy trailer, plus he has worked on a new prototype slush blade which is

Golden Dome,
from previous page

currently being tested. As a team player, Nelson has not only made improvements to the DOT's vehicle fleet, but has stepped out of his normal realm of duty to help other areas of the DOT. For example, he designed and built stainless steel corner protectors for glass walls in both the purchasing and printing sections.



Richard Rothert, an administrative assistant 2 in the Office of Driver Services, was nominated by his supervisor, Dorothea Trotter. Because of Rothert's continued efforts, the commercial motor vehicle crashes reported to the Federal Motor Carrier Safety Administration (FMCSA) have im-

proved in timeliness and accuracy. As a result, Iowa is one of the top four states in the nation consistently rated as "good," which is considered excellent by the FMCSA standards. The top ranking was achieved by constantly monitoring the DOT's progress with reporting, and by making every effort to ensure the correctness of information reported to the federal agency. In addition, Richard has assisted with efforts to improve the reporting of commercial motor vehicle crashes to the DOT by the law enforcement community.



From the Office of Systems Planning, **Troy Siefert**, an executive officer 2, was nominated as Employee of the Year by his team leader, Craig Markley. Siefert is extremely motivated to develop new ways of accomplishing work tasks with improvements and increased

efficiency. He has been instrumental in successfully transitioning the Transportation Enhancement grant program's project development duties from other areas of the DOT to the Office of Systems Planning. Siefert has developed numerous methods for tracking project development activities and better informing project sponsors about construction requirements. He has also assumed responsibility for Iowa's Scenic Byways program, and grant management responsibilities from another area of the DOT.



Amanda Martin, a transportation planner 2 also from the Office of Systems Planning, was nominated as Employee of the Year by team leaders Craig O'Riley and Stan Peterson. Martin has significantly strengthened the state's working relationship with Iowa's 18 regional planning

affiliations and nine metropolitan planning organizations (these agencies represent 100 percent of our state's population), as well as with the department's district transportation planners. She has greatly improved the overall planning process and has developed guidance documents to assist local planning agencies in taking their efforts to the next level. Her dedication, enthusiastic approach, positive proactive attitude, and personal perseverance have created a major change in the transportation planning arena throughout the state.



A Lt. Governor's Employee Volunteer award winner, **Dick Vincent**, is a public service supervisor 3 in the Office of Document Services and was nominated by DOTer Debra Thompson. Vincent has been an active volunteer with Lincoln Highway Days (LHD) in Nevada for the past 20

years. He spent countless hours each year attending LHD board meetings; soliciting donations of money and food; making arrangements with officials from the city, sheriff's office and Story County Hospital for the provision of services; setting up LHD grounds; coordinating food stand and parade volunteers; and assisting with cleanup after the event. Net proceeds from the event are used for community betterment projects in Nevada.

Adams celebrates 45 years at the DOT

"I've always worked with good people. I guess that's why I've stayed around this long," said John Adams, survey party chief in Design, who is celebrating 45 years of service this month.

Adams, who lives in Roland, spends all his work time on the road. "I like not having to be in an office," he said. "I've enjoyed the traveling over the years, but it's finally starting to get old."

In 1963, while traveling for the DOT, Adams met his future wife, Sandy, in Sigourney. They

married and moved to Roland where they raised their two daughters, Rene' and Nicole. Rene' now teaches school in Bedford. She and her husband James Rogers have one daughter, Danielle, who is 3, and are expecting another child. Nicole is married to Steve Shead. The couple lives in Kansas City.

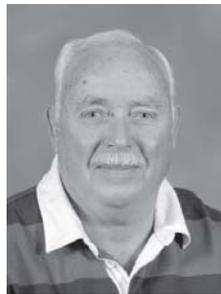
In his free time Adams says he likes to golf and enjoy other outdoor activities. "I used to hunt and fish a lot, but I don't do that as much anymore," he said. "But I do still golf when I can."

Max Cannon

Right-of-Way Employee of the Year

by Christina Thomas

Max Cannon, title and closing agent in the fiscal and title section, was selected by his peers as the 2005 Office of Right-of-Way Employee of the Year. The honor was bestowed during the office's annual meeting on April 24, where Cannon was also honored with a 40-year service award.



Cannon has worked in various sections of the Office of Right-of-Way during his DOT career, including advertising management, ROW design and fiscal and title. Max said of the areas he's worked in, he enjoys his current section the most.

Cannon's job responsibilities include working transfers of jurisdiction, the conveying of title to towns and counties for routes which have been removed from the primary road system. Without Cannon's daily efforts, the current level of completion and accuracy would not have been possible.

Cannon's immediate coworkers are all women, each of whom exalt him for his humility, consideration and good sense of humor. Maggie Suckow, who works with Max, said, "Max leaves me the wittiest poems whenever I'm sick or late. He's great to work with."

In addition to being a great coworker, Cannon is the honorary keeper of the prestigious squirrel mascots. "Big Squirrel," a large ceramic squirrel, and "Little Squirrel," a small stuffed squirrel, watch over the office from the top of his cubicle. Max has a file drawer full of seasonal hats for the squirrels--Easter, Fourth of July, etc. "It's a little joke that's turned into a bigger joke; whatever gets you through the day with a little humor," said Max.

Being surrounded by women is nothing new for Cannon. He and his wife, Pat, a retired nurse, have raised two daughters, Kris and Shari. Kris, his youngest, works in the office of Methodist Medical Center in Des Moines and is the mother of the Cannon's two grandchildren, Rachel and Jakob. Shari lives in Eudora, Kansas, where she is an environmental planner. When Shari is out of town on business, the Cannons watch her four dogs: two Burnese Mountain Dogs and two Springer Spaniels. In leisure time Cannon enjoys working in the yard, spending time with Kris and her family, and traveling to Kansas to look after his "grand dogs."

