

INSIDE

IOWA DEPARTMENT OF TRANSPORTATION NEWSLETTER NOVEMBER 2004



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From my view

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



As a popular 1980s television show punch line goes, “I love it when a plan comes together.” The television show was “The A Team,” which is just what I think we assembled when we began planning a new interchange south of Oralabor Road in Ankeny.

This team included: Iowa’s Congressional delegation who secured the special federal appropriation to assist in funding this project; Iowa Transportation Commission; Ankeny Mayor Merle Johnson and members of the Ankeny City Council; Ankeny City Manager Carl Metzger and the city staff; members of the Polk County Board of Supervisors; Polk County Engineer Kurt Bailey and his staff who were responsible for project construction oversight and inspection; Executive Director Tom Kane, State Representative Geri Huser and other members of the Des Moines Area Metropolitan Planning Organization; the engineers and planners of Snyder and Associates, who designed the interchange; Cramer & Associates of Des Moines who constructed the bridge; McAninch Corp. of Des Moines was responsible for the grading and paving; and DOT staff from the District 1 Office and resident construction offices were responsible for the related interstate widening project.

This is one of those projects where broad support for development existed, and these numerous individuals and organizations willingly came together to make it a reality.

The opening of the interchange Oct. 19 was the culmination of several years of thoughtful planning and months of complex construction. The work involved in constructing this interchange and the related widening of Interstate 35, while remaining open to traffic, challenged even the most patient of drivers. As someone who drives this stretch of roadway each weekday to Ames, I fully understand the pains of progress.

But, with lots of late night and weekend hours of construction, we persevered, because we knew how

important this project was to the Central Iowa area.

As most residents and highway users will quickly come to see for themselves, this project is essential to the region for four key reasons – safety, mobility, access, and economic development.

In terms of **transportation safety**, the number of motor vehicle crashes along this segment of highway, which involved several fatalities and numerous serious injuries, had sharply increased. The rising traffic volumes only magnified the seriousness of the problem.

With respect to **improved traffic management and mobility**, this interchange will serve heavy truck movements previously required to use the Iowa 160/Oralabor Road interchange just to the north. With the increasing residential and commercial development in the Delaware Avenue corridor north in Ankeny, it was imperative that an alternative be developed to separate this growing heavy truck traffic from the increasing local and other commuter vehicular traffic.

With regard to **access**, this interchange offers dual benefits. First, it will improve access to the existing trucking-related and light industrial businesses along I-35 in the Northeast 62nd Avenue and Northeast 66th Avenue areas. Secondly, it will provide critical access to what has become the third largest airport in Iowa in terms of annual air operations and second in the state in based aircraft—the Polk County Regional Airport.

And in light of **economic development**, the Iowa Transportation Commission envisioned significant potential for additional economic development, especially commercial and industrial development, in this region when it authorized over \$5 million in funding through the state’s Revitalize Iowa’s Sound Economy programs to help finance this project.

Accomplishing these objectives and completing this project would not have been possible without the collaboration among several key stakeholders, an innovative funding package, and the dedication of the construction workers and inspectors.

From my view continued on Page 13

Welch honored by AASHTO

It was a huge honor for not only me, but also the Department, and as such I felt a little awkward accepting this award as an individual," said Tom Welch of the DOT's Office of Traffic and Safety. Welch was presented with the American Association of State Highway Transportation Official (AASHTO) President's Special Award of Merit at the AASHTO annual meeting Sept. 21 in Philadelphia. The award explanation says this honor is not bestowed annually, but is only given when the AASHTO president deems that such recognition be made.

In the award documentation Welch is recognized for his "outstanding leadership, innovation and dedication to strategic highway safety initiatives in Iowa and across America."

Welch said, "The recent successes Iowa has had in highway safety are the direct result of a multi-disciplinary collaboration among the divisions within the Iowa DOT, the Department of Public Safety, as well as other state and local agencies, the FHWA and our university partners. Very few states' safety disciplines work as collaboratively as we do. I think that's why we've accomplished as much as we have. It's working for us because we're working together. I accepted the award on behalf of all DOT and DPS employees who have made highway safety a priority, and for all other member agencies of the Iowa Safety Management System."

Two successes Welch notes are paved shoulders and shoulder rumble strips as examples of how highway safety is being improved in Iowa. He said, "Several years ago there was considerable opposition to those two safety concepts in Iowa."

In his acceptance speech Welch gave credit to the working relationships at the DOT for part of the success we've achieved. He said, "This award directly reflects on the policies established and funding support Director Mark Wandro and our commission have provided to our safety programs and projects. Highway Division Director Kevin Mahoney has challenged us to look for and try new innovative safety strategies, something he himself has done throughout his career. Mitch Dillavou and Steve Gent have created a work environment that allows us to be innovative, take risks and challenge



DOT Director Mark Wandro, State Safety Engineer Tom Welch and AASHTO President John Njord at the AASHTO annual meeting in Philadelphia

existing safety related standards, policies and practices. Staff in the districts have been very supportive of our safety initiatives, and the Motor Vehicle Division has provided us with the most timely and highest quality crash data that exists in any state. The Planning and Programming Division has implemented Safety Conscience Planning within the DOT and promoted it with the local planning agencies. I am also truly blessed to have knowledgeable and dedicated staff working for me in our safety section. Their work has been cited numerous times as "best practices" by the FHWA. Finally, our success is a direct result of every Iowa DOT and Department of Public Safety employee's making highway safety a priority in their work every day."

