

NOVEMBER 2009

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ONE 2 ONE

WITH DIRECTOR NANCY RICHARDSON

“Don’t let ‘the perfect’ be the enemy of ‘the good.’” When I first heard it at a recent meeting of all state DOT directors, it really did not resonate with me. By the third time I heard it in four days, I not only “got it,” but I could not get it out of my mind.

Some might say I’m a perfectionist. I would characterize it differently – I want things done right. Sometimes, right is right and we all agree on it. But sometimes right is for me, as it is for each for us, the way I do things.

Those who work closely with me are smiling knowingly – or is that grimacing – as they read this. They have experienced my relentless editing, endured my outlining in great detail a delegated project, and engaged in a last minute redo or rethinking of an approach to an issue. It’s good that things have deadlines or I’d be refining and tweaking forever!

There is nothing wrong with wanting things well done. In fact, doing things well, regardless of what your job, is our goal at DOT. And I am a firm believer that attention to detail is very important. Part of that is that if you want to “do things right,” you have to pay attention to details. Another part of it for me is about credibility. I have always thought that if you take care of the little things, people have more confidence in you.

For example, being timely in responding, whether plowing snow after a storm or returning a phone call, makes a very positive impression that people remember. Conversely, a letter with errors also makes an impression and will be remembered. The positive or negative impression gets carried over to future interactions. I never underestimate the value of doing the little things well, both in terms of getting the right outcome now and establishing credibility for the future.

Having said all of that, the admonition to not let the perfect be the enemy of the good has me thinking about my style. I can have the tendency to want to keep redoing and tweaking until it is perfect, which of course it never will be. If I let that attitude control, nothing would ever get started, finished or accomplished.

There is clearly a point at which one has to say, “This is good enough.” There is more to be lost by delaying and hoping to do a better job than to be gained by getting on with it...more to be lost by delaying longer to try to get it perfect than to be gained by going forward with a good effort...more to be lost by letting the perfect be the enemy of the good.

I am certainly not advocating for sloppy work, to which I think anyone who knows me would attest. I am saying we need to be careful to not let the desire for perfection keep us from ever trying something new or moving forward. The whole idea of continuous improvement is based on the idea that we can always improve things over time and we can, and do, at DOT. Just something for us to think about as we work to do our jobs as well as we can.

I want to close with a few words about “the elephant in the room” – the state’s budget issues. Iowa DOT’s operating budget is not funded with appropriations from the General Fund where the Governor has implemented a 10 percent across-the-board cut. This has led to talk of layoffs in some other state agencies. In addition, the Governor announced a seven-day furlough requirement for noncontract employees in all (including DOT) state agencies. Just as this was going to print, we heard of a possible agreement with AFSCME related to their contract-covered employees also taking some days without pay, but that has yet to be finalized. I know that DOT employees have concerns and questions about all of this. I wish I had all the answers, but I don’t. As I learn things, I commit to telling you what I know as soon as I learn it.

Iowa DOT Management Team and I have evaluated the status of revenue to the Road Use Tax Fund and Primary Road Fund and we project revenue will be

about five percent less than projected for fiscal year 2010, which ends June 30, 2010. As a result, we are considering operations budget spending cuts to shave about \$17 million from the current fiscal year’s operations’ spending. We are not considering layoffs as part of the spending cuts, and any savings from required furlough days or days without pay will be one piece of the spending cut. As soon as we have finalized the other spending cuts, we will let you know. I expect this will be within the next two weeks.

These are tough financial times and, although we do not receive money from the General Fund for operations, we must adjust our spending in line with the less-than-projected level of road fund revenues. I promise that we will look for spending cuts that will least impact services to our customers and all of you as employees and that we will keep you updated as we learn anything new. Thank you for your continued hard work and let’s all hope for a mild winter as that would be the biggest help in our efforts to control spending.

Although times are tough due to all of the economic pressure we face in our country, our state, and our homes, I still believe we have much to be thankful for both at home and at work. I wish you and your loved ones a warm and happy Thanksgiving season. Thank you for all you do for DOT and Iowans.

Nancy

Lessons learned help conserve salt this winter season

WANTED
SNOWPLOW OPERATORS

When the pavement temperature goes below 15 degrees, salt doesn't do a lick. Better conserve it if it ain't gonna do the trick.

SALT SAVIN' SAM BASS
Do you know when to hold it and when to spread it?

Pavement temperature (degrees Fahrenheit)	One pound of salt
30°	46.3 lbs. of ice
25°	14.4 lbs. of ice
20°	8.6 lbs. of ice
15°	6.3 lbs. of ice
10°	4.9 lbs. of ice
5°	4.1 lbs. of ice
0°	3.7 lbs. of ice

REWARD:
Using salt when it's most effective

but conservation efforts are still very important to help manage limited resources without compromising safety.

Some of the ways highway technicians and highway maintenance supervisors can help conserve salt are:

■ **1. Calibrating** both liquid and dry application systems at the start of the season and when any modifications are made to either system. If a truck's spreader controller is set to spread 250 pounds per lane mile, but is applying 10 percent more salt than the controller indicates, the system will use about 25 pounds more salt than planned for each lane mile the truck travels on its snow run. On average, the incorrect calibration could cost the state approximately \$1,417 for the

season per truck. With 900 trucks in the fleet, that could cost nearly \$1.3 million per year extra if the trucks are not properly calibrated.

■ **2. Understanding** the capabilities and limits of salt at different pavement temperatures. It takes nearly eight times as much salt to melt a pound of ice at 15 degrees Fahrenheit as it does at 30 degrees Fahrenheit. When temperatures drop, other strategies may need to be considered.

■ **3. Prewetting** the salt as it leaves the truck keeps more material on the roadway and helps activate the salt. Tests have shown that 96 percent of prewet salt stays on the road, while only 70 percent of a dry salt application stays on the road. Keeping 26 percent more material on the roadway can result in big savings and safer highways. Salt requires moisture and heat in order to start melting snow/ice. Prewetting the salt before it leaves the truck provides the moisture and heat

salt needs to start working on contact with the roadway. Retaining more salt on the roadway will return roads to normal faster and reduce negative environmental impacts.