Iowa City tornados

The tornado roared like a freight train, cutting a path of destruction through Iowa City April 13. When the storm passed, more than \$4 million in damage was reported in Iowa City and Johnson County, and more than \$6 million in property damage was sustained on the University of Iowa campus.

DOT employees from the Oakdale and Williamsburg shops responded immediately to assist with traffic control and cleanup. Over the next six days 28 garage employees put 650 hours of work into the effort.

“The first call I received was about downed signs on Iowa 1 and U.S. 218,” said Travis Nitcher, supervisor at the Oakdale shop. “Then we started helping with traffic control and cleanup. River Products Company brought their equipment along with ours. Working together we were able to get a lot done.”

Matt Johnson of the Iowa City Police Department welcomed the help. “Travis Nitcher was like the Energizer bunny. Everywhere I looked, there he was, working to control traffic or clean up the mess.”

Johnson said one of the most desperate needs in the moments following the tornado came on Iowa 1, which runs through town as Burlington Street. “We had a property owner report that his building was about to collapse. Very quickly, Travis and his crew brought signs and a routing scheme to detour traffic while the building was being demolished.”

Tornado, continued on page 19



Special thanks to . . .

Oakdale Equipment Operators

Francis Foarde, Larry Kleinmeyer, Richard Krotz, Terry McGregor, Ronald Pedersen, James Prybil, Terry Richardson, Dean Schreiber, Jay Schrock, William Stroud, Lambert Struzynski, Mark Turkal, and Bradford Yoder

Williamsburg Equipment Operators

Kevin Collingwood, Dale Gahring, Raymond Hacker, William Kaestner, Lowell Martin, Aaron Sandersfeld, John Schnebbe, and Larry Schropp

Oakdale Senior Equipment Operators

David Erenberger and Jeffrey Ruppert

Williamsburg Senior Equipment Operator

David Claeys

Oakdale Mechanics

Kenneth Degood and Randy Kaefring

Oakdale Garage Operations Assistant

Terrence Zimmerman

Highway Maintenance Supervisor

Travis Nitcher

District 6 Maintenance Manager

Gretchen Gresslin



David May military service

The main interstate going through the middle of the capital city will be closed at midnight tonight. Citizens driving on this road may be considered a threat and deadly force may be used to stop them.

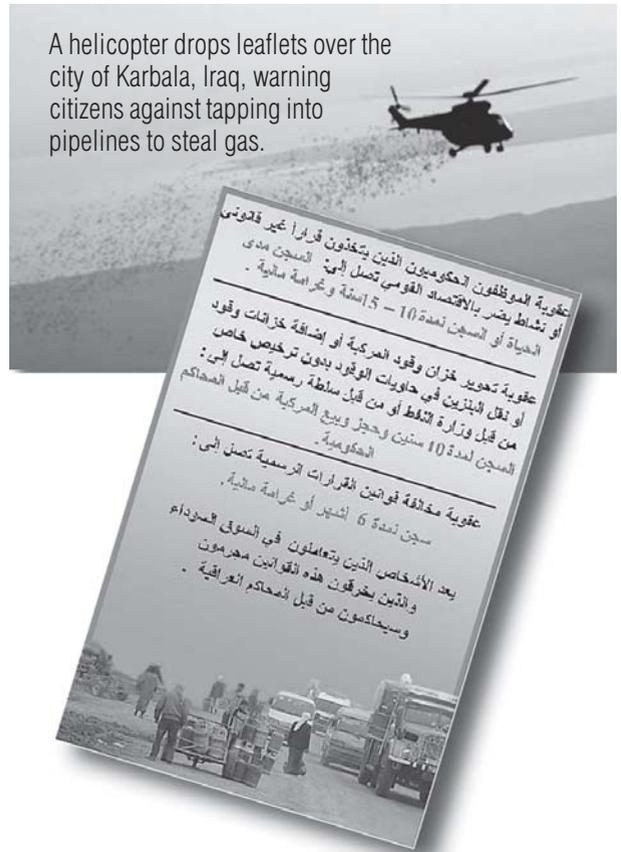
Your task for the next few hours is to develop a plan to inform the population about the new restrictions on the freeway. Here's the catch: there is no i235.com and this isn't Des Moines, it is Baghdad, and you're in the middle of a war. It's complicated to say the least — coordinating messages from a newly formed government with information from soldiers who patrol your neighborhoods.



Charles Linnell, Justin Beede, David May and Gary Lyons, all from the Information Operations Field Support Team at the Al Faw palace in Baghdad

Assigned to this and other tasks for all of 2004 was David May, public service executive 1 in the Office of Procurement and Distribution. For 18 months, Major May, a 24-year military veteran, left his DOT duties in equipment support and worked as a member of the Information Operations Field Support Team of the Iowa Army National Guard from Camp Dodge in Johnston. Ten individuals are assigned to this team and five were mobilized Jan. 2, 2004.

A helicopter drops leaflets over the city of Karbala, Iraq, warning citizens against tapping into pipelines to steal gas.



Becoming familiar with the culture of the people they would be attempting to influence and with the personalities of key people within that group was the mission during the team's first two months spent at Fort Belvoir in Virginia. Following this intensive training was a week at Fort Bliss, Texas, receiving final review of readiness, documentation, and equipment and weapons training. After a three-day journey that took the team by charter plane from Texas to Bangor, Maine, then through Frankfurt, Germany, to Kuwait, the five men arrived for final theater in-briefings. The team was issued live ammunition at this point and boarded a C-130 transport plane headed to Baghdad. There they would spend six months at Camp Victory, what had until recently been one of Sadaam Hussein's palaces stocked for big game hunting.

