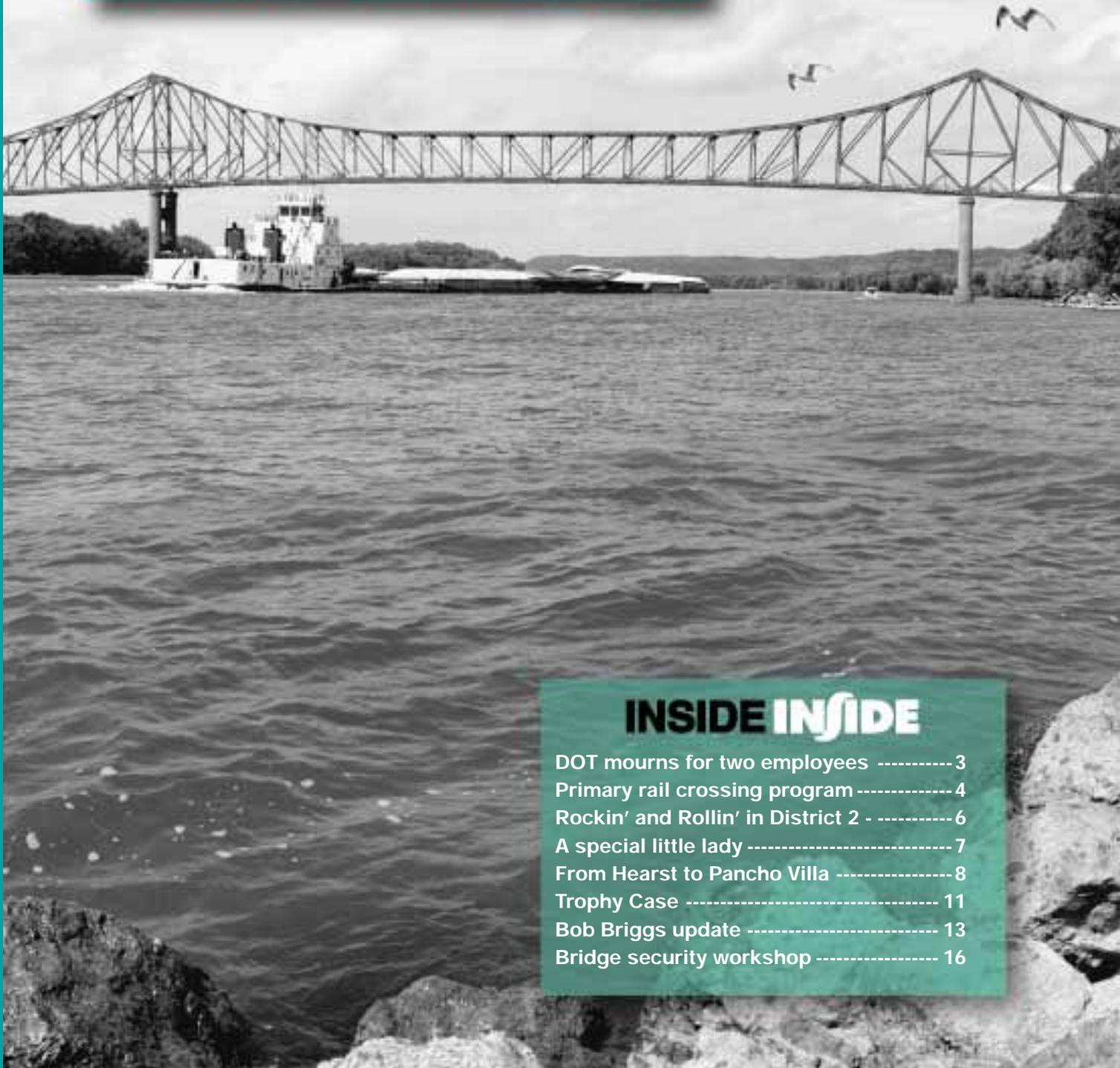


INSIDE

IOWA DEPARTMENT OF TRANSPORTATION NEWSLETTER SEPTEMBER 2005



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From my view

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

SAFETEA-LU

Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users

The long-awaited surface transportation reauthorization bill, SAFETEA-LU, passed the House and Senate July 29, with all of Iowa's Congressional delegation voting for approval. President Bush signed the bill Aug. 10. This five-year act covers fiscal years (FY) 2005 through 2009 resulting in a transportation bill with \$244.1 billion over five years. Overall, federal funding for multiple modes of transportation increased from an annual average of \$36.3 billion under the six years of TEA-21 to an annual average of \$48.8 billion under SAFETEA-LU, a 34 percent increase.