■ **4. Knowing when and where** to apply salt near the end of a storm is a decision that can have a big impact on the budget. If a snowplow truck is plowing snow and applying 250 pounds of salt per lane mile and operating at 30 mph, the statewide average hourly cost of the materials, truck and operator is \$315. In this situation, salt represents nearly 80 percent of the total hourly cost of operations. If conditions are improving rapidly at the end of the storm, plowing may be all that is needed to return the roads to normal. Experimental front plows with multiple blades and new cutting edges using more rubber in their design are also being tested to help remove more snow and ice from the roadway surface with each pass of the plow, which may reduce the amount of salt needed to treat the roadway.

■ **5. Training** is an important element to improve efficiencies in winter maintenance operations. Over the last few years, several computer-based training programs for use at garages have been developed covering topics such as proper plowing techniques, deicing chemicals, mitigation of blowing and drifting snow, selecting deicers to mitigate damage to the environment and others. The Office of Maintenance has also developed several Internet-based training programs on subjects such as interpreting weather forecasts, the roadway weather information system and other weather information.

For more information, log on to the Iowa DOT's Web site and search the winter maintenance pages.

As everyone knows, the recession has caused a lot of belt tightening. The pinch is also being felt with Iowa's road salt supplies. In 1999, the cost of 200,000 tons of salt for use to support Iowa's snow removal operations was approximately \$5.65 million. Just 10 years later, the same level of service costs approximately \$13.4 million, an increase of nearly 140 percent. Prices for salt in surrounding states has also risen over the past decade making the cost of snow removal a major cost to the department. During the 2008-2009 winter season, nearly one-third of all Iowa DOT garages did not have a salt contract which meant that salt had to be moved between garages to meet the demands of another extremely difficult winter. DOT supervisors reported a statewide average snowfall of 49 inches in 2008-2009, which is 17 inches more than normal. This year all garages received a salt contract,

Stacking carbide blades decreases waste

According to Jim Dowd of the Office of Maintenance, "Stacking carbide blades has a huge potential to save time and money."

The stacked blade setup Dowd mentioned is simply a new way to extend the life of the standard carbide snowplow blades the Iowa DOT currently uses. In simple terms, stacking blades consists of staff in the



In a stacking-blade set up, a second carbide blade is mounted lower than the original blade to allow all the carbide to be worn down and not damage the moldboard.

"The idea is to completely wear down the carbide in the second set of blades. With two sets bolted together, a highway technician can now totally wear out a set of blades without damage to the plow's moldboard."

***Brad Steinhart
highway maintenance supervisor***

maintenance garage drilling holes through the original replaceable carbide blades and adding a second set below them.

Brad Steinhart, highway maintenance supervisor in Sigourney, said, "The idea is to completely wear down the carbide in the second set of blades. With two sets bolted together, a highway technician can now totally wear out a set of blades without damage to the plow's moldboard."

"I've always been careful not to use up all the carbide and damage the moldboard," said Barney Thomsen, highway technician associate from the Sigourney shop, who used the new blade configuration last winter. "Depending on the road, you can wear the carbide down more on the right or left. With a single set of blades, you needed to stop when the carbide insert was used up on just one side, but when you stack the blades, you can keep going until the whole carbide insert is used up."

Steinhart says the standard carbide setup makes it very difficult to use up the entire carbide insert without damaging the moldboard. "It can get really expensive if you have to repair the main plow's frame mounting holes," said Steinhart. "So operators were very careful not to let the blades wear too far down, which wasted some of the carbide. Using the stacking process, the entire carbide insert can be used on the first blade without damaging the moldboard."

Stacking the blades can also improve safety, Steinhart said, "With a standard single set of carbides, the operator might need to pull off in the middle of a run to change blades.

This procedure normally requires two people to replace a blade set, so the shop could lose two operators off a snow run for about an hour to replace the blades. That's valuable time you don't want to lose in the middle of a storm. With the double stack of carbide blades, once the new set of blades wear out the operator can continue plowing, because now they are running on what is considered the original set of blades. Barney Thomsen also developed a template for drilling holes in the original carbide blades that should speed up the installation process on future stacking blade modifications."

Updated technology increases data available from RWIS

“How are the roads?” This popular question for Iowa travelers during a typically snowy Midwest winter is not always easy to answer. Since 1988, the silent sentinels known as the roadway weather information system (RWIS) located along Iowa’s roadsides and the automated weather observing system (AWOS) located at Iowa airports have been providing valuable weather information. This information is fed to Iowa DOT personnel through Scan Web and to the public on the DOT’s Weatherview Web site. While this weather data has been and continues to be very valuable, the Iowa DOT recently updated 45 of the state’s RWIS stations with state-of-the-art technology, including side-firing traffic speed sensors and cameras at many locations.

“A picture is worth 1,000 words,” says Tina Greenfield of the Iowa DOT’s Office of Maintenance. “The new cameras add nearly real-time images of exactly what the pavement condition is at a given location. The cameras are programmed to tilt, pan and zoom with new images available every 10 to 15 minutes.”



Images from the RWIS cameras can show supervisors the road condition instantly.

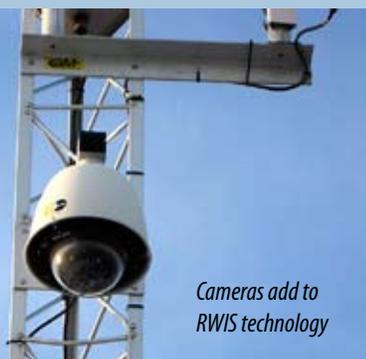
modem, the number of images is fewer because of the long download time for each image. Just like at home, you can have slower dial-up versus faster satellite Internet access. Upgrades to the communications will be done as local phone companies upgrade their systems.”