"We worked at the multinational Corps headquarters," said May. "We were originally under Lieutenant General Richardo Sanchez, who was followed by Lieutenant General Thomas Metz. The five team members integrated into the staff of the 3rd Corps headquarters staff." The team's mission was, in May's words, "To create synergy among lethal and nonlethal targeting systems." That means from

Camp Victory, continued next page

Camp Victory,
from previous page

leaflets to bombs, the team needed to figure out how to get the multinational force's message across to the Iraqi people and insurgent groups. This message included encouragement of cooperation between the different religious and ethnic groups in the area, including Kurds, Shiites, Sunnis, and others. It also included messages to civilians to stay clear of military convoys. As an example of a routine activity, May said, "While we were at Camp Victory we engaged in assisting the Ministry of Electricity to improve customer service and encouraged citizens to get out and vote in the national elections."

Daily life in Camp Victory consisted of waking up in an air conditioned tent with outside temperatures reaching 140 degrees Fahrenheit during the day. Wearing gloves so he wouldn't burn his hands on the handlebars, May would ride a bicycle around the large camp. May said of the food, "It wasn't bad, but it was heavy and several of the soldiers gained quite a bit of weight. I started just eating rice, fish and fruit in an effort to not gain weight."

Travel was a frequent part of the team's mission. Meetings were held in many cities around Iraq and traveling by ground convoy was extremely dangerous. One trip found May traveling in a doorless Humvee on its way to be retrofitted for armor. "We had to find whatever transportation we could. This particular trip, the convoy was taking vehicles to have armor plating installed. I ended up finding a flight back to Baghdad because the ground convoy was too dangerous."

During his time working in Iraq, May was able to travel to the "Green Zone" and meet Ambassador Paul Bremer, Secretary of Defense Donald Rumsfeld, Chairman of the Joint Chiefs of Staff Richard Meyer, and General George Casey. He also traveled to Basra on a number of occasions to coordinate military efforts with British troops stationed there.

Following his six months in Iraq, Major May was stationed stateside in Washington, D.C. for eight more months of duty. "We did basically the same work," he explained, "There were just fewer rocket attacks in our nation's capital." He said his team kept in daily contact with their replacements in Iraq through Web casting, net meetings and e-mail.

Part of his time in Washington was spent visiting Iowa soldiers at Walter Reed and other military medical facilities. He was also able to sail on the Potomac River from Georgetown to Alexandria and back, and run in the Cherry Blossom 10-mile race.



David May and Christopher Cali, civilian contractor from Alexandria, Va., on the deck of the USS Saipan patrolling off the shore of Haiti

This recreation was necessary to relieve the stresses of his work day. In addition to working with his replacements in Iraq, May and his team were also assigned, along with Navy and Marine units, to support efforts in Haiti. "Traveling to Haiti was an eye-opening experience. This is a humanitarian mission to provide wells, schools and medical aid to the Haitians. Some groups of the population are as high as 80 percent HIV positive. The youth have intestinal parasites from contaminated water. It's amazingly impoverished and it is in our own backyard."

The final part of May's deployment was spent at Fort Leavenworth, Kansas, at the School of Advanced Military Studies, where he was involved in training people to write war plans. "Our field, Information Operations Field Support, is new enough that they needed assistance to integrate what we do into the general operations."

May returned to his home in Ames at the end of June 2005, and to work in August 2005. Trying to get back into work after such a long time is difficult. He expressed thanks and gratitude to all the people who pitched in and assisted in keeping equipment services going strong during the long deployment.



65 Years of Safety

by Christina Thomas

This year the Iowa DOT's Office of Motor Vehicle Enforcement (MVE) celebrates 65 years of service to the citizens of Iowa.

Mike Winfrey, MVE director, said this is a perfect opportunity to recognize the amazing transformation that has taken place and continue building on those achievements. MVE has become a nationally recognized model for organizational excellence, innovation, education of the customer, and productivity in both the uniform and investigative areas. Winfrey said while it is difficult to single out one area that gives him the greatest sense of pride, he takes enormous satisfaction in knowing that those driving our highways are safer because of the work MVE does. He said that in the last 20 years, MVE has taken on highly specialized areas of enforcement mandated by the federal government.

These changes are reflected in a number of ways: requirements for graduation from the Iowa Law Enforcement Academy as a certified peace officer; development of an intense 12-week field training program focused on all the federal/state laws and regulations to be enforced; formation of a specialized hazardous materials (HazMat) unit skilled in inspection of HazMat loads and charged with escorting radioactive waste safely through the state; cooperative enforcement efforts with other state and local law enforcement agencies; and a fraud unit specializing in fraudulent document detection and helping resolve issues of potential identity theft, in addition to taking unscrupulous motor vehicle dealers out of business.

Winfrey said that everything MVE does makes those using our roads safer – whether a person is driving the “big rig” or the Chevy next to it.

MVE history

In 1941, engineers of the Iowa Highway Commission became concerned about the increasing number of overweight trucks that were tearing up the highways. They decided to pursue legislation allowing the Highway Commission to designate certain employees as peace officers charged with enforcing violations regarding weight and size. On April 16, 1941, a bill was signed into law by Governor Wilson. The traffic weight office of the Iowa Highway Commission became a reality on July 1 that same year.