National highway funding increased to an annual average of \$40 billion, a 40 percent increase over the average funding authorized under TEA-21. Funding distributed to the states through formula apportionments increased 30 percent. Iowa's highway funding through the formula apportionments totaled \$2.06 billion for the five years, a 25 percent increase over the annual average under TEA-21. However, Iowa's share of the funds distributed to the states actually decreased, from an average of 1.18 percent under TEA-21 to an average of 1.13 percent under SAFETEA-LU.

Transit saw a significant increase in funding over TEA-21 levels. Iowa's transit formula funding is estimated at \$137 million for the five years, a 75 percent increase from TEA-21 levels.

The final decisions regarding SAFETEA-LU centered on two issues — project earmarks and the funding necessary to increase the rate of return for the donor states (equity bonus).

Earmarks

Nationally, SAFETEA-LU contains more than \$22 billion for 5,695 earmarks. Iowa earmarks total 141 and represent \$456 million over five years. This is a significant increase over TEA-21, when Iowa received \$109 million over six years for 15 high priority projects. Within transit, nearly \$2 billion of the bus and bus facilities program (or 55 percent of total authorized) is earmarked for specific states and activities. Iowa's transit system will receive \$17.5 million over five years.

Minimum Rate of Return

One of the primary issues addressed in SAFETEA-LU was the "guaranteed funding" each state would receive. The minimum rate of return defines a percentage of money that will be returned to the states based on their contribution of fuel tax receipts deposited into the Highway Trust Fund.

In the past, Iowa has always received more in return than it has deposited into the trust fund. Under TEA-21, Iowa received approximately \$1.09 for every dollar and was referred to as a donee state.

Under SAFETEA-LU, for the first time in our history, Iowa has become a donor state and will receive less than it deposits into the fund.

Transportation Programs

Core programs in Transit, Highway Safety and Motor Carrier Safety essentially remained the same with SAFETEA-LU. Rail passenger service, specifically Amtrak, was not included in the reauthorization act. Transportation research continues to be an emphasis area with cooperation and partnerships with universities stressed.

Six programs comprise the bulk of the highway program funds. These core programs - Interstate Maintenance; National Highway System; Surface Transportation Program; Bridge; Congestion, Mitigation and Air Quality; and the newly established Highway Safety Improvement Program - will receive an estimated 30 percent increase in funding. Iowa's "core program" funding is expected to increase slightly, by 7.6 percent.

SAFETEA-LU modified some existing programs, in addition to creating more programs for very specific activities. While these new programs fund worthwhile activities, they continue to divert funding from programs that are central to the federal responsibility, helping states preserve the Interstate Highway System and other national highway system routes.

SAFETEA-LU provides more money for transportation in Iowa. The challenge before the Iowa Transportation Commission and DOT staff will be to determine how best to use these funds to meet the constantly growing list of needs in Iowa.

Iowa DOT mourns for two employees

Roberts drowns in Minnesota



Tracy Roberts, 45, of Council Bluffs, drown near his vacation cabin in Pelican Rapids, Minn. Published reports say Otter Tail County authorities recovered Roberts' body in about 10 feet of water in Lake Lida late Sunday afternoon, Aug. 21. Roberts was trying to fix a boat motor when he fell into the water Saturday, authorities

said. Roberts was on a fishing trip at the cabin with three Chinese students, a professional from Togo and a boy he had mentored for five years, according to Lee Westphal, assistant director of community relations at Roberts' church, Omaha's Christ Community Church. The people with Roberts said they threw him a life jacket, but strong winds caused the life jacket to fall short of him. The wind also blew the boat away from Roberts.

Roberts, a 20-year veteran of the DOT, was a District 4 staff engineer and also the Council Bluffs interstate project coordinator. Roberts had offices in both Atlantic and Council Bluffs.

