

INSIDE

IOWA DEPARTMENT OF TRANSPORTATION NEWSLETTER

JUNE 2005

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From my view

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

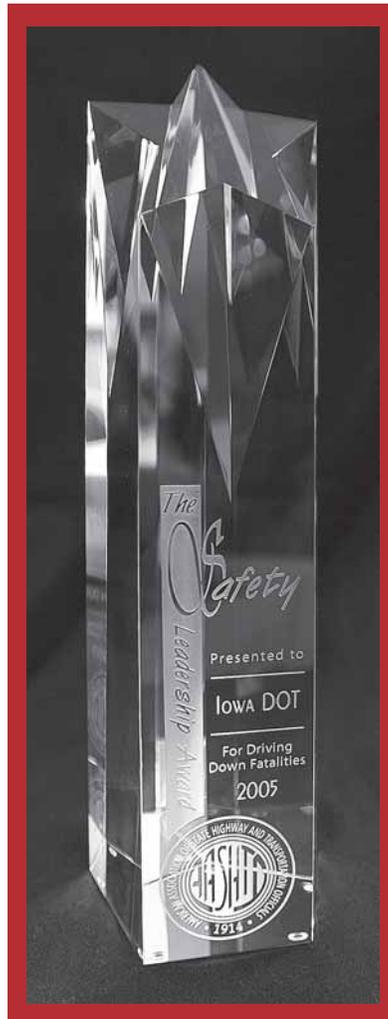


Iowa DOT receives AASHTO Safety Award

Most statistics just aren't that interesting, but several of the numbers being generated out of Iowa have turned heads around the nation. In Iowa we're "Moving the Numbers" to reduce traffic fatalities in a dramatic way. In the 10-year period from 1992-2001, Iowa traffic fatalities were reduced 29.1 percent, which puts us in the top 10 percent of all states in percent reduction of fatalities. In more recent years the fatality average has decreased from 480 for 1995-1999 to 425 in 2000-2004, with two of the last three years recorded as the lowest fatality rates since World War II.

What has changed over the last decade or so that keeps more people safer on Iowa roadways? As you read in the April issue of INSIDE, the Iowa Safety Management System (SMS) recently celebrated a 10-year anniversary. I believe it's no coincidence that the creation of this cooperative, multi-jurisdictional approach to highway safety coincides with the positive results we're seeing in reduced fatality rates. In April, the American Association of State Highway and Transportation Officials (AASHTO) recognized the Iowa DOT with its Safety Leadership Award, based in large part because of the work done by SMS, and specifically the accomplishments of those DOT employees involved with the group.

Criteria for this award include a state "safety champion," which we certainly have with Iowa's safety engineer and SMS leader,



Tom Welch, and the entire Office of Traffic and Safety, as well as employees in the Motor Vehicle Division. The second criterium is cooperation with state, local and other safety stakeholders — the foundation of our SMS. An active safety plan, implementation plan and active participation in national safety-related committees and panels are necessary for this award. Again, Iowa DOT staff, and especially Welch, have long been leaders on developing Iowa's safety plans and serving on these committees.

The final and, in my opinion, most important selection criterium for the Safety Leadership Award is results. As you've seen by the numbers I told you about earlier, our system is working.

With the cooperation of groups including the Iowa Department of Public Safety's Governor's Traffic Safety Bureau and Iowa State Patrol, the Federal Highway Administration, other state government agencies including public health, elder affairs and education, groups such as AARP and various insurance industry interests and local safety committees, we've combined forces to create a bank of accurate, timely and useful data not found in most regions of the country.

This data has been taken a step further and transformed into safety programming ideas in the SMS "Toolbox of Highway Safety Strategies." This document, endorsed in 2002 by Iowa Governor Vilsack and 11 state and federal agency leaders, provides a guide for the direction of Iowa safety programs for years to come.

I said earlier that statistics aren't that interesting for some people. But, lucky for us, there are several people in our organization that love to pour over the numbers and help us understand their meaning. Using this data to develop and refine statewide, as well as local, data-driven programs can save lives.

It's very gratifying for me to have an Iowa DOT program recognized as one of the best in the nation. This is especially true when this effort involves saving the lives of so many travelers in our state.

Family project saves landmark

It's amazing what can happen when a family gets together with a grand plan. Linda Castillo, engineering operations technician in District 1, along with family members including: husband, Dennis, an equipment operator at the Creston garage; her mother, five sisters, five brothers, children, several brothers-in-law, nieces, nephews and assorted other relatives recently took on the project of a lifetime, renovating the old Post Office and federal court building at the corner of Maple and Mills streets in Creston.