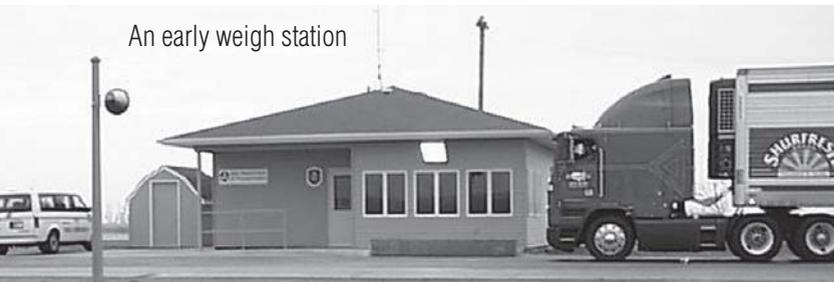
When the DOT began operations May 1, 1975, these traffic weight officers were joined by others from the Commerce Commission and investigators from the Department of Public Safety to form the Office of Motor Vehicle Enforcement.

Responsibilities of the uniformed officers continued to include enforcement of laws relating to size, weight, registration, and authority. Investigators were responsible for the enforcement of the laws relating to vehicle registration, dealer licensing and motor vehicle inspection. All officers and investigators were required to complete the Iowa Law Enforcement Academy's “basic training,” far different than today's strenuous requirements.

The transformation from these routine duties began in the 1980s and continues to this day due to new federal laws and regulations and changes to the Iowa Code. “We went from an office that weighed trucks to a full-fledged law enforcement agency,” said Winfrey.

Uniformed officers still have the “old” duties, but added to those are the Federal Motor Carrier Safety Regulations and Hazardous Materials Regulations, among others. A sample of responsibilities includes: inspecting commercial vehicles for safety defects; checking drivers for compliance with state and federal laws on qualifications, hours of service and class of license; and conducting compliance audits on new motor carriers. The uniformed officers enforce laws to promote safety, participate in Governor's Traffic Safety activities and assist other

An early weigh station



Enforcement, continued next page

Enforcement,
from previous page

law enforcement agencies. Uniformed officers also make educational presentations to service clubs, other law enforcement agencies, motor carriers and truck schools, along with operating the state's 16 permanent weigh stations and performing roving weight patrols.

Duties and tools updated

Investigative officers' duties have expanded to include enforcement activities related to vehicle title and/or registration fraud, identity theft, odometer fraud, use tax fraud, and driver's license fraud. Investigators also conduct on-site inspections for dealer license applicants; investigate consumer complaints against licensed dealers; conduct training for other law enforcement agencies and financial institutions and beer and liquor retailers on detection of driver's license fraud; and help country treasurers and their staff resolve registration and title issues.



Portable scales are used extensively by MV officers.

Training standards for MVE staff have also been enhanced. The North American Standard Inspection Class, hazardous materials and cargo tank courses, firearms training, defensive tactics, annual fitness testing, and a 14-week field training program have added even more professionalism to the office. Winfrey is enthusiastic about this comprehensive training program. "We have the best training program around - the right people in the right places to ensure officers are getting the training they need to do things right, and for the right reasons," he said.

The future of MVE

When asked about the future of Motor Vehicle Enforcement, Winfrey, who retires this month after serving as director of MVE for 13 years, acknowledged one concern he has--that commercial vehicle traffic continues to increase while staffing levels remain the same. There are more trucks on the road. With high fuel prices cutting into already slim profit margins, maintenance is usually the first thing to suffer. Some truck drivers are under the influence, overtired or otherwise unsafe. He said that, although the performance level of officers is excellent, staffing levels haven't kept pace with the increased responsibilities and expansion of truck traffic.



Tools of the trade for officers

Just as the enforcement responsibilities of today bear little resemblance to those of 1941, neither do the tools used to do the job. MVE cars are now equipped with computers, mobile data terminals, radar, portable scales, tint meters, and preliminary breath testing machines to enhance the quality and productivity of work. However, this rapid advancement of technology has brought some challenges, too. Winfrey said that in the past seven years the office has gone from a completely paper-based operation to virtually all electronic, making operations more difficult when equipment fails.

Safe Routes to School



by Christina Thomas

Remember your parents reminiscing about when they walked to school two miles, uphill (both ways) in temperatures that were 20 degrees below zero? Gradually our kids have stopped walking and biking to school. In 1969, roughly half of all kids walked or biked to school. With before-school daycares providing transportation, open enrollments increasing the distance families live from their neighborhood schools, and busy family schedules, fewer and fewer children take the opportunity to walk or bike to school. For students living more than one mile from school, recent statistics show fewer than 15 percent walk or bike. For school trips of less than one mile, as few as 29 percent walk or bike.

Since the 1970s, the childhood obesity rate in the U.S. has more than doubled for preschool children age 2 to 5 years and more than tripled for children age 6 to 11 years. The lack of physical activity among children contributes to obesity and health problems. The U.S. Department of Health and Human Services recommends that children get at least 60 minutes of physical activity each day. Many children could achieve this recommendation simply by walking, biking or using other active ways to travel to school. It's that simple.

Safe Routes to School (SRTS) is a new U.S. DOT program to increase safety and promote walking and bicycling to school through the "5 Es"—engineering, education, enforcement, encouragement and evaluation. Kathy Ridnour, SRTS program coordinator in the Office of Systems Planning, said, "The very most important result of the program is that children are going to be more active and develop healthy lifestyles."