Roberts is survived by his parents, Richard L. and Joan Roberts of Whiting, Iowa, and three brothers, Richard M., Matthew and Mark. He worked with the Big Brothers/Big Sisters organization, was also very active in his church, returning earlier this summer from a mission trip to El Salvador.

A quiet man, Roberts was detail-oriented and organized. He will be remembered as a genuinely kind individual and missed by his friends and co-workers in District 4.

Stewart dies from motorcycle crash injuries



Troya and Troy Stewart

Troy Stewart, 36, of Des Moines died Aug. 18 from injuries sustained in a hit-and-run motorcycle crash Aug. 10. Stewart, an equipment operator at the Grimes shop, would have celebrated his five-year service anniversary with the DOT in November.

He is survived by his wife, Sherina of Des Moines; two sons, Troy Jr., 15, of Phoenix, Ariz., and Anthony, 11, of Des Moines; two daughters, Tesha Lyn, 18, of Little Canada, Minn., Troya, 8, of Des Moines; and four step-children: Nikita, 18, Tiffanie, 17, Devonta, 15, and Shakilah, 13, all living with the Stewarts.

Stewart enjoyed coaching the "Eastside Family" flag football team, and was a great dad, especially to his baby girl, Troya, who he referred to as his "heart."

Cards and memorial gifts for the family may be sent to Claude Frazier, GOA at the Grimes Shop, 2310 SE 17th St., Grimes, IA 50111.

Primary Rail Crossing Program



Travis Tinken

“We have a great maintenance group out there, they have a lot of great input and take pride in what they do. That is a big part of why this program has succeeded.”

**Travis Tinken,
engineering technician
senior**

“We’ve all learned a lot over the last five years,” said Travis Tinken, engineering technician senior involved in the primary rail crossing program. “To perfect the system we talked to DOT district employees, materials people, outside vendors, and the railroad people. It really was a group effort to get the product we were all looking for.”

In the late 1990s all applications for highway-railroad crossing surface repair funding, whether on primary highways, city streets or secondary roads, were placed on a first-come-first-served list. The state surface repair program was handled out of what was then the Maintenance Division. Vehicle traffic, especially heavy truck traffic, causes a majority of the damage to crossing surfaces. Good crossing surfaces benefit the motoring public far more than the railroads. That’s the reason the Road Use Tax Fund and Primary Road Fund are the source of funding for these surface repair projects.

The number of crossing repair applications caused the waiting list to extend to nearly 10 years. Neil Volmer, then-director of the Maintenance Division, established a committee to study how to build better crossings and reduce the waiting list time period. The committee included railroad representatives, city and county engineers, asphalt, soils and bridge people from the DOT, and resident maintenance engineers. As a result, the DOT decided to dedicate \$1 million from the Primary Road Fund just for repairs to the primary highway crossings. The surface repairs needed on these primary rail crossings would be prioritized and the worst fixed first.

In approaching this issue, Volmer strongly believed the DOT and railroads needed to work together, each group using its strengths to make the crossings the best they could be. The DOT has expertise in building good ap-

Crossing program, go to next page

Crossing program, continued
from previous page

proaches to crossings, and the railroads are experts at building track. DOT engineers had ideas about changing the base under the crossing to increase the life of the crossing repairs.

Tinken said of the railroads, "We were asking them to do things they typically hadn't done on construction projects. In the process we're taking the crossing down to the base and rebuilding from there using techniques to build a stronger, longer-lasting crossing. We had to prove to them we knew what we were doing."

Tinken says most of the experimentation with construction techniques took place in the first eight months of the program. He said, "Our product was basically designed during that first construction season in 2000 through a lot of trial and error. The district supervisors (road masters) at the railroad companies all talk to each other, so once we started seeing positive results at the newly rebuilt crossings, the railroads that had been skeptical really started to buy in to our ideas. The maintenance personnel took this new challenge on with ease. We have a great maintenance group out there, they have a lot of great input and take pride in what they do. That is a big part of why this program has succeeded."

The economics of the program are fairly simple. The DOT analyzed the cost of materials and found that it costs approximately \$365 per foot for crossing repair. The DOT pays the railroads for the materials, and the DOT and each railroad uses its own labor and equipment as its contribution to the program.