In addition to the cameras, traffic speed sensors have also been installed at many RWIS locations, mostly on rural highways. “Using the traffic sensors will give the maintenance supervisors an indication of the road conditions,” said Greenfield. “If traffic is slowing down, that’s an indication there could be pavement or visibility issues in the area. It’s just a hint that the location may need some attention.”

Because the state highway system has nearly 9,400 miles of highways and ramps, how is the decision made on the placement of RWIS stations? Greenfield

RWIS update continued on page 6

RWIS tower



Cameras add to RWIS technology

Because the communications bandwidth varies by site, there are from three to eight images available from each site’s camera. “Sites with higher bandwidth capabilities can support downloading more images,” said Greenfield. “When a site’s only communications access is a radio or phone

RWIS update continued from page 5



is part of a RWIS site selection committee, along with one or two highway division employees from each of the six districts. “The field folks know their areas and have a good sense of where the RWIS stations would provide the most valuable information,” said Greenfield. “We meet periodically to plan and prioritize future installations.”

“Because we can’t put permanent RWIS stations at every location, we’re always looking for alternative technology to fill in the gaps,” said Greenfield. “This season we have purchased two mini RWIS stations at about one-tenth the cost of a traditional RWIS tower. We were able to purchase these on a multiple vendor award that allows us to shop around for new technology

and try products from several different companies to see which works best for us. The office also purchased two portable stations and a trailerized RWIS station to be tested this winter season.”

These solar-powered portable units use cell phone modems to communicate the data back to the DOT. Plans for the portable units include placing them in areas where road construction may have disrupted the operation of the permanent RWIS tower. The first portable unit was recently sent to the New Hampton garage. Highway Maintenance Supervisor John Mixdorf said, “We are planning to use the portable unit to fill in a gap in our RWIS coverage in northeast Iowa.”

See related article below

One of the portable RWIS stations

WEATHERVIEW

Update to Weatherview

So now we have all this great information for the DOT forces using Scan Web, but the public site fed by both roadway weather information system (RWIS) and automated weather observing system (AWOS) data, Weatherview, has not had a significant update in nearly a decade. Beginning in November, anyone logging on to Weatherview will see a total overhaul of the old site. In addition to RWIS and AWOS weather data, interested Web surfers will gain access to the same speed sensor information and camera images fed to the internal DOT system, all overlaid on a Google® maps background.

“The new capabilities provide a much more interactive site,” said Tina Greenfield from the Office of Maintenance. “Users can view different layers of information, including current weather, surface and subsurface data, and forecast information for every county. One layer will also include National Weather Service radar information. In addition, looped images from the cameras are available so viewers can see weather develop at the site over time.”

Having all of the information on the site is one thing; making it easy to find is another. “There is updated site navigation to help users find the information they need more quickly,” said Greenfield.

The new Weatherview will include aerial photography (top image) and the option to view or hide many layers of information



CDL trucker training

For nearly two decades the Iowa DOT has been licensing commercial truck and bus drivers.

Testing drivers for commercial driver's licenses (CDL) means Iowa DOT driver's license personnel often don the hat of big rig operator for training purposes.

This summer, Iowa CDL examiners from the DOT and county treasurer's offices refreshed their CDL test scoring standards at Kirkwood Community College in Cedar Rapids, Des Moines Area Community College in Ankeny and Iowa Central Community College in Fort Dodge.

The DOT's Office of Driver Services' (ODS) area supervisors/trainers Mark Frein, Carla Rominger, Deb Miller, Bill Bartelson, Terri Elmore, Deb Short, and Denise Said conducted the training with assistance from community college driver training professionals. The examiners experienced classroom instruction, on-range evaluation practice and behind-the-wheel experience in semi-tractor trailers. As part of the training, the examiners went over the more than 82 items a driver can be scored on during a pretrip inspection test on a semi-tractor trailer, ranging from lug nuts to alternators.

Barb West, ODS field services manager, said, "Iowa has remained in substantial compliance with Federal Motor Carrier Safety Administration compliance standards since the start of the national CDL program in 1990. This examiner training/oversight, along with driver record keeping, sanction criteria and interstate reporting of violations and crashes, is part of periodic federal audits to ensure compliance."

(Photo top right) Back row, from left: Carol Watters, Davenport DL station; John Piziali, Iowa City DL station; Cheryl Ewinger, Burlington DL station; Rene' Miller and Christina Butler, Cedar Rapids DL station; Brenda Schnoebelen, Chickasaw County. Front row, from left: Wayne Walter, Winneshiek County; Bryan Nguyen and Sharon Christensen, Ankeny DL station; Sherri Naeve, Clinton DL station; Laurie Gisleson, Mitchell County; Nichole Martens, Dubuque DL station.



A Kirkwood Community College trainer explains the makeup of an air-brake chamber in the classroom



Jennifer Hennings, Clinton DL station, practices backing. Federal regulations require a driver applicant to demonstrate the ability to back a representative vehicle on straight and curved pathways.

2009 Supervisors' Conference

Success breeds success. That was just one of the take-aways from this year's Supervisors' Conference, held Sept. 30 and Oct. 1 in Altoona. With tight budgets and an emphasis on watching out for the environment in all we do, this year's conference was leaner and greener with more local speakers and fewer printed materials.

The first day of the conference focused on ethics in the workplace and how supervisors handle ethical questions in ways that directly impact the entire team. From recruiting and retaining quality employees to improving your own people skills, the general session and four break-out sessions offered a variety of great advice.

The second day's opening session speaker was Dave O'Malley, former police chief of Laramie, Wyoming. O'Malley was the lead investigator at the time University of Wyoming college student Matthew Shepard was murdered outside Laramie. Since Shepard's death, O'Malley has been working with the Shepard family to promote tolerance and state and federal legislation on the topic of hate crimes based on sexual orientation.