Welch continued, "Our success is not measured by the decrease in the number of fatalities or the fatal crash rate we report. Safety is personal. It's about preserving and enhancing the quality of Iowans' lives. These are grandfathers, mothers, sons and granddaughters who will be spending additional holidays with their families. I can think of nothing more rewarding for our DOT employees than knowing that they have made this contribution to Iowa."

A soldier's homecoming story



"Zach called us Sept. 22, his 20th birthday, from Iraq to tell us he was on his way home. On Sept. 23 he called and said he was in Germany. He didn't know we were already in California waiting to meet him."

Debby Homewood, driver's license supervisor in the Waterloo DL station

"When I saw his face I just took off running. He came flying over the sea bags to hug us. It was a wonderful moment." These are words of a mother seeing her son for the first time in nearly a year following his deployment to Iraq.

Debby Homewood, a driver's license supervisor in the Waterloo DL station, and her husband, Dick, said goodbye to their 19-year-old son Zach last Christmas. Zach had joined the Marines three days after his high school graduation and was stationed at Camp Pendleton, Calif.

On Feb. 14, 2004, Zach's unit, the 2/4 Weapons Company, was deployed to one of the most dangerous posts, Ramadi, Iraq. During his tour in the Middle East, Zach, a gunner, was injured by shrapnel once, but has recovered.

"Family and friends wrote a lot of letters and sent a lot of care packages," said Debby. "Zach would call when he could, but getting to the phone center isn't always easy, and the military shuts the phones down every time a U.S. soldier is killed because they don't want the family finding out about it from other people."

Another source of comfort for Zach and his family came from a friend that Dirk, Zach's brother, met when he was running in a track meet in California. The woman, Lori McBrien, helped sponsor Zach in the military, sending letters and care packages to his unit. Lori grew up in Mount Pleasant and was more than happy to support him.

In August Zach told his family that his unit might be coming home in September or October. Because of the nature of military service, Zach couldn't be more specific on the details. "We were on pins and needles," said Debby. "We couldn't send

anymore letters or care packages because they take too long to reach the troops. The waiting is unbearable."

When Lori found out about Zach's impending return to Camp Pendleton, her company, Relocation Central, and fellow employees offered to sponsor Dick and Debby's trip to meet their son at the base. Debby said, "We were so grateful to Lori and her company. She had everything organized down to the last detail. Zach called us Sept. 22, his 20th birthday, from Iraq to tell us he was on his way home. On Sept. 23 he called and said he was in Germany. He didn't know we were already in California waiting to meet him."

On Friday morning, Sept. 24, the 2/4 Weapons Company from Camp Pendleton, Calif., marched up the parade grounds at the base. "When the troops turned toward the crowd we couldn't find Zach," said Debby. "They were all in uniform and they all looked the same! When they were dismissed, there was pandemonium. Zach didn't know we were there, so he wasn't looking for us. I kept yelling his name and the other soldiers finally found him for us. It was a wonderful moment, a once in a lifetime moment, for us."

The Homewoods and Zach's roommate spent the following weekend sightseeing in San Diego. Zach will be home on leave in Iowa relaxing and spending some time with his three brothers until Oct. 17, when he began another six months at Camp Pendleton and then will transfer to another assignment.

A special note from the Homewoods: *"Thanks to all the wonderful people who helped with the care packages and letters that were sent to Zach. Mail call is a real highlight of the day for any military person stationed away from home. America is truly the land of the free and the home of the brave."*

DOT academy on the right track

After a few tweaks in the system, the DOT's training academy for Highway Division employees is gearing up for a second round of fall classes.

A few years ago DOT training professionals from the Highway Division and Office of Employee Services joined forces for the first time to outline an integrated training protocol for all new Highway Division employees. The first basic training session was held last fall with at least 37 employees attending the two weeks of classes. This was the first time new employee orientation training and skills training for specific job classes had been combined. For this session the skills training focused on maintenance activities.

Evaluations returned following the first basic training classes were overwhelmingly positive and several constructive comments were given. Chris Anderson, training coordinator for the Office of Materials, says she thinks the next session could be even more successful than the first. "We have another fall session planned for Nov. 30-Dec. 2 and Dec. 6-9 at the Ames garage for Highway Division



It's go time

In the July edition of INSIDE you read about Motor Vehicle Officer Rick McLain's preparation for deployment to the Middle East as part of the 224th Engineering Battalion. The time has come for McLain and the rest of his unit, which includes Mount Pleasant Equipment Operator, Robert Briggs, to leave.

