

INSIDE

IOWA DEPARTMENT OF TRANSPORTATION NEWSLETTER

MARCH 2006

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ONE 2 ONE

WITH DIRECTOR NANCY RICHARDSON

I just returned from a couple of days in Washington, D.C. with the Iowa Transportation Commission. It was the Commission's second annual trek to meet personally with each of Iowa's members of Congress. The meetings offer the Commission and department director an opportunity to share with the Congressional delegation our views on Iowa's key transportation needs and issues and to hear the same from them. I thought I would share with you some of my reflections about the trip.

To start with, I must admit that I did not look forward to the trip. I'm really a homebody, or in this case "officebody." I prefer being at the office each day and following my normal routine, even though there is rarely a "normal" day. It's also sometimes hard for me to feel that attention to federal issues is as pertinent as attention to Iowa issues is to what we do at Iowa DOT. And, I question whether the time and expense of a trip like this is really worth it. But, I must admit to being wrong on all accounts.

Three days out of the office isn't what it used to be. With cell phones, faxes and computers, the good news is that work doesn't have to pile up while you're gone. The bad news is you're constantly on the phone or computer, but it makes it easier when you return.

More importantly, I was reminded how critical the federal process is to what we do. I remembered that about half the funding for our annual state system highway program (over \$200 million) and significant funding for aviation, transit, rail, trails, local highways, and other transportation programs come to Iowa through the federal process. It's pretty shortsighted to ignore the importance of this federal funding. In addition, many of our customers – Iowa citizens – contact members of the Congressional delegation with their transportation concerns and

they, in turn, contact us at Iowa DOT to help respond. We, therefore, work very closely with the staff in our two senators' and five representatives' offices to help answer Iowa citizens' questions and address their concerns. In many ways, there is nothing that we do that is more important than responding to Iowans' questions and concerns.

So, was the trip worth the time and expense? In retrospect I know it was. Not only was I reminded of the importance of the federal process in what we do and given the opportunity to share Iowa's transportation issues with the delegation, I enjoyed one other very positive experience. With each of the seven meetings, the level of quality we bring to our work at Iowa DOT was evident. Repeatedly I heard our members of Congress and their staffs say good things about the work we do and how we do it.

That is thanks to all of you. Regardless of what your job is here at DOT, it plays a part in our reputation and success. From accountants to custodians to engineers to technicians to clerks to administrative support to equipment operators to whatever you do, it plays a part in what we accomplish here. It was heartening to hear it so frequently mentioned and it made me very proud to be a part of it. Thanks for all your efforts; it does make a difference.

On a different, and more personal note, thanks to those of you who dropped me a note about last month's column. It obviously struck a chord with many of you and I'm pleased about that. My mom would've been pleased too!

Callahan celebrates 50 years at DOT

If you had to come up with a slogan to represent Ray Callahan, it might be "He's always prepared." This propensity for preparation has been a hallmark throughout Callahan's 50-year DOT career, and has been extremely important over the two decades or so since he began coordinating the DOT's disaster response teams.

Ray Callahan's DOT story begins back in March 1956 with the Office of Right of Way. While his first position as a draftsman was basically over before it began, his supervisors recognized his ability to craft the written word and sent him to work writing property descriptions. "Back then the people in Right of Way just wrote everything up and then it was up to the resident engineer to negotiate with the land owner for property," said Callahan. Soon he was promoted to supervise the group of "document checkers," and with that responsibility he brought a commitment to customer service and a dedication to upgrade the work responsibilities of those in his charge. Under his leadership several of these people became very adept in real estate matters and went on to become right-of-way agents. Also during this time, responsibility for negotiating land purchases was transferred from the resident engineer to the Office of Right of Way.

Callahan remained in the Office of Right of Way in various supervisory positions until 1980 when he was promoted to the Office of Rail and Water and tasked, along with others, with upgrading the electronic billing process for railroads. Callahan, a railroad buff, jumped at the opportunity. "At that time there were many issues with the railroads," he said. "Paper billing just wasn't working and the relationships were beginning to suffer. We had to do something." Through the office's initiative a system was developed to bill the railroads electronically. This created a new line of communication and understanding.

Fostering relationships and promoting safety have always been part of Callahan's repertoire. Also during his time in the Office of Rail and Water, Callahan worked with George Norris of the Bureau of Policy and Information to test reflective material on crossbucks, one of the first such tests in the country. Once the testing was complete, all state highway/rail crossings sported reflective material, making crossbucks much more visible.

50 YEARS



Ray Callahan

In 1994 came another career challenge for Callahan. He moved to the Office of Maintenance and took over the DOT's emergency management functions. Among his many tasks, Callahan maintains the DOT's last line of communication, a radio linked to the National Communications System (NCS). The radio system is "a basic form of communication and a little bit of insurance for us. If other forms of technological communication fail, this radio system can be relied on," he said.

But technology can't replace feet on the street. Callahan is a tireless recruiter for volunteers to serve at the state's Emergency Operations Center (EOC) at Camp Dodge in Johnston. The EOC is a gathering point for information and a base for planning strategies to minimize the effects of a disaster, and Callahan's relationships and reputation have helped him seek out the most qualified DOTers to serve in this arena.