Since the roadway has to be shut down to complete the crossing repair, the DOT and railroads

needed to work together to schedule the workload. Mary Jo Key, transportation planner 2 in the Office of Rail Transportation, negotiates the agreements and works with Tinken, DOT district maintenance staff and the railroads to establish priorities and schedules.

"We're very proud of the level of cooperation with this program. We rely on district maintenance staff input and on the railroad company cooperation to get these repairs done," said Key. "We've actually done 20 to 30 crossings each summer, so next season we'll only have 10 to 15 new crossing repairs, mostly on routes with moderate to heavy grain hauling. We are down to 185 at-grade highway/railroad crossings on the primary system and we're pleased that nearly all of them have been rebuilt over the last five years."

Another cooperative effort has resulted in the maintenance of the rebuilt crossings. The DOT depends on the railroad roadmasters and our own field

supervisors to monitor the crossing surface conditions and alert the Office of Rail Transportation when issues come up. Key works with DOT supervisors to schedule a milling machine if the approach needs attention, or the roadmaster if the track needs tamped to raise the crossing. She says, "Preventative maintenance is the key to prolonging the life of the crossing surfaces."

Peggy Baer, director of the Office of Rail Transportation, says the program has been a great success. "It's been an excellent program. When it was first conceived, the decision was made to keep it simple and that's been a key to the success. We're convinced the crossings built in this program are constructed to a higher standard and should last longer and serve the public well. We're seeing some of the cities and counties now prioritizing their crossing repairs and asking for information on the how the primary program works. That tells us we're doing this the right way."



Rail crossing repair on Iowa 7 near Fonda

Rockin' and Rollin' in District 2

Here's a bit of Rock and Roll trivia for you. What was the first Rock and Roll record to come out of Iowa? Layton Zbornik III, engineering technician senior in the District 2 Office, knows. His dad wrote and recorded "Janet," back in 1957 under the stage name Jerry Martin (a name mixture paying homage to Jerry Lewis and Dean Martin). For "Janet" and his other additions to the Rock and Roll archives, Martin was inducted into the Iowa Rock and Roll Hall of Fame in 1998.

To get a perspective of the Jerry Martin legacy, one of his early 45 rpm recordings was on sale for \$250 at a record collector's fair. "Dad walked up to this guy and asked if he'd ever heard of Jerry Martin. When the collector pulled out one of his 45s and told Dad the price, he couldn't believe it," said Zbornik III.

In the last year, Martin (Zbornik) and his band, The Sounds, have had somewhat of a resurgence following Zbornik's retirement from 15 years of teaching high school in the Nora Springs-Rock Falls district.

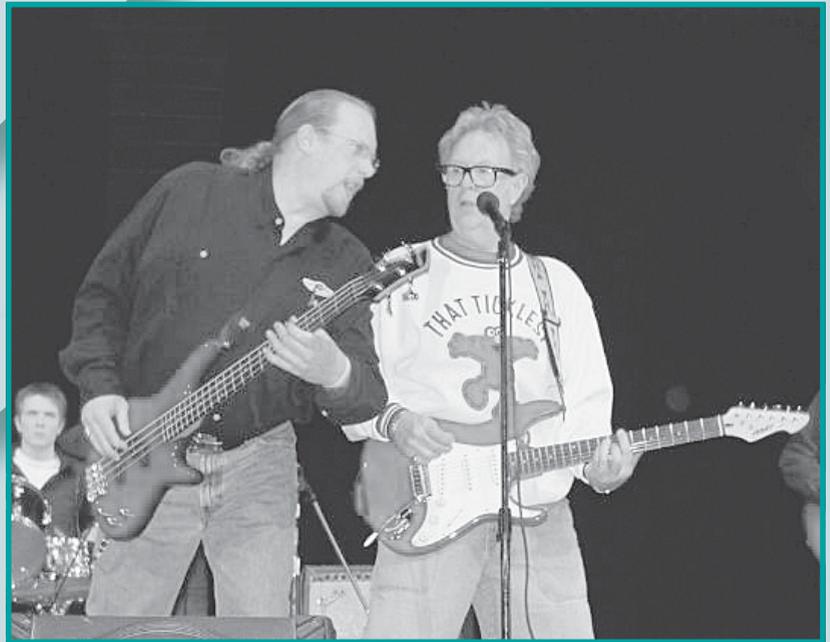
The younger Zbornik, who used to be treated like a kid by the band, has now found his place as the bass player to his dad's lead guitar. "Dad and I used to have a difference of opinion when it came to music. He was old school Rock and Roll, and I liked the newer