The unit reported to Fort Sill, Okla., the week of Oct. 11 then on to Iraq for a planned 15-month deployment.

Both men will be greatly missed by their DOT co-workers and families, including Brigg's wife, Michelle, and four-year-old daughter, Ashlea; and McLain's wife, Jayne. The McLains' son, Darrick, a Blackhawk helicopter crew chief stationed in Iraq, was recently home on leave, but is now back in the heat of battle.

employees being hired now. We've taken the evaluations from the fall session last year and modified the classes a little bit. Some pieces have been dropped and others added because of the feedback we received from the first academy class. From the comments we received, the employees were able to use much of what was taught last fall."

"We've put together training matrices that are easy to understand," said Anderson. "These will soon be available on DOTNET. Supervisors and employees can see exactly what training is required for each job class and duty, and when the training will be available. These matrices provide all the information they need to know about training. New employees are now being hired to do multiple skills in maintenance, construction and materials. The academy information can tell them how to expand their skills into other areas."

John Haas from the Office of Location and Environment says he's very encouraged by the cooperative effort. "We finally know what is happening in the various training programs in the Highway Division. Working together we can accomplish so much more than we have ever done separately."

Quilts for sale

A special part of this year's DOTNET silent auction to benefit Toys for Tots will be four quilts made by DOT employees and spouses. The four quilts and their quilters are listed below.



Friendship Star Quilt

From left are Arlene McCumber, Miriam Long, Judy Allen, Deanne Popp, Sue Cain and Rhonda Meeker. Not pictured are Kim Behrendt, Barb Bellizzi, Sharon Brown, Danielle Griggs, Dawn Grimes, Karla Hocker, and Carolyn Olson. Quilting and binding the Friendship Star quilt was completed by Connie Kent. Rhonda Meeker pieced the top and completed the border. Backing, border and binding fabric provided by Rhonda Meeker.

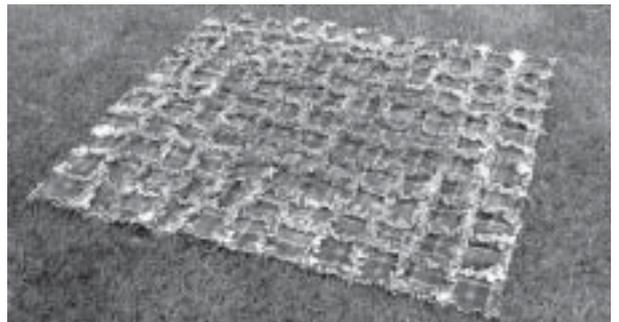


Log Cabin Quilt

From left are Vicki Stamper, Arlene McCumber, Donna Banker, Judy Allen, Deanne Popp, Joanna Alexander, Sue Cain, Rhonda Meeker, Donna Buchwald and Miriam Long. Not pictured are Kim Behrendt, Delores Bierbaum, Barb Bellizzi, Sharon Brown, Susan Daniels, Danielle Griggs, Dawn Grimes, Karla Hocker, Mardi Huebner, Bob Kent, Marie Oman and Carolyn Olson.

- ◆ Quilting provided by Ken & Sandi Stark, The Quilting Shed, 1622 S. Taft, Mason City, 641-423-7947
- ◆ Batting provided by Jo-Ann Fabrics, 632 Lincoln Way, Ames, 515-232-1235
- ◆ Backing fabric provided by Quilting Connection, Inc., 238 Main Street, Ames, 515-233-3048

Miriam Long pieced the Log Cabin Quilt and completed the border. Rhonda Meeker completed the binding. Border fabric provided by Miriam Long, Vicki Stamper and Rhonda Meeker.



Denim Rag Quilt

Made by Randy Barnhardt and fringed by Danielle Griggs.



Black & Blue Denim Quilt

Pictured are Miriam Long and Rhonda Meeker. Top made by Randy Barnhardt and finished by Miriam Long. The black and blue quilt top was tied and bound by Miriam Long. She also donated the materials to finish this quilt.

Toys for Tots 2004



The central complex Toys for Tots drive will take place Dec. 6-17 with events including:

Tuesday, Dec. 7 8-11 a.m.	Bake sale Ed Engle, chair
Thursday, Dec. 9 8-11 a.m.	Christmas ornament/ knickknack sale Darla Best, chair
Dec. 13-17 all day	DOTNET silent auction Vicki Stamper, chair
Tuesday, Dec. 14 8-11 a.m.	Cinnamon/carmel roll sale Rhonda Meeker, chair
Thursday, Dec. 16 11 a.m. -1 p.m.	Soup lunch Danielle Griggs, chair

Please contact the person listed above if you would like to donate items to be sold at these events.

Boxes for toys will be available after Nov. 12 from Heather Sheehan at 515-239-1100.