Not only is this a celebration of 50 years of Callahan's work life, June 16, 2006, will mark 50 years of marriage for Ray and his wife, Bonny. The couple had two sons --- Patrick is deceased, but his daughter, 23-year-old Chrystal, lives in Nevada and remains very close to her grandparents. John Raymond works as a civil engineer for the Washington DOT and is married to Dustine.

A reception will be held for Callahan at the DOT central complex materials lab conference room March 20 from 2-3 p.m. If you are in Ames that day, please stop by on your afternoon break to congratulate Ray.

Qualifications-based selection

For nearly three decades the Iowa DOT has been perfecting the selection process for consultants used on our highway projects. As you read in the January edition of INSIDE, our qualifications-based selection (QBS) system was deemed best in the country by the American Council of Engineering Companies (ACEC) and the National Society of Professional Engineers.

Jason Holst, consultant selection coordinator in the Office of Design, says reasons for using consultants vary. "There are times we have projects that require specialized staff not employed by

the DOT, so we hire consultants that can offer these services. We also hire consultants when the number of projects exceeds that which can be designed by the current in-house staff. Using consultants allows us to get more done and utilize different skill sets we might not need from a permanent employee."

There are six steps to finding the right consultant for a specific project. First, one of the DOT division directors confirms there is a need for outside services. Next, a selection committee is assigned and creates the request for proposal (RFP). The RFP will include a thorough description of the work to be done, any special requirements needed for this type of work, and the types of details that are expected in a proposal. Third, the RFP is posted to the DOT's Consultant Utilization Web site and Holst sends a notice to prequalified consulting firms that an RFP has been posted. Next, consultants that are interested in the RFP submit a formal proposal. Once all proposals are submitted, the selection committee reviews the proposals, ranks the consultants on their ability to do the work requested in the RFP and selects the top consultant. The division director who originally determined a need for outside services approves the selected consultant and gives notification to the administering office to begin the negotiation process.

For RFPs of \$50,000 or more, an extensive audit of the firm's expenses, employee timesheets and other pertinent information is completed to assure the best value.

Deanna Maifield, who was consultant selection coordinator prior to Holst, said, "Although this is not a price-based selection, we look very closely at the charges that might result when negotiating a contract with that firm. If a financial agreement cannot be reached, we'll terminate negotiations and move on to the second qualified consultant."

Holst suggests flexibility is a benefit to our QBS system. "We're not locked into the low bid," he said, "we're able to find the best firm to complete the work and then hammer out the financial portion." Holst points out that design is usually about 10 percent of the cost of a construction project, and that a poor design can cause cost overruns and changes during the project that significantly increase costs. Maifield adds, "Change orders can be very costly, much more than the design costs in some cases. We can save time and money if we have a good design as a basis for the project."

"The system also gives us the opportunity to discuss issues and develop positive working relationships with the consultants," said Maifield. "This process was suggested by the consulting firms and is a very positive way to work together."



Office of Aviation plays role in post 9/11 aviation security

by Tim McClung

DOT Office of Aviation marketing manager

What began as a statewide effort between two government agencies has turned into a nationally recognized security program that takes a proactive approach toward beefing up security at general aviation airports.

In 2003, the Transportation Safety Administration's (TSA) Moline office contacted the Iowa Department of Transportation's Office of Aviation to discuss the possibility of working together to open the lines of communications with general aviation airports in Iowa. "We were excited about partnering with the TSA and airports to begin a proactive approach toward general aviation security," said Michelle McEnany, director of the Office of Aviation.

In the fall of 2003, Office of Aviation staff and TSA officials began meeting with airport managers and commissioners, fixed-base operators, law enforcement, local government officials, and pilots at general aviation airports throughout Iowa. The introductory meetings provided the opportunity for the TSA and Office of Aviation to create awareness, identify needs and enhance working relationships with the airports.

Following the meetings, it was clear there was a need for signage, training materials, and a system that made it easy for airports to develop security plans and communicate needed messages to airport employees and users. Around the same time, the TSA released new general-aviation security guidelines and security assessment tools.

Based on airport visits and new materials available from the TSA, the Office of Aviation developed a coordinated program that included airport security best practices, sample security plans, brochures, signs, and funding programs. The office also used the TSA's risk assessment tool to score each general aviation airport in the state and place them in one of four risk categories, with specific recommendations for airports in each category.

Armed with a coordinated security program, the Office of Aviation staff hit the road again in 2004 and 2005 to roll it out to airports. The TSA participated in approximately one-third of those visits. "Since each airport operates differently, a cookie cutter approach wouldn't work," said Mc Enany.



"Airport security planning was not mandated by the state or the federal government, so it was very important that we work closely with the airports to find security solutions that would work for them. The only way to do that was to offer a program that would make sense and be easily customizable for each airport."

Airports did accept the program. Today, more than half of the airports in the state have implemented a security plan and others are in development. No Iowa airport scored in the highest risk category as defined by the TSA. All eight airports listed in the second-highest risk category have completed security plans, and two-thirds of the 37 airports in the third-highest category have finished security plans. Mc Enany said, "We're continuing to work with the airports to complete their security plans."

Part of the security planning process included simple steps, such as identifying key contacts in case of an emergency, implementing a neighborhood watch approach and shoring up law enforcement patrols at airports. Because of the DOT's expertise in developing signage, the Office of Aviation was able to develop several types of security signs and provide them to airports. According to McEnany, "We determined early in the process that many airports lacked basic signage that indicated where access on an airport may be restricted."