stuff. When he retired about a year ago, I joined the band. The five of us still play material from the 50s and 60s, but we soup it up a little. I play a five-string bass, which is one of the elements that makes our music sound a little more modern. We also have a great female lead singer with a bluesy voice that adds a lot. Dad wrote a lot of the music we play, and now he lets us take the material and run with it," said Zbornik III.

Jerry Martin and The Sounds can be heard all over northern Iowa at civic events and celebra-

tions, outdoor venues and, of course, the old Rock and Roll ballrooms like the Surf Ballroom in Clear Lake. "We don't play bars," said Zbornik III. "The band likes to play the nostalgic ballrooms, and we love to work outside. At nearly 65, it's great to watch my dad on stage jumping around practically every weekend. It's really cool now to work together. It's been a real kick to come together like this."

Photo courtesy of Steve Brown, Iowa Rock and Roll Music Association



The Zborniks (Layton III, left, and Layton, Jr., right) perform with the band "Jerry Martin and the Sounds" at a recent concert.

Rock and Roll trivia:

What was the first Rock and Roll record to come out of Iowa?

A special little lady

“She’s definitely attached to Mom and Dad,” said Steve Flockhart, construction technician in Cedar Rapids, of his new daughter, Kilee AnJing.

Even though Kilee was born several thousand miles away in China, she celebrated her second birthday Aug. 25 at home in Stanwood with her new parents, Steve and his wife, Tami.

“Tami and I started thinking about adoption in April 2004,” said Steve, who has a grown son, Adam, from a previous marriage. “We had a friend who adopted a three-year old girl from China. After seeing her, we started going through the cultural training necessary for an adoption from China. Tami and I have been married four years and don’t have kids of our own, and we thought adopting was a great idea.”

The Flockharts worked with an adoption agency called Lifeline based in Bensenville, Ill. According to its Web site, this not-for-profit organization has been helping families for 110 years and is affiliated with the United Church of Christ. “We can’t say enough good things about the agency,” said Flockhart. “Our whole experience went very smoothly.”

Almost a year to the day they started discussing adoption, they landed in America with Kilee. Flockhart said, “It’s kinda neat how everything worked out. We got the referral for Kilee on Tami’s dad’s birthday and left for China on my dad and Adam’s birthday. Her ‘gotcha’ day, the day we actually got her in China, was May 15.”



“We had a friend who adopted a three-year old girl from China. After seeing her, we started going through the cultural training necessary for an adoption from China. Tami and I have been married four years and don’t have kids of our own, and we thought adopting was a great idea.”

**Steve Flockhart,
Cedar Rapids
construction
technician**

While in China the Flockharts and four other couples adopting from the same agency were able to see a bit of the country while waiting for their girls. “We spent three days in Hong Kong, and then flew to Nanchang, capital of the Jiangxi province, where the girls were brought to us. From there we took a train to Guangzhou, where the adoption was finalized.”

As soon as Kilee arrived home May 25, she became a U.S. citizen.

Although the other four families who adopted girls at the same time as the Flockharts live in different states and went separate ways after the adoptions were complete, Flockhart says they keep in touch through message boards on the Internet and some of the families plan to get together this fall. “We think it’s important for the girls to stay connected,” he said.

As always when a small child’s life is turned upside down, there is an adjustment period, but Flockhart says now Kilee has trouble leaving Mom and Dad. “Tami has just started back to work, so Kilee is experiencing daycare for the first time. She’s adjusting, and I think it’s actually harder on us as parents.”

When Kilee reaches school age, she’ll find she looks a lot like three of her schoolmates. In the same school district are Carly, Kailee and Andee - Chinese girls adopted by families in Mechanicsville and Clarence, all part of the North Cedar Schools. “Won’t that drive the teachers crazy,” commented Flockhart with a chuckle.