If you have any questions or would like more information to start a Toys for Tots drive in your work location, contact Rhonda Meeker, Toys for Tots chair, at 515-239-1123.

Trans Data loses two whole people



For various reasons and by different methods, employees of the Office of Transportation Data have recently gone weight loss crazy. Phil Meraz has lost 60 pounds, Jeff Huston has lost 161, Tawnya Rouse is down 27 pounds, Susie McCullough lost 38 pounds, and Bill Samuel is 40 pounds lighter. That's a total of 326 pounds - enough weight to make two whole people! Watch for details in the December issue of INSIDE for Lighten Up Iowa and join the fun!

Taco time in Algona

The taco tradition continues in Algona this November. The 17th Annual Tacos for Tots will be held Monday, Nov. 22, from 5:30 to 8 p.m. at the Algona VFW.

Noe Villarreal, equipment operator at the Swea City shop, started this fundraising activity for underprivileged kids to repay the generosity shown to him and his family when they were down. He relayed a story recently about how his nephew, one of fourteen kids of Villarreal's oldest brother, would get one toy each year for Christmas. All fourteen would take turns playing with it. The story points out a real need Villarreal says can be addressed by people working together.

For more information, contact Villarreal at 515-272-4295 or 515-272-4751.

I walk because I can't walk away



Many DOTers participate in events to raise funds for various causes, but few have the intense emotion that comes with physical activity for the sake of those who can't participate due to illness. For

Linda Wolff, area materials inspector in Waterloo, the cause was breast cancer. The event was a three-day, 60-mile, breast cancer walk in the Twin Cities. Wolff says she walked for her mother, a 12-year breast cancer survivor, and in memory of her aunt who succumbed to the disease in 2001.

Prior to the walk Wolff and her seven teammates (a total of six walkers and two crew members), nicknamed the Pink Flamingals, held a pool tournament with donated raffle gifts, a dance with a raffle, two garage sales and bake sales to help raise the minimum \$2,000 per person donation for participation. Personal donations were also solicited from friends and family.

Opening ceremonies were held at Canterbury Park in Shakopee, Minn., Sept. 10. After a 22.5-mile walk the Flamingals camped overnight at St. Louis

Park. "The first day was 88 degrees, walking on bike trails with no breeze and no scenery," explained Wolff. After the day's activities the walkers had to find their gear and set up camp for the night. "Once our camp was set, it was lights out at 9 p.m. The only noise after 9 was that of flip flops on the way to the port-a-potty."

Wolff says the next day's scenery improved as the Flamingals and their nearly 2,000 counterparts walked another 20.5 miles. The third day finished at the state capital in St. Paul with thousands of friends and family gathered to give a hero's welcome to the walkers.

In all the Pink Flamingals have raised nearly \$25,000 and the total keeps climbing. The group was honored to be named the ninth highest fund raising team in the walk. Wolff says her personal total is \$4,437 and she's not done yet. Of that money raised, 85 percent goes to the Susan G. Komen Breast Cancer Foundation and 15 percent to the National Philanthropic Trust Breast Cancer Fund. The Komen Foundation utilizes donations for research, education, screening and testing.

She said, "I saw so many random acts of kindness - people off street corners giving us encouragement, little kids handing out candy, cars honking their horns, people thanking us for walking because they are breast cancer survivors. It was really overwhelming. The emotional part of the walk was so much more difficult than the physical part."

For more information on how you can help, log on to the Susan G. Komen Breast Cancer Foundation Web site at www.komen.org or www.the3day.org.



(Top) Linda Wolff, center, and her team
(Left) Thousands gathered for the rally

More than a face lift

“This road was awful,” commented Bill Cook, District 4 materials engineer, of Iowa 48 from Griswold to Elliot. “There had been many, many patches. The road looked like a patchwork quilt.”

Cutting-edge asphalt technology will turn this patchwork roadway into a velvety drive for southwest Iowa motorists. Using a process of foamed asphalt, the full depth of the old pavement is being reclaimed on a four-mile section of this roadway. Mike Heitzman, DOT bituminous engineer, explained, “The old pavement structure is ground up and mixed with foamed asphalt to be used as a foundation for the new pavement. Nothing of the old pavement is wasted.”

Heitzman says although many counties have used this technology recently, this is the first full-depth reclamation on a state highway. “We tested this technique last year on the shoulders of U.S. 30 near Boone with good results. That was a reclamation of seven inches. Here we’re going 12 ½ inches deep,” he said. “This test project will determine the feasibility of the process on other roadways. If it performs as we expect, this road will be in great shape for 15 to 20 years.”

“This test project will determine the feasibility of the process on other roadways. If it performs as we expect, this road will be in great shape for 15 to 20 years.”

**Mike Heitzman
DOT bituminous engineer**

To be able to compare the results from the full-depth reclamation, more than two-thirds of this 15-mile project will be resurfaced using traditional cold-in-place asphalt. “In the future we’ll be able to compare results from this smaller section that has been fully reclaimed to the longer section with a three-to-four inch overlay,” said Heitzman. “My thoughts are the longer section will show cracking fairly soon, while this section will remain intact much longer.”