Aviation security, go to page 11

Major issues are brought to the table

In signing the highway bill of 1956, President Dwight D. Eisenhower made more money available to state highway departments during the four years that followed than in the 40 preceding years. The federal Bureau of Public Roads (BPR) and state highway departments were gearing up for a phenomenal growth spurt.

At the 1957 Mississippi Valley Conference, American Association of State Highway Officials (AASHO) president William Bugge spelled out what he considered to be the main issues facing state highway departments. With the staggering implications of the new program, Bugge stressed the need to evaluate each state's organizational structure and provide career stability to attract sufficient engineers to do the job. He felt that the highway departments must depart from tradition and employ consulting engineers to help level off the peaks in the design load.

Bugge cited an article in the American Road Builder Newsletter that predicted that the concepts of limited access and bypasses were so radical that state legislatures would not pass enabling legislation, meaning many of the states would have to pass up the 90 percent federal funding for interstates and use their funding for regular 50-50 match projects.

Also in 1957, Bugge spoke to the Western Association of State Highway Officials. In that speech he emphasized that states must step up and continue the initiation of projects. He noted that the federal government was not capable of running a vast highway program, even if it wanted to. The onus was on the states to come through with appropriate legislation, planning and employee development.

With such a radical plan, acquisition of right of way was going to become a major issue as 75 percent of the interstate was to be built on new alignment. Clifton Enfield, BPR's general counsel, noted in a



speech to the American Right-of-Way Association in 1957 that right-of-way acquisitions during the next 13 years would exceed the total of such actions for highways in history.

He stressed that since the function was so new, whole new disciplines and concepts would have to be

developed. New legislation would have to be enacted, standards developed, appraisers hired and trained, etc... and it all would have to be done quickly. He said the very nature of right-of-way acquisition by eminent domain would result in litigation, a field new to the state highway departments, but they must be prepared for it.

With the underlying issues being brought to the table and discussed around the country, some practical matters were being resolved. On Aug. 17, 1957, the interstate numbering sign policy and procedure was presented at the AASHO Committee on Administration. More than 100 designs were considered, and the now-familiar shield was selected. The sign measured 36 inches high by 36 inches wide for two-digit routes, and 45 inches high/wide for three-digit routes.

Naming conventions had been established years before during the planning stages of the system, with two-digit interstate highways numbered according to direction and location. Highways running north-south are odd-numbered and those running east-west are numbered evenly. The lowest numbers are in the west and south. Three digit numbering was reserved for beltways or loops attached to a primary interstate highway.

PART SEVEN IN A SERIES



The beginning of construction on the Interstate Highway System celebrates 50 years in 2006. Each month until the 50th Anniversary Celebration in June, INSIDE will highlight the history of this system of roads. Information for this article was derived from the Federal Highway Administration's Web site. The next article will focus on the Iowa DOT's Highway Instrument Training School, which launched the careers of many of our employees in the late 1950s.

Family Happenings

Operations and Finance

Janet Kout-Samson



Irene Brown, (center) with (from left) daughter, Sherry; granddaughter, Samantha and son-in-law, Chas. (front) granddaughter Shaynie

After spending 37 ½ years at the DOT, Irene Brown decided it was time to retire. On Dec. 30, 2005, her co-workers threw a retirement party for her. Not only did many current DOT employees attend, but just as many retirees came back to help congratulate Irene on her special day. Irene will be sorely missed by her co-workers but her grandkids are thrilled since she's made plans to spend more time with them.

District 5

Brenda Hadley

Mark Van Dyke and his wife, Emily, are the proud parents of a baby boy, Wyatt Allen. Wyatt was born Jan. 2 weighing 7 lbs. 10



ozs. and was 20 inches long. Daddy Mark is a transportation engineer intern in the Mount Pleasant construction office.

District 4 Marlene Jensen



(from left) Scott Suhr, District 4; Cindy Reilly and Nancy Thompson, Big Brothers/Big Sisters; Jeff Owen, District 4



Cole with Tracy Roberts

In memory of Tracy Roberts, our dear friend and co-worker who died in a boating accident last August, Jeff Owen, District 4 field services coordinator, and Scott Suhr, District 4 planner, presented a check for \$1,000 to Cindy Reilly and Nancy Thompson of the Council Bluffs area Big Brothers/Big Sisters. Reilly was the person responsible for matching Tracy to his little brother, Cole, who he had mentored for five years. Cole and Tracy shared many good times together taking trips and weekend outings. Thank you to all who made possible this donation to Big Brothers/Big Sisters in Tracy's memory.

Thank you

We would like to thank the employees of the Manchester and Cedar Rapids construction offices for their donations to help us get back on our feet and back in our new home after the fire we had in November. The money you donated was put to good use buying things we needed for our new home. Once again, we thank you.

Ron and Evelyn Batterson
(Ron is a construction technician senior in the Manchester construction office)

I have been so blessed to know and work with so many wonderful people over all the years I have worked at the DOT. Thanks so much for all the cards, phone calls and gifts. You helped make my retirement and last week at work such a special time for me. I hope to see all of you sometime in the future.