From Hearst to Pancho Villa

Seeing the need for national roads

Can it be that the Interstate Highway System was conceived, as legend has it, by President Franklin D. Roosevelt doodling three lines east and west and three lines north and south on a U.S. map? Whether or not this doodle was the beginning of cross-country motoring as we know it, most historians agree that when the Federal Highway Act of 1938 authorized a feasibility study of three east-west and three north-south national highways, the idea of superhighways crisscrossing the country was not new. A federally-funded, national road system had been proposed as early as 1906 by Senator William Randolph Hearst.

A century before Hearst's time, the National Road from Cumberland, Md. to Wheeling, W. Va. (then Virginia), began construction in 1803 as part of the legislation admitting Ohio to the Union. Funds amounting to 2 percent of the revenues derived from the sale of federal lands in Ohio were to be set aside for roads, part of it specifically for the National Road.

The first segment was opened to Wheeling in 1818. Plans to expand it to Jefferson City, Mo. and Vandalia, Ill. were developed, but nothing more than rough grading was accomplished and the road was never put into service. Issues surrounding the ability to raise revenue to maintain the road were its downfall. When a proposal to place toll booths on the section were deemed clearly unconstitutional, the federal government ceded the road back to the states beginning in 1836. For many decades, the federal government avoided building roads through or within a state except on federally owned land, although the topic was hot conversation for those connected to the Department of Agriculture's Office of Road Inquiry (precursor to the Bureau of Public Roads). In 1897 the Yearbook of the Department of Agriculture stated "...It would greatly increase the value of the interstate roads and stimulate a general public interest in road building if some of these lines (object lesson roads) could be so connected or combined as to form in a measure, a national system, such as was planned and partly built by the Government in the early days of this century. The most effective lines that could be adopted for this purpose would be an Atlantic and a Pacific Coast line, joined by a continental highway extending from Washington to San Francisco."

The public and majority of legislators were yet to be swayed on the necessity of such a road system, and even more so, who would pay for it if it were to be built. The Post Roads Act of 1912 was the forerunner of the first federal-aid to the states in 1916. An effort to avoid fights over pork-barrel funds was thwarted when the Federal Aid Act of 1916 was passed with no provision for a system of roads, no definite standards of design and construction and was virtually wide open at both ends (adapted from comments by E.W. James, employee of the Office of Road Inquiry).

National roads, go to next page



Iowans were "in the mud" in the 1920s.



The completion of the Interstate Highway System celebrates 50 years in 2006. Each month for the next year INSIDE will highlight the history of the Interstate Highway System. Information for this article was derived from the Federal Highway Administration's Web site "infrastructure origins section" written by Lee Mertz. The next installment will cover the decades following World War 1.

National roads,

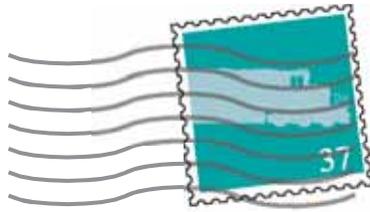
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Meanwhile in the western U.S., the need to get roads out of the mud became perfectly clear to General Pershing as he chased Pancho Villa back to Mexico. This 1916 excursion was the first use of motorized equipment in actual battle conditions. While the success of the 2,000 vehicles deployed for the campaign lay strewn along 200 miles of mud roads in various states of breakdown was underwhelming, military planners saw the solution to questions about logistics in transporting American troops overseas to World War 1.

Previously, all U.S. forces had traveled either on foot or horseback. Transporting horses and their fodder overseas was not seen as logistically possible, so a radical decision was made to motorize. Detroit produced thousands of trucks, but embarrassment set in when there were no adequate roads to get those trucks to harbors where ships were waiting to carry them to our boys in Europe. Trains of flat cars had to be brought in and the trucks loaded on them just to get around the segments where roads were impassable. It became obvious that a systems of roads had to be built.

Coming next month, an Iowan leads the Bureau of Public Roads into an era of planning a system of national roads.





Kudos!