The mood shifted significantly when the final speaker, Steve Siemens, took the stage to talk about "Staying up in an upside down world." Siemens



outlined his message about being "up" with purpose, people, problems, perspective, persistence and positivism. He left the group with this:

- *In everything, the good is there; our goal is to find it.*
- *In every person, the best is there; our job is to recognize it.*
- *In every situation, the positive is there; our opportunity is to see it.*
- *In every problem, the answer is there; our responsibility is to provide it.*
- *In every set back, the victory is there; our task is to claim it.*
- *In every adversity, a blessing is there; our adventure is to discover it.*
- *In every crisis, the reason is there; our challenge is to understand it.*
- *Whatever your lot, why don't you try to build something on it?*

Following Siemens was a wonderful performance by the young ambassadors, Jovenes Embajadores, a dance troop comprised of members of four Des Moines families who perform traditional Mexican folk dances.

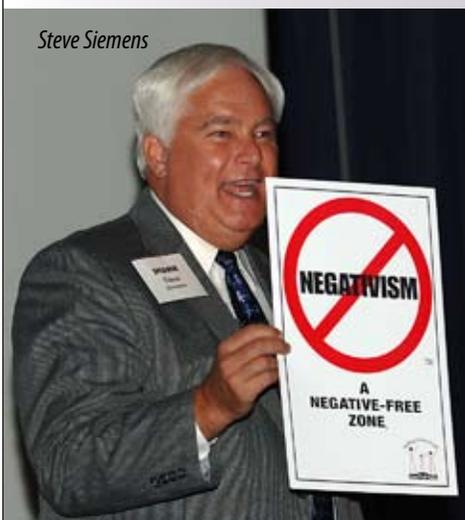
In her closing remarks, DOT Director Nancy Richardson encouraged the supervisors to go back to their work locations and engage with employees to learn, grow and have some fun. She complimented the conference com-



DOT Director Nancy Richardson

mittee on providing a wide variety of information so every manager and supervisor should have "grabbed onto" some new information. From the standpoint of ethics, Richardson stressed that supervisors need to understand where employees are on the ethics scale and do the right thing by modeling the correct ethical behavior for employees.

Next year's conference will be held Sept. 29 and 30. If you would like to serve on the planning committee for this conference, contact Marty Sankey at 515-239-1652 or martin.sankey@dot.iowa.gov.



Steve Siemens

“Walk stars” take the stage

by **Christina Andersen**

International Walk to School Day, an event promoted through the Safe Routes to School (SRTS) program administered by the Iowa DOT, motivated thousands of Iowa kids to “be walk stars” by walking, pedaling and pushing their way to school Wednesday, Oct. 7.

“We estimate approximately 5,400 students participated at 33 registered walk-to-school events in Iowa,” said Kathy Ridnour, SRTS program coordinator in the DOT’s Office of Systems Planning. Ridnour said actual participation was likely higher because some schools participated, but did not register.

For the one-day event and month-long walk-to-school promotion, the Iowa DOT provided more than 12,000 “Be a Walk Star” erasers, zipper pulls and stickers to students who walked or bicycled to school. “You walk to school and when you get in, you get a sticker,” said Iowa City Hoover Elementary School first-grader Lizzie Peters. Ridnour said, “All it takes is something as simple and inexpensive as a sticker to encourage children to re-think their mode of transportation.”

The crossing guard at Van Allen Elementary School in North Liberty reported three times the number of kids walking to school Oct. 7, compared to other days.

Besides walking to school being good exercise, the activity is also a time to socialize with friends. Ridnour said, “We had some schools set up a drop-off point at a park or other public place where the kids could all meet and then walk to school. That way even the children who live a considerable distance from school could participate.”

Photo courtesy Iowa Bicycle Coalition



Kids in North Liberty walked and biked to school Oct. 7 for International Walk to School Day

The program is geared toward increasing children’s activity levels. Childhood obesity has been on the rise and, according to a Centers for Disease Control and Prevention report, far fewer students walk or bike to school than used to. In 1969, roughly half of all children walked or biked to school, now it is only about 15 percent.

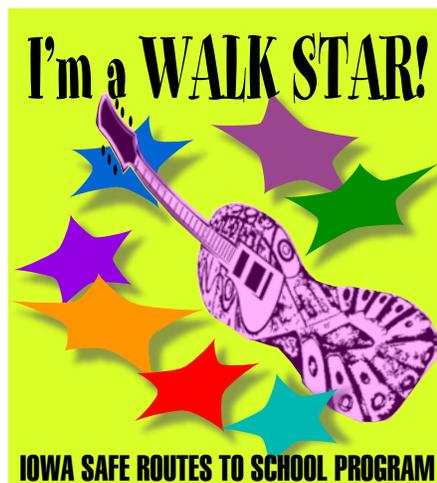
SRTS is an international effort to increase safety and promote walking and bicycling to school through the 5 Es: engineering, education, enforcement, encouragement and evaluation.

The 2005 federal transportation bill included new SRTS federal funding of

\$612 million nationwide over five years for both infrastructure and noninfrastructure reimbursement grants. Examples of infrastructure grants include sidewalk improvements, on- and off-street pedestrian and bicycle facilities and traffic-calming and speed-reduction improvements. Noninfrastructure grant uses include the creation and dissemination of educational materials, SRTS training workshops, development of SRTS plans, and modest incentives for SRTS contests.

In addition to the irrefutable health benefits of walking and bicycling to school, they reduce air pollutants, relieve traffic congestion, save money, encourage sociability and responsibility among children, and improve classroom performance.

Parents, teachers and community volunteers can get resources and ideas to encourage children in their neighborhood to be “walk stars” by contacting Kathy Ridnour at kathy.ridnour@dot.iowa.gov.



IOWA DEPARTMENT OF TRANSPORTATION
TROPHY CASE



To say Mike Seek, sign fabricator 2 in the sign shop, is a dedicated model-builder would be an understatement. Seek spent hundreds of hours building a scale model of the Starship Enterprise of Star Trek fame. For his efforts, Seek was awarded first place in the Science Fiction Division of the Hawkeye Modelers' Show held at Point of Grace Church in Waukee Sept. 19. The model was also named "Best of Science Fiction." Hawkeye Modelers is the Des Moines Chapter of the International Plastic Modelers Society, a special interest group promoting the hobby of scale model building.