The 20,000 square foot structure was completed in 1903 and served the city until 1977. In 1978 it was placed on the National Register of Historic Places, but has not been used since that time.

One of Castillo's sisters, Phyllis Allen, and Phyllis's husband, Steve Heffern, own a poetry and software publishing business in O'Fallon, Illinois. The couple's business, Snark publishing, bought the Creston building recently for \$32,000, but admit it might take upwards of \$600,000 to complete renovations.

Castillo says Heffern just fell in love with the post office and her two youngest sisters came up with the idea of working together to bring the building back to its original grandeur and use it as retail space. The marble floors and beautiful woodwork are intact. The only evidence of water leakage is from a vent in the roof, although the windows are in

need of repair, as is the plaster on many of the walls and ceilings.

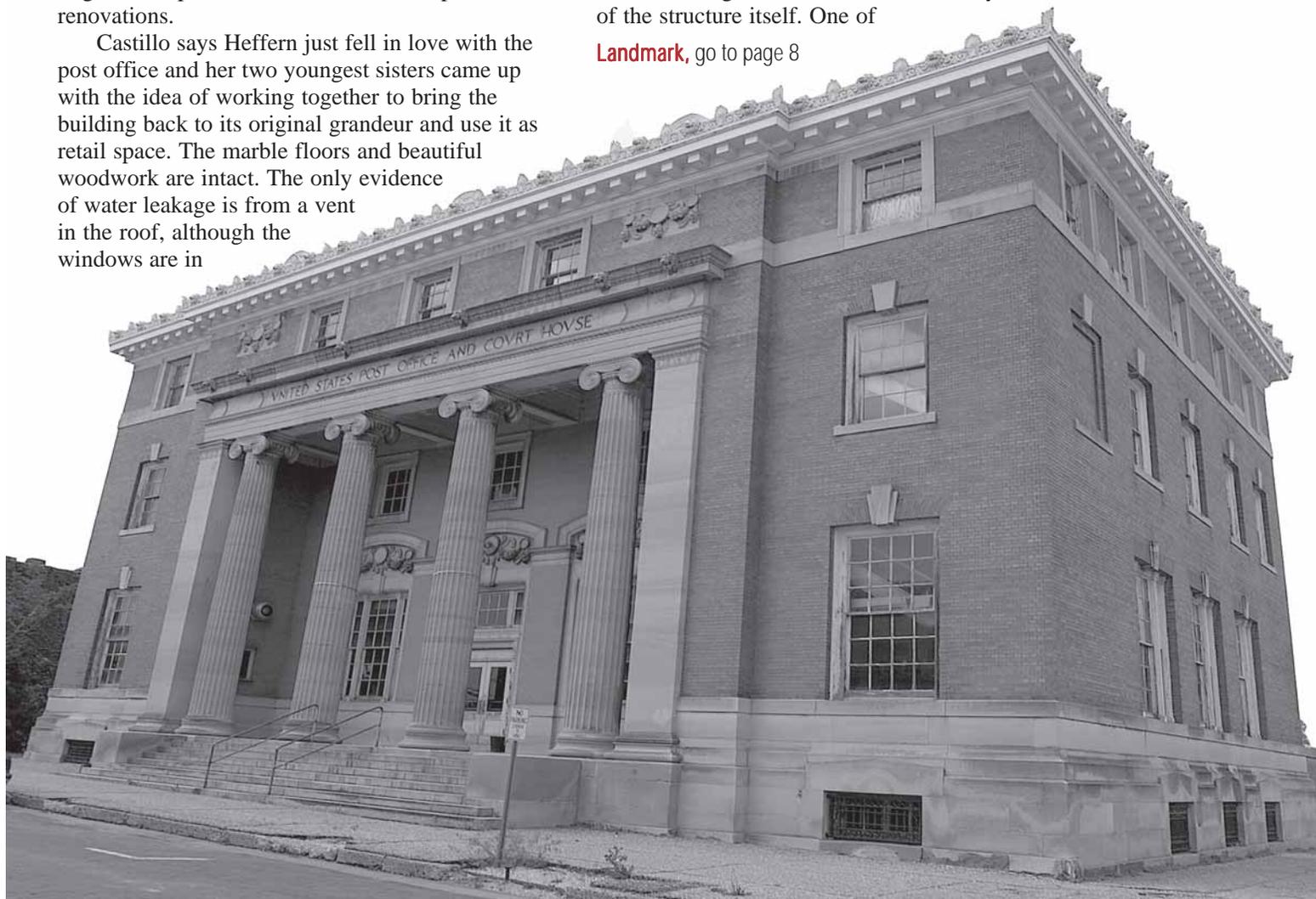
The family is in the process of working with an architect to help outline the restoration process. Since the building is registered as a historic landmark, special attention must be paid to the details of restoration, not just remodeling.