The 2005 SAFETEA-LU federal transportation bill included an SRTS federal funding authorization

of \$612 million over five years for both infrastructure and noninfrastructure reimbursement grants. Iowa will receive about \$1 million each year. Examples of eligible infrastructure projects include sidewalk improvements, on- and off-street pedestrian and bicycle facilities, and traffic calming/ speed reduction improvements. Noninfrastructure grant uses include the creation and dissemination of educational materials, SRTS training workshops and modest incentives for SRTS contests. "It's important to note that this is a comprehensive program, and all projects need to address the "5 Es," said Ridnour. "This is not just a sidewalk improvement program."

State, local and regional agencies, such as nonprofits, schools (both public and private) and parent-teacher groups are eligible to receive limited funds with no local funding match required. Infrastructure projects must be within two miles of a school and on public property or private land with legal public-access easements. The primary beneficiaries must be kindergarten through eighth-grade students. Award recipients must comply with strict federal and state funding requirements.

In addition to the health benefits, walking and bicycling to school can reduce air pollutants, relieve traffic congestion, encourage sociability and responsibility among children, and improve classroom performance. According to Ridnour, a New York City school with a state-funded program similar to SRTS found that on "Walking Wednesdays" children were more alert, and fewer behavior problems occurred. Some states have had a program previously in place. Now those states are also receiving federal funding and sharing their experiences with DOTs that are developing programs.

The tentative deadline for grant applications is Oct. 1, 2006. The SRTS program has generated a great deal of interest. "All the schools, cities, counties, metropolitan planning organizations, and regional planning affiliations are being notified about the program applications. There have been daily inquiries about the program," said Ridnour. "Communities seem very excited about the possibilities available with SRTS."

Watch INSIDE for more details as the SRTS projects are chosen and implemented.

Whether you are a parent, teacher or community volunteer, you can start a Safe Routes to School program in your community. For ideas and resources, contact Kathy Ridnour at kathy.ridnour@dot.iowa.gov or go to www.dot.state.ia.us/saferoutes.

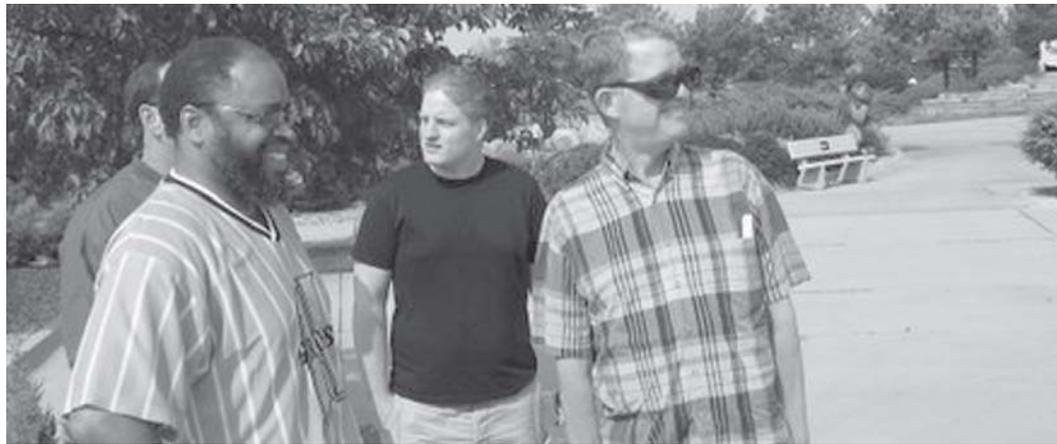
Roger Gould Classic a huge success for ALS

On May 22, golf was a distant second to the purpose behind the 2nd Annual Roger Gould Classic. With 206 bag-toting links enthusiasts gathered at Beaver Creek Golf Club in Grimes, the focus of the day was supporting Gould by raising money for amyotrophic lateral sclerosis (ALS) patient services, education, advocacy, and research.

The four-person, best ball event doubled in size this year, with 21 organizations helping to raise more than \$18,000. Many of the golfers were current and former DOT employees who took vacation time to support Gould and raise money for ALS.

Jason Lee, executive director of the ALS Association's Iowa chapter, said he was very pleased with the turnout. Lee added that he was very appreciative of the help he received from DOT staff in organizing the event. "We appreciated the full support of all DOT people who participated. The core group on the planning committee included Greg Mulder, Jerry Lavine, Gary Kretlow, and Mitch Dillavou, with a lot of help from Mona Kretlow and Vicki Stamper. They did an awesome job of recruiting golfers and sponsors, and were great to work with."

Gould, for whom the golf event was initiated last year, was diagnosed in 1998 with ALS, commonly referred to as Lou Gehrig's disease. Through his long battle, Gould was able to remain at work in the DOT's Highway Division until late last year, inspiring everyone he met with his courage and determination.



Roger Gould (right) and Mike Kennerly (left) watch the action.

In the 15 years Gould was at the DOT, he touched the lives of many employees. Starting as a co-op student in 1988, Gould came on full time in 1990 in the Ames construction office. He rotated around several offices during his engineer-in-training period, eventually becoming the resident construction engineer in Creston, and then in Jefferson. He moved back into the central complex in 2001 as an assistant to bureau director Sandra Larson, and then to Mitch Dillavou and John Adam.

Although the disease finally took away his ability to work at the DOT, Gould remains in contact with his coworkers, and he and his wife, Cindy, tirelessly promote awareness of ALS and raise money for continued education and research.

ALS is a progressive motor neurodegenerative disease that affects nerve cells in the brain and spinal cord. Motor neurons reach from the brain to the spinal cord and from the spinal cord to the muscles throughout the body. The progressive degeneration of the motor neurons caused by ALS eventually leads to death. When

the motor neurons die, the ability of the brain to initiate and control muscle movement is lost. With voluntary muscle action progressively affected, patients in the later stages of the disease may become totally paralyzed. Yet through it all, for the vast majority of people, the mind remains unaffected.