Cook said working with this research project has been a learning experience for him and his crew. “It was a lot of extra work, but I really think this will be worth the effort.”

(Clockwise from top) (1) The process of full-depth reclamation includes grinding up the old pavement, mixing it with foamed asphalt and compacting it to use as a base for the new pavement. (2) Blades under the asphalt machine grind the old pavement as new foamed asphalt is injected through sprayers. (3) A roller compacts the foamed asphalt base. (4) Materials employee Vanessa Goetz reads test equipment to see how compacted the foamed asphalt has become after being rolled.



Mineta visits Iowa rail shipper



U.S. Secretary of Transportation Norman Y. Mineta visited La Porte City Sept. 22 to see first hand how one rejuvenated short line railroad is supporting jobs and livelihoods by connecting eastern Iowa farmers, factories and businesses to an expanding U.S. economy.



Secretary Mineta toured the East Central Iowa Cooperative elevator, where local farmers bring grain to be loaded onto Iowa Northern Railway railcars for shipment to processors in Cedar Rapids. Iowa Northern reports handling an average of 1,100 to 1,200 carloads of corn per month, up from an average of 230 carloads 10 years ago. According to Mineta, the upsurge in Iowa reflects a nationwide rise in rail shipments of grain, which have increased 34 percent over last year.

Following many tumultuous decades of instability and neglect, the Iowa Northern Railway turned the corner in 1994 when new owners bought the struggling line. Since then, major investments in infrastructure, reduced shipping rates and efficient service have sparked new opportunities along the 147-mile line.

In the past decade, Iowa Northern has doubled train service to on-line grain elevators, and has increased the available grain car fleet from 64 cars to more than 300 cars. The railway has doubled the number of shippers and nearly tripled the number of locomotives in service, while slashing its grain hauling cost by 20 percent. Farmers along the line are now making up to \$5 million more per year for their crops.

Iowa Northern recently contracted to operate the former Union Pacific line from Waterloo to Oelwein, restoring rail service and competitive grain rates to Fayette County, and preventing the line from being abandoned. As a result, the elevators at Dewar, Dunkerton and Oelwein are shipping corn by rail to processors in Cedar Rapids for the first time in nearly 20 years.

Several new industries are expected to commence construction along the line over the next year, including a proposed new pulp and paper mill that will convert corn stalks into paper and other commodities, and promises to employ more than 200 workers.

In the past 10 years, the new owners have invested \$11.9 million in infrastructure improvements to the railroad. This investment includes \$2.9 million in DOT loans and grants to Iowa Northern for track upgrading. According to the railroad, track improvements planned for the next five years include installing 55,000 new ties, 3,000 new switch ties, 175,000 rail feet of new 115-pound rail, and 18 new switches. The railroad also plans to rebuild 88 road crossings.



Trophy Case

Recent DOT Awards

Iowa River Bridge garners more accolades

The U.S. 20 Iowa River Bridge was recently awarded an honorable mention in the Federal Highway Administration's (FHWA) Excellence in Highway Design Awards Program. The bridge was entered into the

"Major Highway Structures less than \$15 million" category. The FHWA awards recognize outstanding examples of highways, bridges, pedestrian facilities, roadside facilities, and other facets of roadway design. The 2004

honorees encompassed everything from historic bridges to stunning modern structures to urban greenways, all contributing not only to safety and mobility, but to the aesthetics of the natural world around them.

The 2004 awards were announced at the American Association of State Highway and Transportation Officials annual meeting in Philadelphia, Penn. Sept. 18.

This award notes innovative structural design, selection of structural configuration and material, as well as visual impact, as criteria for selection.

Ortiz wins gold in rowing



Milly Ortiz, transportation planner 1 in Systems Planning, participated in the Iowa Games Aug. 7 with her team from the Des Moines Rowing Club. Ortiz won a gold medal in the Women's Open 4 race and a bronze medal in the Women's Master 4 race.



Family Happenings

Planning and Programming

Mary Kay Reimers



Ryan and Shannon Wyllie are the proud parents of Logan Jacob Wyllie born Sept. 17 at 9:43 p.m. Logan weighed 9 lbs. 9 ozs. and was 21 ½ inches long. Daddy Ryan is a transportation planner in Transportation Data. Congratulations to the Wyllies!

District 5

Brenda Hadley



District 5 bridge inspector Dewight Jones Jr. and his wife, Shari, are the proud parents of Lexi Caroline born Sept. 14. Baby Lexi weighed 7 pounds and has tons of black hair. Congratulations to the Jones family!