Castillo hopes the first floor renovations will be complete by this fall for Creston's annual Balloon Days Festival. When finished, this floor will house a scrapbooking supply business, Maple Street Memories, owned by Castillo's mother and sisters. "My sister Barb had the original idea. She loves to scrapbook, but there aren't many places to buy supplies or take classes in southwest Iowa," said Castillo.

Also included in the plans is The Trophy Shop, currently at a different Creston location and owned by Castillo's brother-in-law, Gary Coenen.

A large part of the planned décor for the renovated building will come from the history of the structure itself. One of

Landmark, go to page 8



Keeping it together in Tipton

“It’s got to be around here someplace.” How many times have you said that to yourself when looking for a tool or an object at home? You wouldn’t think that fairly large pieces of equipment like skid loader attachments would get misplaced between DOT shops but, as the employees in District 6 found out, they do.

“This has been going on for years,” said Trent Sorgenfrey, mechanic at the Tipton shop. “Whenever we would need to use the skid loader, the attachment we needed would be missing or at another shop on the other side of the district. Our guys would use half a day just retrieving the part.”

One morning at a Tipton shop meeting this issue came up. Sorgenfrey brought up the idea of building a trailer for the skid loader that would keep all the attachments together. “I’d seen landscaping trailers where all the mowers and other stuff were kept together and it made sense for this,” said Sorgenfrey.

Highway Maintenance Supervisor Dan Laing gave the go-ahead for the trailer and it became a winter project for the shop. Equipment Operator Denny Peterson had fabrication experience and he worked on the project with Sorgenfrey, who is an experienced welder. Another equipment operator, Loren Reynolds, helped out when the time came for wiring the trailer.

“This really was a shop project,” said Sorgenfrey. “We took an old trailer and stripped the wiring, re-did the suspension, fabricated a way to keep all the attachments together, sandblasted and painted the trailer and then finished up with new wiring.”

Dave Gates, the mechanic in Independence, built the forks for the skid loader attachments and District Mechanic Ron Stuzel took care of getting parts.

“Since this will be used by all the shops in the eastern half of the district, we wanted it to be very operator-friendly,” said Sorgenfrey. “That’s one of the

reasons it was important to have so many people involved in building it. Everyone brought ideas on how to make it better. There’s nothing worse than building something for the operators and then having them say, ‘If you would have done this or that...’”

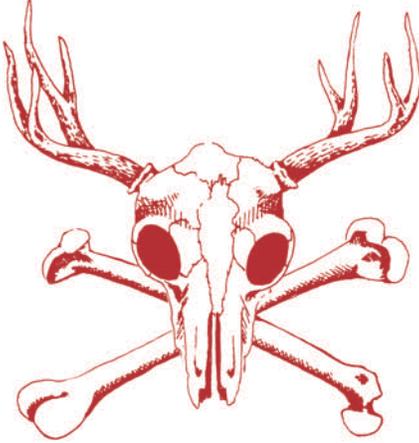
Although the trailer is being used, Sorgenfrey said this is a project that will continue. He said they plan to make modifications as necessary to meet the needs of the operators.

Laing said, “I really think this piece of equipment will be used more now that the attachments are readily available. It will be much more efficient for milling small bumps, cleaning under guard rail, moving rock around, and all the other things this equipment was designed to do. I’m very glad we have the people who volunteered to take this on.”

Trent Sorgenfrey (left) and Dan Laing of the Tipton garage



Deer/vehicle crashes on the rise



We've all seen them, deer that have unsuccessfully attempted to cross a road. Unfortunately this nature-meets-vehicle mess has to be cleaned up, most often by the crew at the local maintenance garage.

Each garage keeps a log of deer carcasses picked up along the roadway. This data is entered into the mainframe computer system and analyzed by staff in the Office of Traffic and Safety. Last year 11,116 deer were reported to this system, compared to 4,350 just 10 years ago. In 2004 the Oakdale shop in Iowa City had the distinction of picking up 587 deer, more than any other shop. From Jan. 1 to April 27 this year, Oakdale garage employees had already picked up 112 deer carcasses.