Those girls can ride! Talynn Griggs, 13, daughter of Danielle Griggs, secretary 1 in Materials, and Bailey Weigel, 10, daughter of Eric Weigel in Design, have recently earned top honors from the Iowa chapter of the National Barrel Horse Association (NBHA). Talynn is this year's Iowa NBHA District 2 Youth Reserve 1D champion. Bailey is the 2009 Iowa NBHA District 2 Youth 4D champion. Both girls were also named 2008 Dayton, Iowa Youth Rodeo All Around Cowgirls for their specific age groups and have many other titles to their credit.



Bailey Weigel



Talynn Griggs

All for One activities



The Ames Complex will once again host a variety of events for the All for One Committee's Toys for Tots drive.

What: All occasion ornament, craft and popcorn sale

When: **Wednesday, Nov. 18**

Time: 8 a.m. – 1 p.m.

Where: North Lobby

This event has been expanded to include ornaments, decorations and crafts for any holiday celebration.

Please have items priced before the sale. Contact Vicki Stamper at 515-233-7964 to donate.

What: Crock pot pasta and breadsticks lunch

Time: 11 a.m. until gone

When: **Wednesday, Dec. 2**

Where: Hallway outside Café 800

New this year, a special pasta and breadsticks lunch.

A compilation of the pasta recipes will be available for \$1. If you have a pasta creation you would like to share, contact Rhonda Andresen at 515-239-1123 or Zhaia Mergen at 515-239-1807.

What: Cinnamon, pecan and caramel rolls

When: **Tuesday, Dec. 8**

Time: 8 a.m. until gone

Where: North Lobby

If you would like to preorder a quantity of more than six rolls, please contact Danielle Griggs at 515-239-1919 before Dec. 4

What: Bake sale/cookie exchange

When: **Thursday, Dec. 10**

Time: 8 a.m. until gone

Where: North Lobby

Please bring your donations to the North Lobby by 8 a.m. the morning of the sale. Donated cookies will be sold singly or by the box – 13 cookies per \$5 box.

Training at your fingertips

Saving time and money is a top priority for all Iowa DOT offices. After Nov. 15, the new Web-based information Training (WebIT) will include free recertification review sessions for Level I and Level II aggregate, Level I and II Portland cement concrete (PCC), hot-mix asphalt (HMA) sampler, and Level I HMA. The updates for Level I HMA and PCC II will also be offered again this year via Web conferencing. The remaining WebITs for other certifications should be complete by the 2010-2011 training season.

Technicians will still be required to take the recertification exams, but rather than spend a day for each certification, all exams may be taken the same day at a district materials' office or Des Moines Area Community College campus. There are "test-only" days listed in the new registration booklet and available on the Technical Training and Certification Program (TTCP) Web page at www.iowadot.gov/training/index.html. The goal of the TTCP is to assist every technician in obtaining the skills and knowledge they need to perform their duties with accuracy and proficiency.

In order to successfully log in to a Web-based training course, users need to acquire learning credentials. Please use your E-mail address as your login. If you do not have an E-mail address, you may use your full name or driver's license number. Choose a password that will be easy for you to remember.

When you have completed entering your information, you will see your login and password. Please keep a copy of your login and password for future use. You will use the same login and password to take all Web-based training courses offered through the Iowa DOT's training site.

Many of these classes are required to obtain certification required to inspect and/or test materials for highway and structural projects. The TTCP also offers courses for informational purposes that do not include an exam or certification. Check out the registration booklet for information on program changes, class schedules and information on the courses offered.

Webinars will be listed as they become available. The courses will be held live, online. You do not need to acquire learning credentials to enroll in a DOT training Webinar.

Some Web-based courses may offer a certificate of completion. Be sure to enter your name and the date you completed the course.

Other available courses include: PCC field inspection, plan reading, basic math, ethics in transportation, and a number of others. New Web-based courses that will be available soon include surveying for construction, HMA field inspection, bolted connections, and others.

For more information about TTCP and WebIT, check out the new registration booklet at www.iowadot.gov/training/index.html. If you have any questions, please call Chris Anderson at 515-239-1819.



Family happenings

District 3

MaryBeth Banta



Back row, from left: Paul Orr, Warren Fiddelke, Rich Michaelis, Tony Lazarowicz, Baron Hannah, Jason Langstraat, Dixie Harrison. Front row, from left: Dennis Dejager, Gary Jolce, Jeff Marienau, Glen Rolling, Bruce Jacobson, Terry Tesch, Mike Zeiman, Daryl Carr, Alex Crosgrove. Not pictured is Dwight Rorholm, Dakin Schultz, Dan Grote. Hidden behind Baron Hannah is Gary Zeiman.

All participants in the District 3 golf tournament were winners at the annual event. Organizer Alex Crosgrove from D3 materials said, "There's no pressure, just a good time. We get together every year at a different course and have a good, fun day golfing and a great steak dinner." Dinner this year was supplied by Warren Fiddelke from the Alton maintenance garage.

Construction

Nancy McMenaminn



Phillip South, revenue auditor 2 in the Office of Finance, and Nancy Bartels, secretary 1 in the Office of Construction were married Aug. 21 in the Sunken Gardens, Lincoln, Nebraska. Following the wedding, the couple took a honeymoon trip to the Black Hills. They also celebrated with a Labor Day barbecue at their home in Ogden attended by their children, grandson, other family, co-workers, and friends.

Thank you

Thank you to everyone for the prayers, cards, thoughts, and donated time while I was off work for my surgery. My family and I appreciated all these things very much.

Thanks again,
your friend and co-worker
Dick Hendrix
construction technician
Cedar Rapids construction

Thank you to everyone who donated time when I was off work for back surgery. For those of you who do not know me well, I have had back pain for much of the last three years caused by herniated disks. I tried every alternative to surgery I could find, but finally had to give in. It meant a lot to me and my family that so many caring people would donate their time. It allowed me to keep up with my bills and keep food on the table. I cannot express how much my family and I appreciate your help!