Sharry Dickerson (newly retired from the Office of Employee Services)

In Memory

Harold A. Swanson, 82, of Ames, died Jan. 24. Swanson was a design engineer at the DOT until his retirement in 1986. He is survived by his wife, Elsie Jo of Ames; one son, J. Stewart, and his wife, Carol, of Rochester, Minn.; and two grandsons, William and James.

Briggs inspires new Iowa law to benefit military families

The journey Bob and Michelle Briggs made from their home in southeast Iowa to the state capitol on Jan. 23 will have repercussions for Iowa's military families for years to come. That was the day Governor Tom Vilsack signed House File 2080 to appropriate funds for Bobby and Michelle's bill, legislation to assist Iowa veterans with buying a home and recovering from financial hardships due to injuries. The bill provides \$2 million for the Guard and Reserve Homebuyer Benefit program and \$1 million for military veterans, like Briggs, who are seriously injured in a combat zone.



Bob Briggs (center) with Jeff Arbogast, equipment operator in Mount Pleasant, and Jeff's wife, Tami.

We forget many things, but we never forget kindness. Thank you from the bottom of our hearts for being such wonderful people. The world's a better place by far because of people like you who take the time to do nice things.

Bob is home and doing his rehabilitation in Burlington two days a week. He continues to gain strength. He realized his long-term goal of being able to stand with his unit when they returned to Mount Pleasant Dec. 17. It was wonderful to see the unit finally back home. It has been a long hard 10 months, but with everyone's help, our family is back together and concentrating on finding our new life together. We have met numerous new friends along the way, and our lives will be enriched because of them.

According to a news release, Governor Vilsack decided to focus on this issue after meeting Briggs, DOT equipment operator in the Mount Pleasant shop and Iraq war veteran, and his wife. "We have a responsibility to the brave men and women who serve our country to ensure they can support their families upon returning home," said Vilsack in the news release.

Vilsack visited Briggs at Walter Reed Hospital in Washington, D.C. after he was injured by shrapnel from a rocket fired into his camp while in Iraq. Through INSIDE you've been able to follow Briggs' recovery. Following his injury last April 16, Bob and Michelle have made several trips back and forth to a rehabilitation center in Minnesota and to Washington, D.C. twice for additional surgery, with much of the expense paid directly by the Briggs. As you'll read in the Thank You note printed below, friends, family and co-workers have pitched in and made the trips possible for the family.

The Briggs aren't in need of extra help at this time, but are very appreciative for the help and prayers that they have received. Michelle says, "There is a lot more that needs to be done for others as many haven't been as lucky as we have in getting our lives back on a more normal track. Our main purpose for helping with this bill and bringing the problems to the Governor is to assist others through the difficult time that we know is facing them. Hopefully, this new law will be an example to veterans of the support they have back home."

We still don't know if Bob will be able to return to work, but this is something he really wants to do. He misses working with the "guys at the shop" and believe it or not, he misses plowing snow! For now, Bob is focusing on getting his body stronger and spending time watching his children grow and fight with each other.

Every day that goes by we remember the four men who gave the ultimate sacrifice in the 224th Engineer Battalion, and we honor them and their families. Our family asks that you do the same when thinking about us. We realize how much our family is blessed by still having Bob in our lives.

Once again, our words will never be enough for the kindness that you sent to our family.

Bob, Michelle, Ashlea and Cody Briggs

Drummond named to hazardous materials group

Hazardous Materials Specialist Dave Drummond has been appointed to the Pipeline and Hazardous Materials Safety Administration's (PHMSA's) Basic Hazardous Materials Technical Advisory Group (TAG). Drummond is one of the few state agency personnel appointed to the Hazardous Materials TAG, and his selection is recognition of his expertise in this very complicated field of enforcement.



Drummond

federal regulatory proposals/changes.

Drummond says he is looking forward to his participation in this group. He stated, "Being on the general HM TAG is a great opportunity. I have firsthand access to the latest rulemaking pertaining to HM regulation changes. While at the recent Cooperative Hazardous Materials Enforcement Development conference, the PHMSA folks came in to our TAG and worked with us to clarify some things on the latest changes to the regulations. As a member of this group, I have an opportunity to receive additional training from other governmental agencies and industry, since all members of the TAG are expected to continue expanding their knowledge and expertise in the HM field. Another benefit of TAG membership is that I have personal contacts from around the nation who can be called upon to help us in the Office of Motor Vehicle Enforcement to make sure that HM being transported in Iowa is safe and in compliance with the regulations as much as possible."



2006 Central Office Food Drive - April 3-7 Combat Hunger One Day at a Time

This year's central complex food drive will focus on one need area each day. Donations can be brought to the drop-off point designated by your office food drive coordinator or the glass walkway between the administration building and the northeast wing.

Main Dish Monday – April 3

Ideas include boxed dinners, canned meats and pasta/pasta sauces

Activity: Cinnamon roll sale from 8-11 a.m. in Café 800

Toiletry Tuesday – April 4

Do you take your shampoo for granted? Donate personal care items and toiletries.

Activity: DoBiz Cookies for sale from 8 a.m. - 3 p.m. in glass hallway

Wash Day Wednesday – April 5

Did you know laundry and cleaning supplies can be donated too?