Travis Nitcher, highway maintenance supervisor in the Oakdale shop, instituted a Sunday deer pick up to handle the increase. "Because the deer population around Iowa City is so large, last summer we started a Sunday crew to handle the weekend deer kills so there wouldn't be such a backlog on Monday. Before we started the Sunday run, we picked up 21 deer one Monday last year. Especially in the summer, it's important to get to the deer as soon as possible."

This year Nitcher's crew started picking up deer again on Sunday mornings beginning May 8 and will continue until July 3.

"This is something we have to do everyday, so you get used to it," said Jeff Ruppert, equipment operator senior in the Oakdale garage. "Spring and fall seem to be the worst. The deer are moving more so that's when we'll run the weekend crew."

Ruppert says picking up deer in the early spring isn't too bad. "The deer are smaller and the weather is cooler. Usually one person can handle it. Later in the summer the deer almost double in size. If the deer is larger, the weather is hot or the deer is down in the ditch or tangled in a fence, it usually takes two people to handle the job."

Ruppert says employees in the shop have spoken to officials about the possible health risks of handling the deer carcasses. "We were told there isn't much health risk involved with touching the deer. We wear gloves and do what we can to protect ourselves." Ruppert added, "Lifting the larger deer into the truck bed is more of a problem. That's why we use a Tommy Gate on the pickup to lift the deer into the bed."

While this problem will most likely not be a topic of polite conversation, the Insurance Institute for Public Safety estimates 1.5 million deer-vehicle crashes occur each year in the United States. These crashes result in at least \$1.1 billion in vehicle damage. More than 200 fatal animal/vehicle crashes were reported nationwide in 2003. These numbers make the issue a hot topic with traffic safety professionals.



Equipment operator Jeff Ruppert loads unlucky wildlife into his pickup.

Steve Gent, director of the Office of Traffic and Safety, says, "To some extent, the increase in deer-vehicle crashes over the past 20 years is the result of approximately 300 percent increase in the size of the deer herd along with more than 60 percent increase in vehicle miles traveled."

Nitcher, an avid deer hunter, points to the increasing development in areas traditionally full of wildlife as an issue to be addressed. "It's a sad thing to see habitat bulldozed in by the thousands of acres every year," he said. "Some of the people who live in these areas and complain about the deer don't seem to realize they've had a hand in creating the problem in the first place."

Although deer fencing has been the only method shown to reduce crashes, it is expensive to install and maintain and can not be used in all areas. Iowa DOT employees will continue to participate in and monitor crash reduction research around the nation to reduce the damage caused by deer/vehicle crashes.

Savings Bond rate update

The Treasury Department announced last month that Series EE Savings Bonds issued on and after May 1, 2005, will earn fixed rates of interest. The new fixed rate will apply for the 30-year life of each bond, which includes a 10-year extended maturity period, unless a different rate or rate structure is announced and applied at the start of the extension period.

Rates for new issues will be adjusted each May 1 and November 1, with each new rate effective for all bonds issued through the following six months. Interest accrues monthly and is compounded semiannually. Savings bonds must be held a minimum of one year, and there is a three-month interest penalty applied to bonds held less than five years from issue date. At a minimum, Treasury guarantees that a bond's value will double after 20 years, its original maturity, and it will continue to earn the fixed rate set at the time of issue unless a new rate or rate structure is announced. If a bond does not double in

value as the result of applying the fixed rate for 20 years, the Treasury will make a one-time adjustment at original maturity to make up the difference.

Series EE bonds issued prior to May 1, 2005, will continue to be governed by the terms in effect when they were issued.

Savings bonds are available in electronic or paper form. Paper EE bonds are issued at a 50 percent discount from face value, and electronic EE bonds are issued at face value. Issue prices for EE bonds start at \$25. Electronic savings bonds can be purchased directly from the Treasury Department by opening a TreasuryDirect online account at www.treasurydirect.gov. Paper saving bonds can be purchased either through a financial institution or through payroll savings plans offered by thousands of employers.

For more information on the DOT's EE Savings Bond program, contact Sharry Dickerson in the Office of Employee Services at 515-239-1328.

Get 'em while they last

2005 Iowa Transportation Map for Bicyclists

Bicyclists now have a much better idea of where to go and how to get there. The 2005 version of the Iowa Transportation Map for Bicyclists is now available. When initially published in 2000, this map received rave reviews from bicyclists and map enthusiasts alike.