Approximately 5,600 people in the U.S. are diagnosed with ALS each year, 60 of those in Iowa. It is estimated that as many as 30,000 Americans and 200 Iowans may have the disease at any given time. Although the life expectancy of an ALS patient averages about two to five years from the time of diagnosis, this disease is variable, and many people live with quality for five years and more. More than half of all patients live more than three years after diagnosis. About 20 percent of people with ALS live five years or more, up to 10 percent will survive more than ten years, and 5 percent will live 20 years.

To find out more about ALS, visit www.alsaiowa.org.

Family Happenings

District 4

Marlene Jensen



Bill Cook (left), District 4 materials engineer, presents Frank Reyna (right) with his gifts.

On Thursday, May 18, Frank T. Reyna Sr. and his family and friends at the DOT's District 4 materials office in Atlantic gathered to celebrate Frank's 40 years of service to the department. Frank was presented with a wristwatch, tie tack and his 40-year certificate. Congratulations to Frank for 40 years of dedicated service to the citizens of Iowa!

Motor Vehicle Enforcement

Valerie Hunter



Officer Tracy Barker and his wife, Becky, are proud parents of a baby boy. Tristan James was born April 20 at 12:49 a.m. He weighed 7 lbs., 6 ½ ozs. Congratulations to the Barkers!



Mike Benner (center) and his family at his retirement reception

In this day and age of "instant" and "disposable" it's hard to imagine a career can last for 32 years, but Major Mike Benner's did! On April 20, Motor Vehicle Enforcement hosted a retirement coffee for the major and his family.

Benner started his career with the Iowa Highway Commission Traffic Weight Operations in 1974. He was assigned to New Sharon after graduating as valedictorian of his Iowa Law Enforcement Academy class. In 1976, Benner was promoted to sergeant with the newly created Iowa Department of Transportation, Office of Motor Vehicle Enforcement, and was assigned to Sanborn, where he was responsible for the supervision of uniformed personnel in the immediate area. Sergeant Benner was promoted to captain in June 1994, and transferred to the Harlan area where he was responsible for the supervision of sergeants and officers in western Iowa. Benner was promoted to commander in December 2000, and relocated to Cedar Rapids. He was reassigned to the Des Moines headquarters in 2002, and was subsequently promoted to the rank of major in 2005.

Attending the gathering was Benner's wife Kathi; son John and his wife Amy; son Sean and his wife Teri; and grandchildren Amber and Nathan. Also in attendance were most of Benner's officers, sergeants and captains. In addition, investigators, numerous retirees, MVE staff, MVD administration, and representatives from the Federal Motor Carrier Safety Administration and Iowa State Patrol were present. Benner was given a shadow box containing his badges and patches, a clock and a cash gift. He plans to use the money for a down payment on a golf cart since he intends to spend many days at the Sanborn Golf Course. We all wish him well in his retirement!

In Memory



Bradley John Suby, 49, of Fertile, died May 3 at Muse Norris Hospice Inpatient Unit in Mason City. Suby, a 16-year veteran equipment operator in the Hanlontown shop, enjoyed fishing and golfing, but especially relished spending time with family and pets. He

is survived by his wife Nancy; his daughter Stacy (Brian) Walker and the couple's two children; his daughter Emily Suby; as well as many other relatives. (see note at right)

•

Robert Eugene Foster, 76, of Red Oak, died May 6. Foster, a retired DOT employee with 44 years of service, was an avid sports fan, playing softball and refereeing volleyball for the city league. He was involved with his church and several civic organizations. Foster is survived by his wife Corky; son Rick; daughter Julie (Robert) Jones; two grandchildren and many other friends and relatives.

Thank you

Thank you everyone. Brad was very grateful for all the cards, visits and prayers he received during his illness. Thanks to everyone donating vacation time for his catastrophic leave, he never went without a paycheck. His truck was gleaming the day of his memorial service, but I kept his DOT hard hat dirty. I wanted to prove that, YES, state workers really do work. Thank you Roxanne for waxing his truck and Doug for driving it to the cemetery to let him ride in it one last time. We are so appreciative of the Hanlontown shop and Rod at Garner for honoring him by being honorary pallbearers. The plants and flowers at the service were beautiful. The food brought to the house was delicious. And thanks again for all the cards. Your kindness and generosity has made a very difficult time bearable.

The Family of Brad Suby
Nancy, Emily, Stacy, Brian, Alyson and Jenna

•

I would like to express my appreciation and thanks to those who have donated time to me during my convalescence. I'm gaining strength and continuing with physical therapy. I hope to be back to full strength by Aug.1 and get back to work at some point.

LeVerne Rohrberg
Equipment Operator
Pacific Junction garage

They've moved into their new store!

In the June 2005 edition of INSIDE you may have read about Linda Castillo, engineering operations assistant in District 1, and her family's project to renovate the old post office in Creston into retail and conference space. On June 2 the family had an open house to show off their business endeavors - a scrapbook service and supply shop called Maple Street Memories owned by the sisters and their mom, and a trophy business owned by Castillo's brother-in-law, Gary Coenen. If you're in Creston, stop by!