In Memory

Michael E. Nutter, 48, of Cascade, died suddenly July 13. Nutter was the highway maintenance supervisor in Tipton and was recently commended for 25 years of service to the DOT. He was also the recipient of many Truck Roadeo awards over the years. According to his family and friends, Nutter was the ultimate "MacGyver," a great carpenter and mechanic. He is survived by his wife, Renee, and four children: Chantelle (Denny) Meredith of Walcott, Shannon (Adam) Zimmerman of Monticello, and Zach and Nikki, both at home in Cascade with their mother. Nutter is missed everyday by his friends and co-workers at the DOT.

Lyman Moothart, 73, of State Center, died Sept. 22. He retired from the DOT in 1992 after 35 years of service as a materials technician 5 and supervisor in the special investigations area of the Office of Materials. Survivors include a son, three daughters, three grandchildren, two brothers, and two sisters.

Mary Jane Leone (Riley) Hanson, 72, of West Union, died Sept. 8. Hanson worked at the West Union driver's license station until her retirement in 1995. She was a very active member of Holy Name Parish, their Rosary Society, the Catholic Daughters of America, and was co-chair of the area Ecumenical Prayer Chain. Hanson also enjoyed music, cooking, crocheting and playing cards. Preceded in death by her husband, Leonard, she is survived by nine children and their families.

John J. Roland, 83, of Ames, died Aug. 26. Roland worked in Ames as an engineer in Materials. He retired in 1985 after 35 years of service. Survivors include his wife, Dolores of Ames; son, Roger of Ames; daughter, Martha (Jeff) Widen of Nevada; and sister, Irene (Jim) Sears of Ames.

Thank yous

We would like to thank the Iowa Department of Transportation for your many kindnesses and memorial plaque that we will treasure always, the many maintenance garages from all around the state, the Iowa State Patrol, Don Miyagawa, Danny Laing and "Mike's gang" from the Tipton shop for being honorary escorts. Seeing his pickup, lights flashing, leading the way meant everything to us. He would have been overwhelmed to know how much you cared for him, as well for us. Mike was honored to work at the DOT. God bless you all.

The family of Michael Nutter

Please accept my sincere "Thank you" to all who donated vacation and/or comp time during my maternity leave. Your generosity overwhelmed me and I will be forever grateful.

Rebecca Law
Right-of-Way

From my view continued from page 2

The innovation actually began with the financing package put together by the stakeholders. Details of the \$14.2 million included:

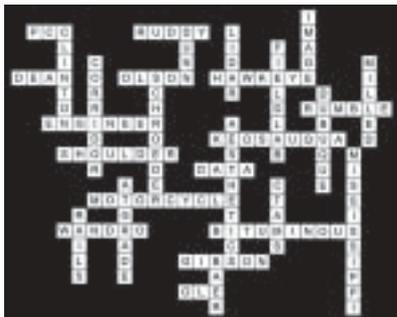
- \$5,530,500 state RISE funding
- \$4,308,000 federal Surface Transportation Program through the Des Moines area Metropolitan Planning Organization
- \$2,203,000 Polk County
- \$2,203,000 city of Ankeny

An additional investment of \$36 million, which was aided by a special Congressional appropriation of \$12 million secured by Iowa's Congressional delegation, was made by the DOT to widen I-35 from four lanes to six lanes from the Northeast Mixmaster to the 1st Street interchange in Ankeny.

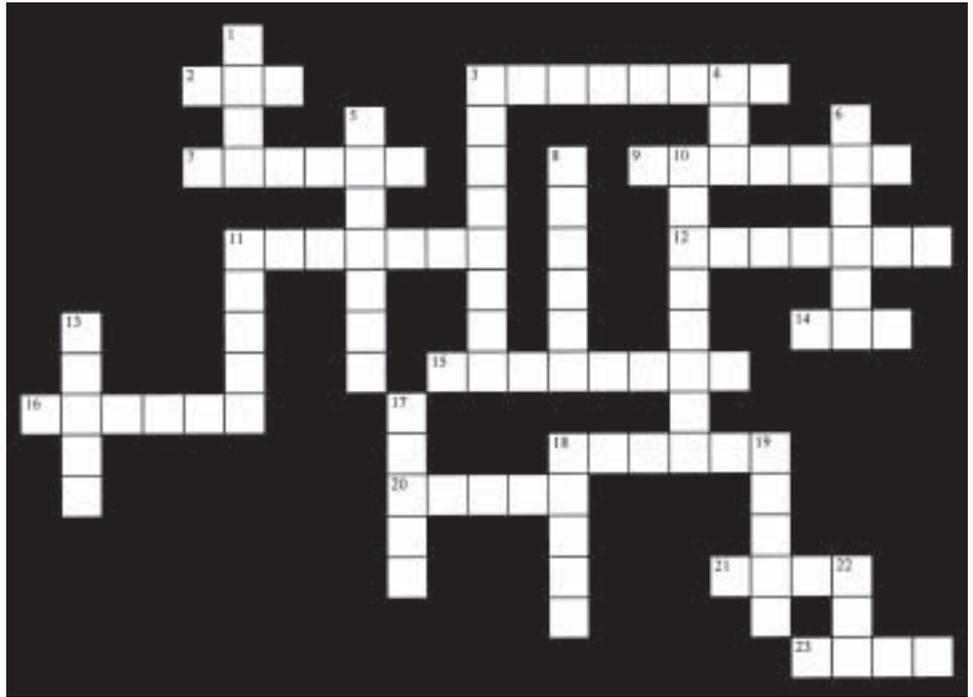
So, as you can imagine, the DOT is really pleased to see this project come to fruition and to be able to partner with one of the state's fastest growing areas to accomplish this project.