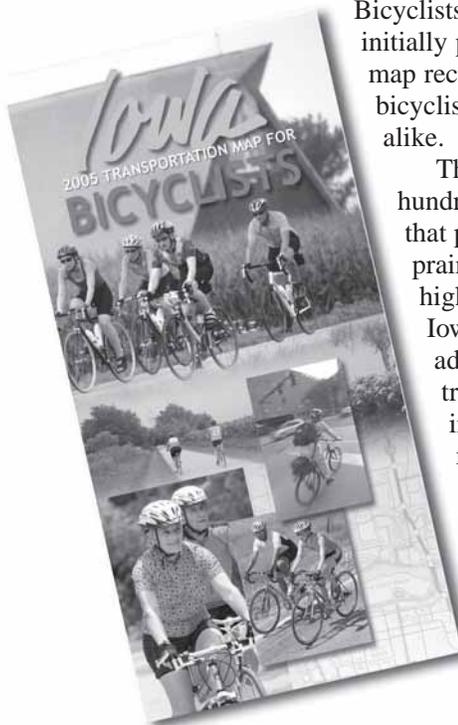
This statewide map shows hundreds of miles of bike trails that pass through woodlands, prairies and parks — all highlighting the beauty of Iowa's landscapes. In addition to the off-road trails, traffic levels are indicated for all paved roadways so bicyclists can choose the road routes that match their levels of riding experience to enhance safety.

The cover of the map features a collage of photos depicting the

variety of ways bicycles are utilized in Iowa, from recreational trail riding to commuting to work. A message from Governor Thomas J. Vilsack and Lt. Governor Sally J. Pederson is also included. Information highlighted on the back of the map includes trail maps of the state's 16 largest cities; a summary of Iowa bicycling laws; information about 48 multi-use trails that are five miles or longer; cycling safety tips; and contacts, including Web sites, for additional information on cycling in Iowa.

The bicycle map will be distributed at no charge throughout the state at driver's license stations and welcome centers. To order the map by phone, call 515-242-4705 or 800-345-IOWA. Two Web sites are available to either view the map online or order a paper copy. Please go to either iowabikes.com or iowadotmaps.com.

The bicycle map was updated in coordination with the state's metropolitan planning organizations and regional planning affiliations. Also adding input to the publication was the Bicycle and Pedestrian Advisory Committee, the Iowa departments of Natural Resources and Economic Development, and the public.



Clean up on I-380

An ambitious group of more than 250 people gathered in a parking lot in Cedar Rapids April 24 to gear up for clean up on Interstate 380 and at local recreational areas. Several area adopt-a-highway sponsors also chose to use the day for their semi-annual pick-up effort.

This is the fourth year for the event organized by the Cedar Rapids Parks Department, Keep Linn County Beautiful and Cedar Rapids/Linn County Solid Waste Agency. "We want to make sure people know this wasn't a one-time event," said Teresa Kurtz of the solid waste agency. "Our goal was to raise awareness in cleaning up the corridor, not just for this event, but to promote the adopt-a-highway program year-round. We plan to continue this event every year and eventually expand to pick up litter along the entire route in Linn County."

This year's event certainly expanded on past years. "Last year we had about 50 volunteers," said Kurtz. "This year we were up over 260. The radio station, KDAT, helped with promotion, and the kick off rally with the Cedar Rapids mayor and parks director was motivating."

For the first time this year, t-shirts were given to all volunteers. Kurtz said, "The bright orange shirts were helpful, since we were very concerned with safety. You couldn't miss the volunteers! Donations from the solid waste agency and the Linn County Sheriff's Office made the shirts possible."

With 250 orange-clad volunteers whooping it up at the rally, Jerome Steward, engineering office assistant in Cedar Rapids maintenance, made sure the group was well stocked with safety vests and trash bags for the work that was soon to begin.

Once the pick up started, Steward said a portion of the group collected at least 50 bags of trash, more than 10 cubic yards from the I-380 clean up, which was made possible by a one-day permit issued by the DOT. Dynamic message signs along the route were also activated with a warning so motorists would take extra caution as the group worked the area.

Since nearly two-thirds of the crowd, including Steward's six-year-old son, Jarrett, were too young to pick up litter on the highway, they were assigned to local trails, McLeod Run, a trail and trout stream running parallel to the interstate, and the Cedar Lake recreational area.