Activity: Book sale from 8 a.m. – 2 p.m.; popcorn will be available (donated by Members1st Credit Union)

Thirsty Thursday – April 6

Man does not live by bread alone – juices and other canned or boxed beverages are needed.

Activity: Ice cream scoop-off from 2-3 p.m.; come see your favorite division director up to their elbows in ice cream. Auction wrap up; online auction begins at noon Monday and final bids are taken at noon on Thursday. To donate items, contact Susie McCullough at 515-239-1289.

Finalé Friday – April 7

Anything goes on the final day of the drive.



Trophy Case

Recent DOT Awards

Concrete Paving Awards

National Winner - divided highways (rural)



The American Concrete Paving Association (ACPA) recently named the Iowa 60 Alton Bypass in Sioux County as the winner in the Divided Highways (Rural) category of their annual awards. Pictured during the awards ceremony in Indian Wells, Calif., are Peter Deem, 2006 ACPA Chairman; Dan Keys, 2005 ACPA Chairman; Steve Jackson and Craig Hughes, Cedar Valley Corp.; John Adam, Iowa DOT director of the Statewide Operations Bureau, and Jerry Voigt, ACPA.

The Iowa Concrete Paving Association awarded top Iowa projects at a dinner Feb. 2 in Des Moines. Four Iowa DOT projects were honored.

Divided Highways Category for U.S. 34 northwest of Danville



(front row, from left) Mark Gorton, Flynn Company, Inc.; Jeff Flynn, Flynn Company, Inc.; Gary Hoffman, Flynn Company, Inc.; Keith Cadwell, Office of Design; (back row, from left): Mike Flynn, Flynn Company, Inc.; Garry Dickey, Fairfield materials; Jeff Johnson, Mount Pleasant construction

Interstate Highways Category for I-80 from Shelby to Avoca



(from left) John Carns, District 4; Kevin Mahoney, Highway Division; Dennis Kloke, Fred Carlson Company

Traffic Management Award for I-235 at E. 14th/E. 15th in Des Moines



(from left) Merlin "Pete" Peterson, M. Peterson Construction Co.; Kevin Mahoney, Highway Division; and Wes Musgrove, Des Moines construction.

State Roads Category for U.S. 20 from Webster County Road D-20 east to U.S. 169



Kevin Mahoney, Highway Division; Bill Orozco, Mason City materials; Dennis Kloke, Fred Carlson Company

Asphalt Paving Awards

On Thursday, Dec. 1, 2005, the Asphalt Paving Association of Iowa (APAI) presented Quality Management Asphalt awards to four DOT projects.

Interstate Resurfacing Award for Interstate 80 in Adair County to the District 4 and Creston construction offices



(from left) Kevin Mahoney, Highway Division; Lee Shepard, Creston construction; Gary Williams, Henningsen Construction, Inc.; Jeff Chapman, APAI

Interstate Paving Award for I-235 in Des Moines to District 1 and Jefferson construction offices



(from left) Kevin Mahoney, Highway Division; Bob Younie, District 1; Liz Baloun, Des Moines Asphalt and Paving Co.; Jeff Chapman, APAI

Primary Resurfacing Award for Iowa 5 in Marion County to the District 5 and Chariton construction offices



Mike Kvach, APAI, presents the award to the Chariton construction staff

A National Asphalt Paving Association Quality in Construction Award for Iowa 5 in Marion County was also presented to District 5 and Fairfield construction offices. No photo was available for this award.

Aviation security

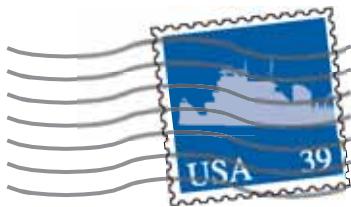
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For its efforts, the Iowa DOT Office of Aviation has been awarded the Most Innovative State Program Award by the National Association of State Aviation Officials. In addition, the office has provided presentations at the local, state, regional, and national level on security issues.

In the big picture, enhancing security at airports is just part of what has been done to enhance the security of general aviation. Airspace restrictions, pilot screening and mandated security training for flight school employees has created a multilayered approach.

The possibility of general aviation aircraft being used for a terrorist act is remote simply because of their light weight and lack of load carrying capability. But the aviation community in Iowa can say they have taken a very proactive approach. Office of Aviation staff will continue to keep our eyes on future developments and respond appropriately when and if we need to."

McEnany credits the Office of Aviation staff for their team effort with this project. "Every staff member played an important role in this initiative."



Kudos!

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

To: **Arnie Laures**, equipment operator senior, Waukon garage
From: Terry Hainfield, Iowa Department of Natural Resources

A sincere thank you to the Iowa Department of Transportation, and especially **Arnie Laures**, for the use of the DOT maintenance building for our DNR Chronic Wasting Disease (CWD) check station. With the goal of obtaining 500 deer samples from Allamakee County in the 2005-06 season, the cooperation of many is needed. I am happy to say more than 500 samples were collected and sent in for CWD testing.

Chronic Wasting Disease is an important natural resource issue in the Midwest. Since 2000, more than 13,000 deer tissue samples have been tested in Iowa with all coming back negative for CWD. Even though we have no reason to believe this year's samples will be any different, we are waiting to hear from the National Disease Lab in Ames. Thank you again for your continued cooperation.