Erika Eckstein
clerk-specialist
Vehicle Services

In Memory

Wendell D. Jensen, 72, of Marshalltown, died Tuesday, Sept. 22, at his home.

Jensen was born at the family farm near Holstein Dec. 19, 1936, to Jesse and Malinda (Kuehl) Jensen. He attended country school and then Holstein High School, graduating in 1956. Jensen was in the United States Air Force as an airman first class and crew chief of transport planes, serving from 1956 to 1960 and stationed in Ashia, Japan, from 1958 to 1960. Until 1988, Jensen was a century farmer and worked for Simonsen Mill. He attended Western Iowa Technical College in Sioux City and then managed Soo Rental in Sioux City until 1991. He worked for the Iowa DOT from 1991 until his retirement in 2001. He moved to Marshalltown in 2002 and lived there with his dog Abby until his death. Jensen was a charter member and served as president of the Holstein Jaycees. He was a fan of the Hawkeyes, Cubs and Vikings. He enjoyed golfing, fishing and camping. He loved spending time with his children and grandchildren and loved his dogs.

His survivors include two daughters and sons-in-law, Wendy and Gregory Sander and Laura and Richard Gogg; one son, Dan Jensen; grandchildren, Morgan, Mason, Joshua, Joel, Molly, Ethan, and Logan; a sister Betty Guinn; and nieces and nephews.

David Clifford Smith, a long-time Iowa DOT employee, died Wednesday, Sept. 30. Smith worked as an equipment operator 2 out of the Missouri Valley maintenance garage, which was part of District 3 at the time, from 1966 to 1996.



Kudos!

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

To: Nancy Richardson, DOT director
 From: Peggy Ackerman, Air Liquide Industrial, Houston, Texas

Just wanted to take a moment to tell you of your great employee, Marybeth Still. Marybeth and I have developed a great working relationship over the past few years, and I have a great respect and fondness for her. We work at our professional relationship and help each other whenever we can. Last week was no exception. I let her know, via E-mail, we had a driver at the scales that could not find his cab card. I sent the form for the new one with that E-mail to Marybeth. Not only did she have the cab card back to me before I could blink - she had contacted the officer and let them know my guy was legit. I didn't ask for that service, she simply provided it. I think that speaks well of her dedication to her customers and respect for her employer. Outstanding!

(Editor's note: Marybeth Still is a clerk-specialist in the Office of Motor Carrier Services.)

To: Iowa DOT
 From: Dennis and Roxie Steding, Iowa Falls

We recently traveled on Iowa 169 from Algona to Bancroft. It has to be the nicest road in Iowa. Whoever you contracted to do that job needs to be hired to do all the road work in Iowa. Even north of Bancroft it was good. Thank you for your time.

To: Mark Lowe, Motor Vehicle Division
 From: Carmela Chiafoss
 Darrah's Towing and Recovery, Hiawatha

I'm sure in a job where you have to enforce traffic laws, DOT officers probably don't make many people happy. I want to take a moment of your busy day to tell you about one of your commanders who went out of his way to help me.

A complicated situation arose with a rotator tow truck we recently purchased. This truck weighs too much to legally be on Iowa roads. As soon as the problem was brought to our attention, I immediately contacted Motor Vehicle Captain Kevin Steele for advice.

Captain Steele has worked so hard to help me find a solution. He has gone way above what I consider to be his routine work duties. He came to my business to personally look at the truck and weigh it for me. Captain Steele made numerous phone calls to make sure he had given me accurate options. He even helped me to call the manufacturer of this truck and explain the weight problem. Ultimately, Captain Steele had to give me "bad" news, but he did it in a professional and positive manner.

Captain Kevin Steele is an asset to your division. I appreciate that you have a commander who is fair and represents your department in such a positive manner.



Highway Technician Associate Steven Van Arsdale from the Waterloo garage captured this photo of a public thank you. The property owners were very grateful for the work being done on Iowa 57 near Cedar Falls. The project was administered by the New Hampton construction office.

Personnel updates

Information supplied by the Office of Employee Services for Aug. 21 to Sept. 17, 2009

New Hires

Randal Anderson, information technology specialist 2, Information Technology Division; **Jared Arbogast**, motor vehicle officer, Motor Vehicle Enforcement; **Christopher Avila**, equipment operator senior, District 4 paint crew; **Shawn Blaesing**, executive officer 2, Maintenance; **Geoffrey Cadogan**, information technology specialist 4, Information Technology Division; **Dick Dudley**, design technician, Design; **Keri Eaton**, motor vehicle officer, Motor Vehicle Enforcement; **Jerry Floyd**, right-of-way agent 2, Right of Way; **Andrew Frey**, information technology specialist 2, Information Technology Division; **Daniel Harrison**, driver's license clerk, Iowa City DL station; **David Hohbach**, information technology specialist 2, Information Technology Division; **Dorothy Hurdle**, clerk-specialist, Driver Services; **Mitchel Klosterman**, highway technician associate, Manchester garage; **Jodi Malin**, secretary 2, Transportation Data; **Nick Mescher**, highway technician associate, Manchester garage; **Linda Roecker**, clerk-specialist, Driver Services

Promotions

Roger Conzemius, from highway technical associate, Boone garage to materials technician 3, Materials; **Kelly Gessert**, from highway technician associate to highway technician, Council Bluffs-north garage; **Jon McCall**, from construction technician to construction technician senior, Mount Pleasant construction; **Steven Osborn**, from highway technician associate to highway technician, DeSoto garage; **Marina Raku**, from clerk-specialist, Driver Services to motor vehicle officer, Motor Vehicle Enforcement; **Joseph Seeley**, from highway technician associate, Anamosa garage to equipment operator senior, District 6 paint crew; **Justin Wood**, from highway technician associate, Ashton garage to motor vehicle officer, Motor Vehicle Enforcement