(front row from left) Rose Osmun, Mom (Florence Allen), Phyllis Allen (back row from left) Julie Chaney, Pat Nixon, Barb Coenen, Linda Castillo

35 YEARS

Iowa Department
of Transportation

June and July 2006



Charles Mann
Cherokee garage



Michael Francois
Manchester construction



Tracy Fultz
Information Technology



Raymond Tull
Donnellson garage



Tom Hall
Motor Vehicle Enforcement



Chris Steffensmeier
Mount Pleasant garage



Dale Buttolph
Motor Vehicle Enforcement



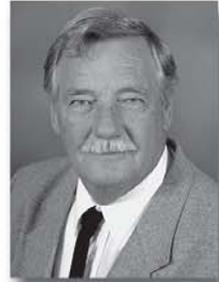
Dan Brack
Oakdale garage



Dennis Kunze
District 6 Office



Don Like
District 6 materials



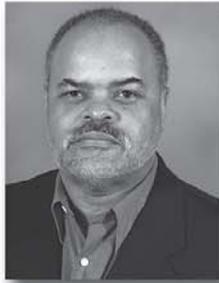
Jack Summers
Jefferson construction



Mark Picht
District 2 materials



Duane Sands
Cedar Rapids construction



Jerome Steward
Cedar Rapids maintenance



Joe Thoman
Manchester construction



Al Aasen
District 6 Office

SERVICE AWARDS

Information supplied by the Office of Employee Services for July 2006

45 Years

John F. Adams, Design

40 Years

William Bielefeldt, Traffic and Safety

35 Years

Michael Francois, Manchester construction; **Tracy Fultz**, Information Technology Division; **Charles Mann**, Cherokee garage; **Raymond Tull**, Donnellson garage

30 Years

None

25 Years

Don Carter, Oakdale garage; **Ken William Depuew**, Decorah garage; **Pamela Houseman**, Vehicle Services; **Colleen Kay Kenkel**, Council Bluffs DL station; **Richard Rothert**, Driver Services; **Frank Savick**, Atlantic materials; **Eugene Sweeney**, Waukon garage; **Barbara Wahl**, Grinnell garage; **John Wieck**, Spirit Lake garage

20 Years

Duane Bunning, Bridges and Structures; **Brian Cottrell**, Information Technology Division; **Timothy Dunlay**, Bridges and Structures; **Douglas McDonald**, Marshalltown construction; **Michael Pagel**, Des Moines construction; **Ronald Rumph**, Motor Vehicle Enforcement; **Kathie Rustad**, District 2 Office; **Kurtis Younkin**, Traffic and Safety

15 Years

Barbara Harrington, Ottumwa DL station; **Nathea Kay Johnson**, Driver Services; **Patricia Schwarz**, Bridges and Structures; **Richard Baker**, Information Technology Division

10 Years

Amy Bunkofske, Spencer DL station; **Renee Devine**, Ames DL station; **Yanxiao Jia**, Design; **Donna Matulac**, Location and Environment; **Joyce Platter**, Document Services; **Benjamin Sourwine**, Mount Pleasant construction; **Renee Walters**, Cedar Rapids DL station

5 Years

Mark Snopek, Location and Environment

PERSONNEL UPDATES

Information supplied by the Office of Employee Services for May 5 to June 1, 2006

New Hires

Zachary Abrams, transportation engineer intern, Design; **Colin Greenan**, environmental specialist senior, Location and Environment; **Cindy Pauley**, driver's license clerk, Burlington DL station; **Steve Schroder**, transportation engineer intern, Traffic and Safety; **Brian Worrel**, transportation engineer intern, Bridges and Structures

Promotions

Cory Anderson, from sign fabricator 2 to public service supervisor 3, Traffic and Safety; **Huy Luong**, from design technician associate to transportation engineer intern, Design

Transfers

James Galliard, design technician, Design I-235 to Design rural 3; **Jeffery Zimmerman**, equipment operator from Ottumwa garage to District 5 bridge crew

Retirements

Beverly Dakovich, mail clerk 2, Driver Services; **Elaine Torgeson**, administrative assistant 2, Operations and Finance

Heroic deeds by security officer

by Randy Mulder, Per Mar Security Services

Security officer Jerrold Conrad works for Per Mar Security at the DOT's headquarters in Ames. Recently, while Jerrold was off-duty, he observed a domestic assault taking place in a parking lot located next to the facility he secures. He realized that the life of the young lady being attacked was in danger. Jerrold approached the altercation and, before he could even attempt to speak to the male suspect, found himself under attack and trying to avoid the knife swings of an enraged criminal.

Two of these knife swings did find Jerrold and he incurred lacerations that required medical attention. The attacker ended up leaving the scene, a description of his vehicle was issued to the police, and an arrest took place later that evening. Due to Jerrold's actions, an assault victim was saved and an individual was arrested for a crime that may have gone unreported, if not for Jerrold exhibiting true professionalism.



Trophy Case Recent DOT Awards

Iowa DOT is honored with 2005 safety award



(from left) Dave Neil, Iowa Labor Commissioner; Barbara Mallon, DOT Employee Safety Coordinator; and Steve Hermann, DOT Workers' Compensation Coordinator

The Iowa Labor Commissioner, Dave Neil, presented the Iowa Department of Transportation with a safety award from the Iowa-Illinois Safety Council for outstanding achievement in accident prevention during the 2005 calendar year. The award was presented during the Council's 53rd Annual Professional Development Conference and Expo, held in Dubuque April 20-21.

The DOT was one of 190 businesses, industries and government agencies in Iowa and Illinois to receive an award for promoting active safety programs and reducing OSHA recordable injuries among their employees.

The Iowa-Illinois Safety Council is a chapter of the National Safety Council, a nonprofit membership organization dedicated to protecting life and promoting health. The mission of the council is to educate society about adopting safety, health and environmental practices; and provide high quality, value-added training and services.