To: **Nancy Richardson**
From: Melisa Forbes, Des Moines

I would like to express my gratitude towards two of your finer transportation workers. Those two would be **Dan Miner** and **Chris Grim** who helped my daughter on the day that the 56th Street ramp opened. She had a tire blow out on her car while she was in route on I-235 to her part-time job at Wells Fargo. She managed to keep her vehicle under control and then pulled off near the 56th Street ramp, thus blocking it. Dan and Chris removed her shredded tire and replaced it with the spare from the trunk of her car. Granted they were there at the time due to the opening of the 56th Street ramp, but they both stepped up to the plate to help her even when the windchill factor was well below zero. Thanks again guys!

(Editor's note: **Dan Miner** and **Chris Grim** are equipment operators in the Grimes garage.)

To: **DOT Web site**
From: Allison Mussig, Denver, Iowa

I wanted to submit a thank you and job well done to the NE Iowa DOT for doing an excellent job of upkeep on the roads this winter. I travel 70 miles round trip from Denver to New Hampton to work every day and Highway 63 has been very safe to travel on this season. Thank you for the work the crew does in preparation with salting and in constant care during a storm.

(Editor's note: The **Waverly** and **New Hampton garages** have responsibility for U.S. 63 from Denver to New Hampton.)

To: **Gretchen Gresslin**, District 6 maintenance manager
From: Paul Hartel, Maquoketa

I am 85 years old and I have had a knee replacement and can't kneel. I can use all the help I can get. So I am writing to tell you how a DOT employee helped me. On Nov. 28 I was coming home from my son's house along U.S. 20. I heard a noise in the rear of my car and pulled off the road. I had a flat. I got back in my car and used my cell phone to call Chrysler. I told the person I had just passed Winthrop headed toward Dubuque. I was having an awful time trying to explain where I was because she didn't know Winthrop, Manchester or Dubuque. About this time a DOT truck pulled up in front of me. The driver got out and came back to my car. He asked if I needed help and I said I sure did. He got the spare and jack out of the trunk and changed the tire. I asked him how much I owed, but he said nothing and just remember that state workers are good. I just wanted to let someone at the DOT know what a nice fellow he was.

(Editor's note: The employees who stopped to help Mr. Hartel were **Larry Lynn** and **Ben Straw** from the Independence shop.)

To: **Staff of Mitchellville Scales**
From: Class 217 – Iowa Central Community College, Fort Dodge

We would like to thank Officer **Jennifer Bell** and the staff at the Mitchellville scale who so graciously took their time to educate class 217 on all the functions of a "Super Coupe," including the computer system, scale settings, inspection process, etc. The class noted the need to follow speed limits, and instruction, and have the needed paperwork in hand should they be pulled in. The class learned about Prepass, how to handle the situation should a driver accidentally bypass an open scale site, and how to use polite, courteous behavior regarding all driver issues. We the staff at Iowa Central thank you greatly for your time.

To: **Hershel Wilbur**, Avoca highway maintenance supervisor
From: Sgt. JR Pearson, Iowa State Patrol

I wanted to express my thanks to you and your crew for your help with traffic control on I-80 at mile marker 40 on Jan. 31. The interstate was totally blocked due to a semi accident pulling a mobile home. We received the call at 10:31 a.m. and our first car arrived at 10:44 a.m. The first thing I noticed going eastbound on I-80 was that there was no westbound traffic on I-80 for miles. You know as well as I do this is not normal, and you think the worse while you are in route to an accident, especially on a highly traveled road such as I-80.

Our pilot flew over top and surveyed the scene before we arrived. At this point, he advised traffic was at a standstill for westbound traffic for approximately two miles. Upon my arrival at Iowa 59 and I-80, I was greeted by a DOT employee directing traffic for the westbound off ramp. Traffic was congested to say the least. Your crew did an outstanding job of directing traffic until our arrival. You then continued to help direct traffic with your crew and equipment. We could not have gotten this done so quickly without your assistance. In less than two hours we were able to get one lane of traffic open for westbound I-80. In my opinion this was a very outstanding job, considering we could not let traffic flow westbound until the wrecker service could get the semi moved for us.

We have the same goal in mind in a situation such as this one: keep the traffic flowing in a safe manner. We accomplished this and had no other accidents in the area as we directed traffic. It was a pleasure to work with your crew and we want to make sure everyone involved knows how much their efforts were appreciated. I know how important it is to have a good working relationship with DOT. This was very evident by the way our two agencies worked together. The relationship is strong in the Avoca DOT garage. If you ever need anything do not hesitate to give us a call, and if you have any suggestions or opinions on anything we need to do different in a situation such as this, let me know.

To: **David Stutz**, Office of Driver Services
From: Dave Brasher, Des Moines

I would like to offer my extreme appreciation for the lengths to which you went to secure a duplicate driver's license to replace the one I so foolishly lost while on a Caribbean cruise during the week of January 16. Your willingness to work over such a short time frame starting with a temporary permit, faxing back and forth to a ship in the middle of an ocean, and to work so closely with my assistant to get all that done was indeed exceptional. But your willingness to move beyond standard operating procedures to actually arrange to have a duplicate license available for pickup by my assistant at your Park Fair office late on a Friday afternoon was, I think, above and beyond what I could have ever hoped for. Simply unbelievable! Just so you know, I got off the boat Saturday morning, my assistant had overnighted it to a Holiday Inn at the Port of Miami (and you can just imagine how happy they were to help someone who had never even stayed there) where I picked it up when the Fed Ex guy came in at 9:30 a.m., and got home without a hitch. I have no idea what the TSA would have done with me, but without your extremely helpful service, I am sure I would have been sitting in Miami for a couple extra days. And so again, my deepest appreciation (not to mention that of my wife whose reaction to my carelessness you can only imagine) for your superhuman effort in this set of unfortunate circumstances. You have convincingly proven yourself to be one state employee (and I know there are many) who really understands the meaning of outstanding customer service.