Transfers

Dean Bierwagen, from transportation engineer specialist to transportation engineer manager, Bridges and Structures; **Brandon Brimm**, highway technician associate from Grimes garage to DeSoto garage; **Todd Cogdill**, mechanic to equipment operator senior, Onawa garage; **Steven Cornelison**, equipment operator senior, from Altoona to Des Moines-north garage; **Dean Herbst**, from transportation engineer specialist, Construction to transportation engineer manager, Sioux City construction; **Joseph Hovey**, highway technician, from Washington garage to Fairfield garage; **Cathy Mather**, secretary 2, from Policy and Legislative Services to Rail Transportation; **Vicki Stamper**, secretary 2, from Highway Division to Policy and Legislative Services; **Sinclair Stolle**, transportation engineer specialist, from District 1 Office to Research and Technology

Retirements

Larry Erickson, highway technician associate, Latimer garage; **Jan Hilsman**, driver's license clerk, Iowa City DL station; **Cheryl Jessen**, driver's license clerk, Davenport DL station; **Mary Kay Reimers**, administrative assistant 1, Planning, Programming and Modal Division; **Richard Rogers**, highway technician associate, Perry garage; **James Wirtjes**, equipment operators senior, Sac City garage

Service awards

Information supplied by the Office of Employee Services for November 2009.

40 Years

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

35 Years

Gregory Frederick, Dubuque garage; **Cynthia Howell**, Right of Way; **Jeffrey Ruppert**, Coralville garage

30 Years

Ilo Jon Allen, Onawa garage; **Richard Butz**, District 6 maintenance; **Michael Clayton**, District 1 Office; **Ellen Davidson**, District 5 materials; **Steven Kadolph**, Research and Technology Bureau; **Toni Kerkove**, Driver Services; **Curtis Reinhardt**; Motor Vehicle Enforcement; **Douglas Rick**, District 6 Office; **Randy Thoren**, Pocahontas garage

25 Years

David Claman, Bridges and Structures; **Carol Cockerham**, Driver Services; **Carol Culver**, Research and Technology Bureau; **Lori Jensen**, Information Technology Division; **Dru Johnston**, Motor Vehicle Enforcement; **Roger Marshall**, Missouri Valley garage; **Marvin May**, Mount Pleasant construction; **David Rocke**, Traffic and Safety; **Vicki Stamper**, Policy and Legislative Services; **Rick Toney**, Leon garage

20 Years

Douglas Coy, repair shop; **Timothy Crouch**, Traffic and Safety; **Marion Culbertson**, Chariton construction; **Jessie Gomez**, Muscatine garage; **Timothy Hackett**, Oakland garage; **Kyle Hardin**, Chariton construction; **Phillip Meraz**, Systems Planning; **Annette Muetherthies**, Design; **Jeffery Stoffa**, Albia garage; **Randy Turner**, Oakland garage; **Noralee Warrick**, Driver Services; **Glynda Wooten**, Cedar Rapids DL station

15 Years

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

10 Years

Steve Banks, Rail Transportation; **William Bartelson**, Driver Services; **Randy Barton**, Finance; **Kristopher Bliven**, District 3 Office; **Sara Buseman**, Employee Services; **Christine Grimm**, Information Technology Division; **Clifford Krueger**, Muscatine garage; **Gregory Kruser**, Maquoketa garage; **Brian Morrissey**, District 5 Office; **Duane Nie**, District 2 Office; **Erin Pickering**, Maintenance; **Joseph Pitts**, Facilities Support; **Barry Robertson**, District 5 paint crew; **Rob Thies**, Grimes garage; **Noe Villarreal**, Swea City garage; **Seth Woodcock**, Creston construction

Service awards, continued next page

TIPS FROM THE GREEN TEAM

Home energy use can be responsible for more than twice the greenhouse gas emissions of the average car. By using energy more efficiently at home, you can lower your energy bills while also helping to reduce the risks of global climate change.

You can help change the world. You can save energy and help preserve the environment with a simple twist of the wrist. Lighting, which accounts for 20 percent of the average home's electric bill, is one of the easiest and most effective places to start saving. Just one compact fluorescent light bulb (CFL) can save an average of \$30 or more in electricity costs over its lifetime and prevent more than 450 pounds of greenhouse gas emissions.

From Oct. 1 through Dec. 31, 2009, participating Iowa electric utilities are helping residents make the simple switch to energy-efficient lighting by offering special pricing on ENERGY STAR® qualified CFL purchases of 12 bulbs or less. With this special pricing, the bulbs will sell for as little as \$0.99 at select retail locations.

Go to <http://www.iowachangealight.com/> to find a participating retailer near you.



Minutes of the Green Team meetings can be found on DOTNET.

Tacos for Tots time in Algona

It's time again for tacos! Noe Villarreal, equipment operator in the Swea City shop, his wife, Monica, and many of their friends will host the 22nd Tacos for Tots Nov. 23 from 4:30-7:30 p.m. at the First United Methodist Church, 201 E. Nebraska Ave. in Algona.



Villarreal and his helpers plan to cook up more than 250 pounds of meat for 2,500 tacos to raise money so underprivileged kids in northern Iowa can have a toy at Christmas.

For more information on the event or how you can help, call Villarreal at the Swea City shop at 515-272-4295 or by cell phone at 712-260-7009.