Steward said, "There were several cub and boy scout groups and other kids who were too young to pick up trash along the highway, but the trails and



Top photo: Registration lines at the I-380 clean up went smoothly for more than 260 people.

Bottom photo: (left) Cedar Rapids Parks Commissioner Wade Wagner; (right) Jerome Steward, from Cedar Rapids maintenance; (behind Steward) Cedar Rapids Mayor Paul Pate.

Cedar Lake provided a place for them to work in a safer environment."

For this part of the non-interstate clean up, Kurtz says 95 bags of trash were collected, bringing the total to 145 bags and more than 30 cubic yards of waste.

Following the litter clean up, the local Sam's Club, the Cedar Rapids/Linn County Solid Waste Agency and others sponsored pizza and beverages for the participants.

"I volunteered my time for this so I could help the community and spend some quality time with my son," said Steward. "It's really a fun event."

Wanted: Story tellers

With the 50th anniversary of the interstate system just around the corner in 2006, the Iowa DOT is assisting a national effort to gather stories from engineers, technicians, inspectors and others who worked on designing and building the route that connects us all.

If you have stories you would like to share, contact Dena Gray-Fisher at 515-239-1922 or e-mail dena.grayfisher@dot.iowa.gov.

Landmark, continued from page 3



Linda Castillo

Castillo's brothers, Andy Allen, is the current postmaster in Creston and has photos that were taken of the building's original construction. "There was a photography shop near the building in the early 1900s. As the building was being constructed, the photographer took several photos," said Castillo. "We have all these wonderful photos of the construction process that we plan to use in decorating the first floor. We also have photos of the first female mail carrier in Iowa, who just happened to be from Creston."

Although the two family businesses will take up part of the building to be accessed from the former loading dock, other commercial space may become available. "We're going to be very careful with use of the space," said Castillo. "We plan to keep the front of the building historically intact and want to maintain the structure throughout, so we'll be choosing other tenants very carefully. We do have a tentative plan to eventually use the second floor, which used to be the federal courtroom, jury room, and judge's chamber, as meeting or convention space."

"We're a very close family," said Castillo. "My mother is 84 and will be a major contributor of ideas to the renovation. It's going to be fun working together on this project. The whole town is being very supportive of our efforts and seems excited by the plans we're making to bring this wonderful building back to life."



(Above) Paving north lanes moving east on Interstate 80 in Polk County, July 28, 1960.

(Below) Interstate 35/80 mixmaster northeast of Des Moines looking north, May 2, 1960.





Trophy Case

Recent DOT Awards



Captain Don Page of the Office of Motor Vehicle Enforcement was presented with a plaque in appreciation of his active involvement in the Central Iowa Traffic Safety Task Force (CITSTF). The award was presented by Polk County Sheriff's Sergeant Tom Stahowick, chairperson of the CITSTF, at a safety luncheon May 12 at the Tournament Club of Iowa in Polk City.

The CITSTF consists of representatives from the Ankeny, Altoona, Clive, Des Moines, Johnston, Madrid, Mitchellville, Pleasant Hill, Polk City, Urbandale, West Des Moines and Windsor Heights police departments; the Iowa departments of Natural Resources, Transportation (Motor Vehicle Enforcement), Public Safety (Iowa Governor's Traffic Safety Bureau and Iowa State Patrol), and Public Health (Bureau of EMS); Iowa National Guard; and the Polk County Sheriff's Office.

The group conducts traffic enforcement checks in central Iowa to ensure traffic laws are obeyed in an effort to reduce deaths and injuries to motorists, passengers and pedestrians.

Family Happenings

District 6

Jeanne Heeren

Eugene Sande, equipment operator senior in the Decorah garage, is retiring. Friends and coworkers are invited to attend his retirement send-off Saturday, June 18, starting at 4:30 at the VFW, 104 State Street, Decorah. No gifts or cards, please, but Sande says primitive camping (tents or campers) are welcome at his place near Calmar.

In Memory

Gerald D. Cameron, 80, of Onawa, died Monday, April 18, at Longview Nursing Home in Missouri Valley. Cameron was born on his family's farm near Danbury to Claude and Elsie (Clark) Cameron. He attended school in Mapleton and then joined the U.S. Marine Corps during WWII. He received a purple heart for injuries sustained in Guam. Cameron worked for the Iowa State Highway Commission for 23 years and is remembered for running the mud pump in the district. He was preceded in death by his wife, Doris. He is survived by three sons, four grandchildren, and other relatives.