To: **Nancy Richardson**
From: Ruth Reckling, Mount Vernon

I am writing this letter to thank you for helping me to renew my driver's license and for replying to my letter. **Lisa Hennessey** was so kind in helping me with the testing and coming to Mount Vernon to accompany me on my driver's test there. It's so nice that there are people like this in the world today as they are few and far between. Again, I wish to thank you. It made my day just to be able to drive in the Mount Vernon area.

(Editor's note: **Lisa Hennessey** is a driver's license supervisor 2 in Cedar Rapids. She was able to work with Mrs. Reckling in her quest to obtain a restricted driver's license after Mrs. Reckling wrote a letter to Nancy Richardson requesting assistance.)

PERSONNEL UPDATES

Information supplied by the Office of Employee Services for Dec. 30, 2005 to Jan. 26, 2006

New Hires

Desiree Burrows, information technology support worker 2, Vehicle Services; **John Colle**, design technician associate, Bridges and Structures; **Richard Duncan**, equipment operator, Sheldon garage; **James Flattery**, motor vehicle officer, Motor Vehicle Enforcement; **Elijah Gansen**, transportation engineer intern, Design; **Daniel Gohlinghorst**, motor vehicle officer, Motor Vehicle Enforcement; **Jason Heintz**, motor vehicle officer, Motor Vehicle Enforcement; **Tory Kajewski**, transportation engineer intern, Design; **Lester Kirkpatrick**, motor vehicle officer, Motor Vehicle Enforcement; **Kelly Lefeber**, motor vehicle officer, Motor Vehicle Enforcement; **Bart Lodge**, equipment operator, Allison garage; **Jason Meyer**, equipment operator, Storm Lake garage; **Kate Murphy**, public service executive 4, Employee Services; **Lynn Roder**, equipment operator, Sheldon garage; **Mark Sloppy**, design technician, Design; **William Stuflick**, engineering technician senior, District 2 Office.

Promotions

Kevin Adams, from equipment operator to equipment operator senior, Waverly garage; **John Piziali**, from driver's license clerk to driver's license clerk senior, Iowa City DL station; **Robert Welper**, from transportation engineer intern to transportation engineer, Design.

Transfers

Shannon Anderson, secretary 1, from District 1 Office to Ames maintenance; **Kari Pint**, driver's license clerk, from Des Moines DL station to Ames DL station; **Kip Siems**, from mechanic to equipment operator senior, Waterloo garage.

Retirements

Brian Becker, revenue auditor 3, Finance; **Coleen Brown**, secretary 1, Ames maintenance; **Irene Brown**, accountant 3, Finance; **Sharry Dickerson**, human resource associate, Employee Services; **William Guthrie**, right-of-way agent 3, Right of Way; **Barbara Peterson**, information technology specialist 5, Information Technology Division; **Larry Stevenson**, equipment operator, Bloomfield garage.

SERVICE AWARDS

Information supplied by the Office of Employee Services for March 2006

50 Years

Raymond Callahan, Maintenance.

40 Years

Ronald Harvey, Jefferson construction; **Steve Wilson**, District 6 Office.

35 Years

Cheryl White, Director's Office.

30 Years

Lee Hammer, Facilities Support.

25 Years

Richard Grace, Williams garage; **Karmella Heuer**, Driver Services; **Dave Hipnar**, Denison garage.

20 Years

John Carmody, Procurement and Distribution; **Gregg Durbin**, Bridges and Structures; **Ronnie Hargens**, Le Mars garage; **Richard Kalwick**, Procurement and Distribution; **Robert Landreth**, Facilities Support; **David P. Miller**, Motor Carrier Services; **Glenn Rolling**, Le Mars garage; **Jeffrey Shelton**, Sioux City construction; **Kevin Shirley**, Materials.

15 Years

Bruce Baumgarn, Materials; **Debora Beary**, Information Technology Division; **Pamela Cox**, Mason City maintenance; **Todd Eichhorst**, Ottumwa construction; **Larry Golden**, Clarion garage; **Jonathan McQuoid**, Motor Vehicle Enforcement.

10 Years

Francis Todey, Design; **Lugene Verploeg-Coop**, Des Moines DL station.

5 Years

Charles Barker, Information Technology Division; **William Bemisdarfer**, Newton garage; **Brian Cerny**, Spirit Lake garage; **Matthew Donovan**, Location and Environment; **William Fox**, District 4 Office; **Jeffrey Huntsman**, Creston construction; **Raymond Jackson**, Grimes garage; **Michael Kern**, Des Moines-north garage; **Curtis Moore**, District 2 bridge crew; **Jeremy Rouse**, Procurement and Distribution; **Randall Schlei**, Design; **Terry Smyser**, Chariton construction; **Ardella Walker**, Altoona garage.