Service awards, continued from previous page

5 Years

Robert Clark, Ida Grove garage; **Martin Coughenour**, Ames garage; **Tina Greenfield**, Maintenance; **Shawn Hunter**, Ames garage; **Eric Keiner**, District 4 Office; **Jason Maahs**, Motor Vehicle Enforcement; **Larry Mason**, Grimes garage; **Thomas Messerole**, Motor Vehicle Enforcement; **Matthew Olson**, Davenport garage; **Angela Poole**, Location and Environment; **Ronald Schmidt**, Sabula garage; **Aaron Shearn**, District 3 paint crew; **Kameron Shugar**, Motor Vehicle Enforcement; **Angela Sires**, Information Technology Division; **Nicholas Spotten**, Cherokee construction; **Wayne Teslow**, Waukon garage; **Scott Wilson**, Martensdale garage

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

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District 2	Lu Mohorne, Mason City	641-423-7584
District 3	MaryBeth Banta, Sioux City	712-276-1451
District 4	Marlene Jensen, Atlantic	712-243-3355
District 5	Brenda Hadley, Fairfield	641-472-6142
District 6	Sandi Byers, Cedar Rapids	319-364-0235
Bridges and Structures	Judy Whitney, Ames	515-233-7917
Construction	Nancy McMenamin, Ames	515-239-1353
Contracts	Peg Muxfeldt, Ames	515-239-1422
Design	Judy Lensing, Ames	515-239-1469
Driver Services	Noralee Warrick, Ankeny	515-237-3253
General Counsel	Chris Crow, Ames	515-239-1509
Information Technology Division	Colette Simpson, Ames	515-233-7728
Local Systems	Kathy LaRue, Ames	515-239-1081
Location and Environment	Susie McCullough, Ames	515-239-1225
Maintenance	Cindy Shipley, Ames	515-239-1971
Materials	Brian Squier, Ames	515-233-7915
Planning, Programming and Modal Division	Cathy Mather, Ames	515-239-1140
Motor Carrier Services	Diann McMillen, Ankeny	515-237-3250
Motor Vehicle Enforcement	Anthony Batcheller, Ankeny	515-237-3218
Operations and Finance Division	Sheri Anderson, Ames	515-239-1340
Research and Technology Bureau	Tami Bailiff, Ames	515-239-1646
Right of Way	Linda Kriegel, Ames	515-239-1300
Traffic and Safety	Linda McBride, Ames	515-239-1557
Vehicle Services	Becky Sawatzky, Ankeny	515-237-3182

Federal and state laws prohibit employment and/or public accommodation discrimination on the basis of age, color, creed, disability, gender identity, national origin, pregnancy, race, religion, sex, sexual orientation or veteran's status. If you believe you have been discriminated against, please contact the Iowa Civil Rights Commission at 800-457-4416 or Iowa Department of Transportation's affirmative action officer. If you need accommodations because of a disability to access the Iowa Department of Transportation's services, contact the agency's affirmative action officer at 800-262-0003.

On the cover: Kari Pint, Waterloo, practices in-cab procedures under the watchful eye of ODS Supervisor Deb Miller. I-Spy clue: I before E, except after C!

New Kate Shelley Bridge opens



Iowa Transportation Commissioners Loree Miles (left), Wayne Sawtelle (back) and Barry Cleaveland (right) join DOT Director Nancy Richardson (center) to dedicate the new Kate Shelley bridge.

With the chill of fall in the air, Iowa DOT Director Nancy Richardson and Iowa Transportation Commissioners Loree Miles, Wayne Sawtelle and Barry Cleaveland joined Union Pacific Railroad's (UP) Chairman and CEO Jim Young Oct. 1 to dedicate one of North America's tallest double-track railroad bridges, the new Kate Shelley Bridge spanning the Des Moines River between Boone and Ogden.

Richardson presented special commemorative certificates signed by Governor Chet Culver to the UP, Chicago & Northwestern Historical Society and the Boone County Historical Society.

The new bridge, which stands parallel to its sister bridge built in 1900, is more than 2,800 feet long and 190 feet high. The UP spent more than \$50 million to construct the bridge between 2006 and 2009. HDR Engineering Inc. provided engineering services and OCCI Inc. served as the prime contractor. The new structure can accommodate heavy trains, such as those moving coal and grain, and features two tracks set 20 feet apart. Two trains can cross the bridge simultaneously at a maximum speed of 70 mph. The first train operated over the new bridge on Aug. 20.

The Chicago and Northwestern Railway (C&NW) built the original structure in 1900 and named it after Kate Shelley. Shelley, who as a 15-year-old in 1881, alerted C&NW officials about a bridge collapse in the Boone area. It was the first and, until the Betsy Ross Bridge in Philadelphia was opened in 1976, only bridge in the United States named for a woman.

Since 1997, the UP has spent more than \$1 billion in Iowa to upgrade branch lines, boost east-west corridor capacity, improve communications and signals, and complete other infrastructure upgrades. During 2009, the UP plans to invest \$2.6 billion in strengthening the track infrastructure across its more than 32,000-mile system. This extensive investment in the UP's track helps ensure the railroad has the capability to offer quality, safe and cost-effective service to meet its customers' current and future transportation needs.

"Freight transportation is critical to the economic success of Iowa and the nation and moving freight by rail is a key component of the overall freight transportation network. I am very pleased to see the completion of Union Pacific's new Kate Shelley Bridge that improves the operational reliability and capacity of the rail system to meet the freight needs that are so critical to the agricultural and industrial base of Iowa," said Richardson.

Iowa's Rail System

- In Iowa, 3,947 miles of rail freight track are operated and served by 19 railroad companies. Four of these rail carriers are major national companies that operate 59 percent of Iowa's total route miles. (2008)
- Of the 15 smaller railroads, five operate in Iowa and nearby states, while 10 operate only in Iowa. These regional and local railroads serve 41 percent of Iowa's total route miles and transport 28 percent of Iowa's rail shipments. (2008)
- The Union Pacific Railroad (UP) is the dominant carrier in Iowa. UP owns or leases 1,341 miles of track in the state or 34 percent of the total trackage. (2008)
- Railroads in Iowa serve 90 out of 99 counties, 407 out of 947 cities, 43 out of 60 river terminals, and 444 out of 871 grain elevators. (2006)
- Rail accounts for only 3 percent of Iowa's 130,000-mile freight system (highways, rail lines, pipelines, and navigable waterways), but carries 43 percent of Iowa's freight. (2001 Reebie Data)
- Between the years 1985 and 2008, traffic volumes increased by 150 percent in rail car miles and 222 percent in net rail ton-miles. (2008)
- There have been approximately 3,754 miles of track abandoned in Iowa since 1975 as Iowa's rail industry has continued to reorganize. (2008)