Solution to October puzzle -
 Editor's note: Clue 10 across was incorrect. It should have read District 6 Planner, not District 5.



More DOT trivia



ACROSS

- 2 Stanwood is in this district
- 3 Engineering Bureau chief
- 7 District 4 Engineer
- 9 Creston construction engineer
- 11 District 3 maintenance manager
- 12 The Highway Division's training curriculum name
- 14 District 1 field services coordinator
- 15 District 6 maintenance manager
- 16 Tom Welch's focus
- 18 What did employees in Trans Data lose?
- 20 Motor Vehicle Division Director
- 21 Traffic and Safety Office Director
- 23 Villisca is in this district

DOWN

- 1 Sigourney is in this district
- 3 Month when we have Toys for Tots events
- 4 Grinnell is in this district
- 5 Britt construction engineer
- 6 Where's the newest I-35 interchange
- 8 What was handmade for Toys for Tots auction?
- 10 Why you attend the DOT academy
- 11 District 5 field services coordinator
- 13 Main street enhancement project recently completed
- 17 District 2 maintenance manager
- 18 Honored with President's award by AASHTO
- 19 Linn Grove is in this district
- 22 Rockford is in this district

SERVICE AWARDS

Information supplied by the Office of Employee Services for November 2004.

35 Years

Russell Brown, Anamosa garage; **Dennis Jones**, Council Bluffs construction; **Dennis Olson**, Design; **Richard Poole**, Marion garage; **Charles Ruffing**, Bridges and Structures.

30 Years

Gary Biggs, Fort Dodge garage; **Gregory Frederick**, Dubuque garage; **Cynthia Howell**, Right-of-Way; **James Jakubec III**, Cedar Rapids construction; **Jeffrey Ruppert**, Oakdale garage.

25 Years

Ilo Jon Allen, Sloan garage; **Richard Butz**, District 6 maintenance; **Michael Clayton**, District 1 Office; **Ellen Davidson**, Fairfield materials; **Steven Kadolph**, Research and Technology Bureau; **Toni Kerkove**, Driver Services; **David Kupka**, Waukon garage; **Curtis Reinhardt**, Motor Vehicle Enforcement; **Douglas Rick**, District 6 field staff; **Dan Rush**, Iowa Falls garage; **Randy Thoren**, Pocahontas garage; **Elaine Torgeson**, Director's Staff Division.

20 Years

David Claman, Bridges and Structures; **Carol Cockerham**, Driver Services; **Carol Culver**, Research and Technology Bureau; **Wayne Irons**, Repair Shop; **Lori Comstock Jensen**, Information Technology Division; **Dru Johnston**, Motor Vehicle Enforcement; **Roger Marshall**, Missouri Valley garage; **Marvin May**, Mount Pleasant construction; **Cindy Moffitt**, Modal Division; **David Roche**, Traffic and Safety; **Vicki Stamper**, Highway Division; **Steve Tindle**, Grinnell garage; **Rick Lee Toney**, Leon garage.

15 Years

Douglas Coy, Repair Shop; **Timothy Crouch**, Traffic and Safety; **Chuck Culbertson**, Chariton construction; **Jessie Gomez Jr.**, Muscatine garage; **Timothy Hackett**, Oakland garage; **Kyle Hardin**, Chariton construction; **Phillip Meraz**, Transportation Data; **Annette Mueterthies**, Design; **Jeffery Stoffa**, Albia garage; **Randy Turner**, Oakland garage; **Noralee Warrick**, Driver Services; **Glynda Wooten**, Cedar Rapids DL station.

10 Years

Terry Breier, Carlisle garage; **Alan Clayton**, Bedford garage; **Douglas DeMoss**, Maquoketa garage; **Hollis Dodge**, Creston garage; **Randall Lee Haag**, Carlisle garage; **Robert Huffman**, Carlisle garage; **Price Moberly**, Materials; **Mark Svoboda**, District 6 bridge crew.

5 Years

Steve Banks, Right-of-Way; **William Bartelson**, Des Moines DL station; **Randy Barton**, Finance; **Kristopher Bliven**, District 3 Office; **Sara Buseman**, Materials; **Christine Evans**, Procurement and Distribution; **Leslie Fish**, Information Technology Bureau; **Clifford Krueger**, Muscatine garage; **Gregory Kruser**, Maquoketa garage; **J. Brian Morrissey**, District 4 Office; **Duane Nie**, District 2 Office; **Erin Pickering**, Maintenance; **Joseph Pitts**, Facilities Support; **Barry Robertson**, District 5 bridge crew; **Russell Smeltzer**, District 5 Office; **Noe Villarreal**, Swea City garage; **Seth Woodcock**, Creston construction.