Duane Cohrs, 74, of Ventura, died Monday, April 25. Cohrs worked for the DOT at the Atlantic and Mason City materials labs for a total of 23 years, retiring in 1995. He is survived by his wife, Lorraine, three daughters and one son. Cohrs was the grandfather of eleven and great-grandfather of fourteen. He was preceded in death by his son, Dann.

May Crossword solution



Now I know you're paying attention...

At least a few of you have pointed out that the Texas city famous for its River Walk is San Antonio, not Austin. Thanks for paying attention!

35 YEARS
 Iowa Department of Transportation



Howard Spencer
Marshalltown construction



Martin Tomkins
Cedar Rapids construction



Dennis Wirtz
Marshalltown construction



Marilyn Nielsen
Information Technology Division



Jeffrey Brown
Bridges and Structures



Douglas Buckholdt
District 3 Office

SERVICE AWARDS

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

40 Years

Larry Jackson, District 5 Office

35 Years

Jeffrey Brown, Bridges and Structures; **Douglas Buckholdt**, District 3 Office; **James Curtis**, Davenport construction; **Anthony Ehrig**, Cherokee construction; **Richard Kautz**, District 6 Office; **Russell Lucht**, Cherokee construction; **Marilyn Nielsen**, Information Technology Division; **Howard Spencer**, Marshalltown construction; **Martin Tomkins**, Cedar Rapids construction; **Dennis Wirtz**, Marshalltown construction.

30 Years

Roger Ashbaugh, Cherokee garage; **Lynn Deaton**, Ames garage; **Kathleen Grossman**, Carroll DL station; **Valerie Hunter**, Motor Vehicle Enforcement; **Gary Kretlow**, Motor Vehicle Enforcement; **Richard Krotz**, Oakdale garage; **Gordon Port**, Bridges and Structures; **Kathy Ridnour**, Systems Planning; **Dwight Rorholm**, District 3 Office.

25 Years

None

20 Years

Darryn Abben, Waterloo garage; **Nola M. Barger**, Document Services; **Sheila Lee**, District 6 field staff; **Richard Schnormeier**, Facilities Support; **Donald VerSchoor**, Sioux City construction.

15 Years

Ron Loecher, New Hampton construction; **Kent Nicholson**, Design; **Tamara Nicholson**, Location and Environment; **Sandra Pinta**, Information Technology Division.

10 Years

Barbara Bellizzi, Design; **Timothy Greenwood**, Right-of-Way; **William Gurnett**, Design; **David Hansen**, Repair Shop; **Jacque Hebron**, Driver Services; **Edward Kasper**, Contracts; **Roger Larsen**, Location and Environment; **Stuart Nielsen**, Bridges and Structures; **Jesse Ramirez**, Carlisle garage; **Julie Steenhoek**, Information Technology Division; **David Paul Weigel**, Right-of-Way.

5 Years

David B. Brown, District 5 Office; **Haiping Chen**, Bridges and Structures; **Debra Davis**, Des Moines DL station; **James Hauber**, Bridges and Structures; **Robert Schatzke**, Information Technology Division.

PERSONNEL UPDATES

Information supplied by the Office of Employee Services for April 4 to May 5, 2005.

New Hires

Austin Budden, motor vehicle officer, Motor Vehicle Enforcement; **Matthew Dingbaum**, motor vehicle officer, Motor Vehicle Enforcement; **Daniel Hostetler**, motor vehicle officer, Motor Vehicle Enforcement; **Jeffrey Jones** motor vehicle officer, Motor Vehicle Enforcement; **Roberta Siems**, driver's license clerk; **Benjamin Slife**, motor vehicle officer, Motor Vehicle Enforcement.

Promotions

Linda Ault, from information technology support worker 2 to clerk specialist; both in Vehicle Services; **Bret Denekas**, from materials technician 3 to materials technician 4, within Materials; **Jennifer Hoskins**, from transportation engineer intern to transportation engineer, within Design.

Transfers

Eric Abrams, information technology specialist 5, within Information Technology Division; **William Federspiel**, equipment operator senior, from Waterloo garage to Allison garage; **Lori Morris**, secretary 1, from District 1 Office to Des Moines construction; **Lawrence Wheeler**, equipment operator, from Waterloo garage to Waverly garage.

Retirements

Sherry Forrest, public service supervisor 3, Driver Services; **Lois Syndergaard**, secretary 1, Storm Lake maintenance; **Linda Wright**, clerk-specialist, Driver Services.