Landreth benefit

Bob Landreth, inspector with the Office of Facilities Support, is battling brain cancer. He is currently home and unable to work. Landreth is a longtime member and currently President of the Stratford Lions Club. The Stratford Lions Club held a fund-raiser March 5 at the Stratford Elementary cafeteria. In conjunction with this fund-raising effort the Office of Facilities Support and AFSCME have set up an account with Members1st Credit Union to accommodate those who could not attend the function, but would like to contribute to help defray expenses. This will allow fellow employees to contribute easily by e-mailing or calling the Members1st Credit Union (800-262-3812). Bob and Kathy Landreth and their sons appreciate your contributions, cards and visits.

The account name is under **Landreth Lion's Club Benefit Account**.

The Landreths can be reached at:
1013 Adams Street
P.O. Box 274
Stratford, IA 50249

Sharp wins Olympic Blue

Kelly Sharp, a mail clerk with the Office of Driver Services, won a blue ribbon Feb. 4 at the basketball individual skills competition for Special Olympics. The competition measured individual skills in dribbling, passing and shooting.

When asked about his victory, Sharp responded, "When they announced the first place winner, my name was announced. I was totally surprised, shocked beyond belief. It really didn't hit me until later. My boss, Dot Trotter; Terry Dillinger, the Director of Driver Services; and Rod Rhiner from Motor Vehicle Enforcement; my friends and family were all the support I needed to achieve this accomplishment."

With his success, Sharp, who has only been involved with Special Olympics since November 2005, advanced to the medal round of competition to be held in Iowa City on March 18, 2006. He also plans to participate in volleyball and track and field later this year.

Once this competition is complete, Sharp is setting his sights on the national Special Olympics to be held in Ames this summer. "I think I may try track and field for that," he said.



Kelly Sharp

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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PLEASE RECYCLE THIS ISSUE

On the cover: Loading a rail car at the ethanol plant near Coon 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
Director's Staff Division	Lynn Purcell , Ames	515-239-1730
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

Renewable fuels

President George W. Bush's State of the Union address in January placed emphasis on the use of renewable energy sources. Here in Iowa, the use of renewable fuels, especially ethanol-blended gasoline and bio-diesel, has been increasing over the last several years. Last April, Governor Tom Vilsack signed Executive Order 41, which included five requirements for energy efficiency at state government facilities and the use of alternative fuels in state vehicles.

Ethanol and you

Whether your office has a vehicle assigned or you use a fleet vehicle from the motor pool, all DOT vehicles must be fueled with an ethanol-blended gasoline, no matter where you fuel the vehicle. Currently every car and van in the DOT's fleet can be fueled with ethanol blended gasoline, and 312 of these are alternative fuel (AF) vehicles capable of running on

85 percent ethanol blended gasoline (E85). The DOT plans to continue its emphasis on purchasing E85-compatible vehicles where that option is available and plans to expand this program to include AF ½-ton pickup trucks.

For those vehicles capable of using E85, that blend should be used whenever possible. Most E85-compatible vehicles will have a sticker on the outside of the fuel door and possibly on the inside of the fuel door. Employees are asked to carefully monitor the fuel used in these vehicles. The central complex in Ames has an E85 pump, as do many of the area fuel Coops around the state. The Office of Equipment Services is currently working to compile a list of all commercial E85 gas stations around the state that will accept our Wright Express payment cards. The list will be published on DOTNET as soon as it becomes available. Lists of E85 facilities are also on other Web sites including the Iowa Corn Growers at www.iowacorn.org/ethanol/ethanol_5b.html and <http://e85vehicles.com/e85-iowa.htm>.

Biodiesel

The DOT has been using 20 percent biodiesel at six of our facilities for several years. Prior to that, demonstration projects utilizing 5 percent to 20 percent blend had been conducted. Currently, diesel vehicles in the DOT fleets are operated using biodiesel blends, whenever possible, as required in the executive order.

One positive aspect of up to 20 percent biodiesel is that it will work in any existing diesel engine without modification. Experience

has shown no problems with winter use and storage of properly blended biodiesel. Problems have resulted in the winter months when the fuel was not properly blended. The DOT addresses this issue by requiring all biodiesel fuel meet the blending standard in ASTM D 6751. At present there are no suppliers in Iowa that will certify that the fuel provided is properly blended to this standard. As a result, the DOT does not purchase biodiesel during the winter months.

Another potential use of biodiesel is for the generators that provide energy to the boilers in the central complex. While the main power source is natural gas, diesel fuel can be used to power the system in case of emergency or natural gas supply interruption. (The DOT pays a lower rate for natural gas by being on interruptible service.) The DOT is currently working to secure a new air quality permit that would allow us to burn biodiesel in our boilers.

Hybrid-electric vehicles

The cost of hybrid-electric vehicles has so far prevented the DOT from purchasing any of these vehicles. Although they provide some fuel expense savings, the initial cost of the vehicle is such that fuel savings over the expected lifetime of the vehicle do not make up the difference in initial purchase price. The DOT will continue to monitor this area and plans to begin to purchase hybrid-electric vehicles as the prices for them are reduced.

Ethanol production facility in Coon Rapids