PERSONNEL UPDATES

Information supplied by the Office of Employee Services for Aug. 27 to Sept. 23, 2004.

New Hires

Jeffrey Conis, power plant engineer 3, Facilities Support; **Shirley Grow**, driver's license clerk senior, Des Moines DL station; **Bridget McElderry**, driver's license clerk, Council Bluffs DL station; **Susan Reding**, clerk advanced, Vehicle Services; **Charlene Ryburn**, driver's license clerk senior, Des Moines DL station.

Promotions

Thad Boyington, from executive officer 1, District 2 maintenance to highway maintenance supervisor, Latimer garage; **Kyle Hardie**, from equipment operator, Sioux City-Leeds garage to construction technician, Cherokee construction; **Dwight Jenkins**, from construction technician senior to construction technician supervisor, Sioux City construction; **Johnny Mixdorf**, from garage operations assistant, Latimer garage to highway maintenance supervisor, Charles City garage; **David Smith**, from garage operations assistant to highway maintenance supervisor, Leon garage; **Julie Steenhoek**, from information technology specialist 4 to

information technology specialist 5, Information Technology Division; **Amanda Tostlebe**, from clerk advanced to information technology support worker 2, Motor Carrier Services; **Craig Wood**, from engineering office assistant 1, Mason City maintenance to engineering technician senior, District 2 Office.

Transfers

Robert Doty, equipment operator, from Newton interstate garage to Carlisle garage; **Richard Hughes**, equipment operator, from Altoona garage to Carlisle garage; **Shawn Lawson**, equipment operator, Iowa Falls garage to Williams garage; **Kenneth Schwanke**, transferred as motor vehicle officer 1 within Motor Vehicle Enforcement; **Carol Watters**, driver's license clerk senior from the Clinton DL station to the Davenport DL station.

Retirements

Souk Sounthanavong, maintenance repairer, Facilities Support.

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35 YEARS

Iowa Department of Transportation



Dennis Olson
Design



Dennis Jones
Council Bluffs construction

INSIDE

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On the cover: Freight rail is an important part of Iowa's transportation system.

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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
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Construction	Nancy McMenamin , Ames	515-239-1043
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Maintenance	Cindy Shipley , Ames	515-239-1824
Materials	Dawne Berner , Ames	515-239-1919
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Planning & Programming Division	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
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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

Amana's new main street

Just in time to celebrate 150 years of the Amana Colonies, a new main street in the Village of Amana was dedicated Sept. 17.

Planning for the project began in 1993, and two of the three phases are now complete. Because Amana is a part of a National Register of Historic Places District and a National Historic Landmark, special care was needed to assure the historic nature of the main street district was preserved, while providing a modern and safe route for the several thousand visitors to the village each month.

The project team was comprised of representatives from the DOT, consultants with Howard R. Green, Tallgrass Historians, the Amana Society, Amana business owners, the Iowa County Board of Supervisors, State Historic

Preservation Office and the National Park Service. Together they diligently researched the reconstruction possibilities. The improvements made meet the needs of visitors and maintains the "old world" feel that is Amana.

To pay the approximately \$1.269 million price tag, the Iowa County Board of Supervisors applied to the DOT for federal enhancement funds. Amana road use funds contributed a 50 percent local match to the federal grant.

Key issues to improve functionality of the roadway included the reconstruction of the deteriorated street, construction of a storm sewer, and wider sidewalks to support high volumes of pedestrian traffic and conform to requirements of the Americans with Disabilities Act. On-street parking was removed and placed

behind the main street businesses to decrease the pedestrian/motor vehicle interaction and allow construction of a bicycle lane along the roadway.

Local businesses were concerned about the elimination of front-door parking and loss of access during construction. Public meetings were held and local residents and business owners were encouraged to attend and share ideas. One public outreach method was the use of placemats indicating the construction staging and timeline at local restaurants. Roger Walton, District 6 Office commented, "This project could never have been accomplished without the local business' cooperation."

To maintain the historic charm of the area, designers took extraordinary steps. The roadway was constructed with darkened concrete in a narrow path to mimic the pre-1932 road width and supplemented with lighter colored concrete on either side to provide the width required for modern vehicle traffic. The wooden pedestrian bridges over shallow swales were constructed similar to those in place in the early 1900s. Native plantings, hitching posts, decorative retaining walls, and lighting reminiscent of historic Amana lanterns are all small touches of nostalgia.

Rachel Franklin from the National Park Service has been working on the project since the beginning and said, "Of the 23 National Historic Landmarks in Iowa, this is one of the most special. The preservation of this area goes beyond the buildings; it's the setting that makes it work."

Features of the new Main Street in Amana include wooden walkways from the sidewalk to the street and wider, smooth sidewalks.