No more misdialed 911

Effective Monday, May 23, 2005, a new procedure was implemented for 911 emergency calls at the Ames Complex. Ames callers must now dial 9-911 for any emergency situation. This change is necessary to reduce the number of misdialed 911 calls initiated from the DOT's central complex.

The city of Ames 911 center will receive information regarding your location, your phone number, and your name. The DOT operator will also be alerted that an emergency call was made and will notify DOT First Responders. After First Responders have been notified, the Office of Facilities will call the extension where the 9-911 call was made to determine if there is a true emergency. If it is a true emergency, two or more employees from your office should meet the First Responders and Rescue personnel at the designated Emergency entrance for your building (listed in Section A-6 of the DOT Phonebook). First Responders will also send a representative to the actual location of the emergency. **If you call 9-911 by mistake, do not hang up.** Stay on the line until a 911 emergency dispatcher answers and is told that there is no emergency.

The 911 procedure for Park Fair Mall will also be changing in July. Please watch the next issue of INSIDE for details.



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

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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
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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

On the cover: A group completes litter pick up on I-380 in Cedar Rapids

Motorcycle rider education --- teaching skills that could save your life



Even experienced riders can benefit from additional training.

ARIES, Inc. Taught by MSF-certified and Iowa-licensed rider coaches, the classes are a minimum of 15 hours, five classroom hours and 10 hours on a skill test course. To pass, participants must successfully complete both knowledge and skills testing. The training season, somewhat weather dependent, varies throughout the state. However, the course is generally available from early April through mid-October. Since this is a required course for motorcycle riders under the age of 18, classes fill up quickly.

The Iowa DOT also accepts graduates of the Harley Davidson Rider Edge Program, currently with three sponsors: Zylstra's Harley Davidson of Ames, Silver Eagle Harley Davidson/Buell Cycle Center of Waterloo and Wilwerts Harley Davidson of Dubuque.

Basic skills taught include: riding in a straight line; turning; shifting and stopping. The next level of instruction is the application of these basic skills to on-street riding conditions.

For older motorcycle riders, neither the basic nor experienced rider courses are required for licensing, but taking them could save time when applying for your Class M license. Completion of a full-day experienced rider waiver class could lead to a waiver of the skills test portion of the Class M licensing procedure at the driver's license station.

Even if you've been riding for some time, there's always something new to learn. Increasing

numbers of seasoned riders are taking the half-day experienced rider course to fine-tune the mental skills needed for survival in traffic. Participants will discuss with peers how to balance the mental and physical aspects of safe riding, manage risk, increase visibility and optimize your lane position. The course also covers protective gear, rider responsibility, motorcycle inspection and care, the effects of alcohol and other drugs on riding, and includes an optional skill evaluation and knowledge test. Riders use their own equipment, and put into practice the techniques of managing traction, stopping quickly, cornering and swerving.

Motorcycle rider education in Iowa is supported in part by an additional fee of one dollar per year for the Class M license. The balance comes from student tuition. Participant out-of-pocket cost, which varies by sponsor and course, ranges from about \$98 to \$125.

To obtain a copy of the Iowa Motorcycle Operator's Manual, you can e-mail ods@dot.iowa.gov or go to any driver's license issuance site, or contact the Office of Driver Services, Park Fair Mall, 100 Euclid Ave., P.O. Box 9204, Des Moines, IA 50306-9204, telephone toll free in Iowa 800-532-1121, local Des Moines 515-237-3153, fax 515-239-1837.

For more information about the MRE program, contact Toni Kerkove at 319-235-8032 or toni.kerkove@dot.iowa.gov or go to iowaMRE.com.

Learning to ride a motorcycle, whether you're 16 or 50, can be a challenge. The Office of Driver Services administers the state's Motorcycle Rider Education (MRE) program, which includes both basic and experienced rider courses designed by the Motorcycle Safety Foundation (MSF). Any Iowan under age 18 who wants a Class M license, valid for the operation of a motorcycle, must complete the basic rider course before this license will be issued.

Data from law enforcement lead to estimates that nearly 50 percent of motorcyclists are riding without a license. Both beginning and experienced rider courses are available to make the licensing process easier for Iowa motorcycle riders, and the road safer for all motorists.

For the beginning rider course, motorcycles and helmets are provided at each of the state's 15 community colleges, by sponsors ABATE of Iowa and