Teboe initiated into Rotary's Paul Harris Fellowship

The Mount Pleasant Evening Rotary Club honored Ingrid Teboe, Iowa Department of Transportation, District 5 Office, with initiation into the Paul Harris Fellowship on Monday, May 15. Teboe was one of nine Mount Pleasant Rotarians presented with the Paul Harris Fellowship, named after Rotary's founder. The service organization's foundation uses funds received for projects throughout the world to improve the lives of people everywhere in the world by promoting world understanding and peace through local, national and international humanitarian, educational and cultural programs.

Sharp medals at state Special Olympics



Kelly Sharp, a mail clerk with the Office of Driver Services, was awarded a silver medal for second place in the softball throw, and a bronze for third place in the 100-meter walk, while competing in the 2006 state Special Olympics held in Ames last May.

Sharp practiced Tuesday and Thursday evenings at Dowling High School with student athletes who volunteered their time as coaches. He received two first-place ribbons for his track and field events at the qualifying competition, allowing him to advance to the state Special Olympics.

Sharp said, "Special Olympics is the best organization to be involved with. It gives you the pride, strength and heart to be the best in what you do. I want to thank Special Olympics for that."

Sharp also expresses gratitude to his friends and coworkers, especially Rod Rhiner, Motor Vehicle Enforcement sergeant, who was in attendance to support him onto glory.

After all the training and hard work most would be ready to relax, but not Sharp. This summer he will be taking line dancing lessons and paddle boating at Gray's Lake with Link Associates. Special Olympics and Rhiner have helped Sharp sign up for a truck convoy in September, and he plans to compete in the annual Polar Bear Plunge this coming November. Sharp said volleyball will be his next sporting activity.

Tornado, from page 7

Rick Fosse, Iowa City's director of public works, said, "The traffic control devices the DOT provided and cleanup work that they did were critical to our recovery efforts. Travis and his crew were impressive. They had the equipment and skills necessary to tackle the work, and did a great job of coordinating their efforts with city, county and MidAmerican Energy crews. They were also very good at working with the residents impacted by the tornado. After the storm hit, they were there within the first few critical hours with the traffic control we needed, and then followed up with their cleanup crew. We are very thankful for their assistance."

With scores of homes and businesses destroyed, and chaos in the streets of Iowa City, the cleanup effort was massive. The DOT employees used 22 tandem-axle trucks, two class 8 sign trucks, two front-end loaders, four pickups, one 20-ton low boy trailer, 200 traffic cones, 75 traffic barrels, 25 class III barricades, 300 feet of orange construction fencing and five chain saws during the six-day initial effort. During that time 230 loads of trees and debris were hauled, totaling 1,840 cubic yards of material. Approximately 75 signs on the state highway system were either replaced or repaired.

Nitcher said of the DOT team, "They all worked very long hours and also volunteered to stay around for the weekend. They all put 150 percent into making this as successful as it was. Without each of them, we certainly would not have had the outcome that we did."

Christina Thomas Media and Marketing Intern



You'll notice a new name on bylines in this month's edition of INSIDE. Christina Thomas is the new intern in the Office of Media and Marketing Services. Her internship will run until October. Here's a little bit from Chris:

Although I've only been with the DOT since May, I already feel that I have learned a plethora of new skills and welcome all the experience I'm receiving.

At the end of the 2006 summer semester I will graduate from Iowa State University with a Bachelor of Arts degree in journalism and mass communication, emphasizing public relations.

When I'm not writing, researching and designing for the DOT, I enjoy spending time with my family. My fiancé, Dennis, and I will marry in Jamaica in September. I will have two incredible stepchildren, Nathan, 14, and Hailey, 10. We spend a lot of time going to baseball games and dance recitals, but it's Bentley who monopolizes the most of my time. Bentley is my two-year-old Yorkshire terrier. He is a handful, literally, weighing in at less than four pounds, but he sports the attitude of a neurotic grizzly.

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

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Printing Staff, Office of Document Services, Printing



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PLEASE RECYCLE THIS ISSUE

On the cover: Collecting litter on I-380 in Cedar Rapids

Service Area	Correspondent	Phone
District 1	Kay Ridgway, Des Moines	515-986-5729
District 2	Lu Mohorne, Mason City	641-423-7584
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
Driver Services	Noralee Warrick, 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

Making a difference in Linn County



Just a few people littering can make the best community look like a garbage dump. On April 24, 540 volunteers scoured I-380 in Linn County to clean up after the litterbugs.

Workers at the fourth annual event, sponsored by the Iowa DOT, KDAT radio and Cedar Rapids/Linn County Solid Waste Agency, collected more than 300 bags of litter along I-380 from the south end of Cedar Rapids to Hiawatha, Iowa 100, and near Cedar Lake and McCloud Run. Do you think all that litter was food wrappers and beverage cans? Think again. Included in the mess were an air conditioner, mechanical pump, tires and other assorted garbage.

Teresa Kurtz of the Cedar Rapids/Linn County Solid Waste Agency, said, "We are thrilled with the cooperation and enthusiasm of local DOT staff, especially Jerome Steward. Jerome was on hand to answer questions and represent the DOT...he also got out there and cleaned, recruiting his family and other volunteers to help."

Many service groups and other organizations pitched in. While only adults were allowed on the roadway right-of-way, boys and girls from area service organizations helped out at Cedar Lake, including Steward's son's Adventure Guide Circle. To quote one volunteer, "It was a beautiful day filled with beautiful people who care about our community!"

(top photo) Volunteers picked up supplies at Noelridge Park just before the clean up began; (second from the top) Carla Davis, KDAT radio, makes a few final announcements; (lower left) Picking up litter along the fenceline; (lower right) Event organizers Teresa Kurtz and Jerome Steward