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

To: **Mark Wandro**
 From: The Esty Family – Najaria, Warren and Norah - Bozeman, Montana

I am writing to commend your department for the excellent service and help provided to me and my family by your mowing team, especially Tom from the Neola shop. A few weeks ago, the day of the bad thunderstorms around the Omaha area, we were headed west from overnighting in Iowa when the storm hit us, and, in what we thought was a hail flurry, blew the luggage pod off our Subaru Wagon. We did not know it had blown off. We thought the sound was hail. We drove on to South Dakota, and when we stopped for gas, discovered it missing. Calls to the South Dakota Highway Patrol relayed us to the Iowa Highway Patrol who sent out a looker, but did not find it. We drove back, and looked and did not find it, but did find one of your mowing crew, who connected us with the garage where it had been taken, having already been found the same morning. They brought it to us! There are no words for how grateful we were to have our pod back. My daughter's teddy bear was in there, and her sleep blanket, and several handmade quilts from a grandma now dead. It was probably stupid of us to have those things up there. Your men spared us from serious heartaches, and we want to thank them all. The one who came to bring the pod to us would not even accept a reward or a tip or anything. Your men are the greatest! Thank them so much for us.

*(Editor's note: The men involved in this incident were **Rod Floerchinger** and **Tom Minahan**, equipment operators at the Neola shop.)*

To: **Dennis Mabie**, rest area supervisor
 From: Nancy Callahan

I'd like to thank you and the other Iowa Department of Transportation employees who helped me a few weeks back. After leaving a pair of eye-glasses behind at an Iowa rest area, I'd figured they were gone for good—but thanks to you (and others), they were located and delivered to me. Thank you so, so much. I'll be sure to tell everyone in my home state of Massachusetts just how kind and gracious the people of Iowa are.

*(Editor's note: A contractor found Ms. Callahan's glasses and returned them to **Dennis Mabie**, who sent them to her.)*

To: **Bill Lusher**, Des Moines area field services coordinator
 From: Karl Bolser, Ames

I just want to say that I appreciate the work that has been done and is being done on I-235. The scheduling has been wonderful - things appear to be well thought out and well executed. Any delays have been much less than I anticipated. Keep up the good work.



Trophy Case

Recent DOT Awards

Working to help safeguard the nation's food supply is a responsibility shared by several different agencies. The United States Department of Agriculture (USDA) had the lead role and recently gave special recognition to Motor Vehicle Enforcement (MVE) officers.

Officers working at the Jasper County scale were recognized for their extra effort enforcing the Animal Plant Health Inspection Service (APHIS) regulations which govern the interstate movement of livestock. Also receiving USDA awards were officers working the Clarke County scale. These officers were respon-

sible for intercepting three loads of cattle that failed to have a valid health certificates and tests for tuberculosis. The USDA quarantined the animals for proper testing.

When asked about the cooperation between MVE and the USDA, Captain Don Page said, "To help track the movement of livestock through the state, drivers of livestock trucks complete a form called a livestock transportation certificate. Our officer endorse the form, give the driver a copy, keep a copy, and forward a copy to the USDA along with any other relevant information such as veterinary documents or photographs of markings on the livestock. The USDA then investigates the shipments and provides feedback to our officers. We're pleased that the system we have in place is proving successful."

USDA investigator Mike Booth said, "Through a cooperative effort on the part of the DOT's Office of Motor Vehicle Enforcement and USDA, we are ensuring the safe transportation of disease-free animals in and through Iowa and the rest of the United States."



(from left) USDA Investigator Mike Booth, MVE officers Kameron Shugar and Gary Trimble, and Sergeant Larry Visser from the Clarke County scales



Jasper County scale officers: (from left) Roquel Oldfield, Tracy Barker, Kyle Tigges, and Mike Booth, Captain Don Page, Officer Steven Robinson, Sergeant Cal Enfield, and Officer Randall Rice



Jim Kelly

Jim Kelly, compliance officer 1 in Contracts, participated in the Iowa Senior Olympics in June and Iowa Games in July, in the 55-59 age group. In the Senior Olympics Kelly received a silver medal in the shot put. In the Iowa Games he received a gold medal in the shot put and silver medals in the discus and long jump.

Family Happenings

District 6

Jeanne Heeren



Fellow employees and contractors gathered to wish **Doug Foster**, construction technician in the Davenport construction office, a fond farewell as he retired on his birthday, Aug. 29. Foster, a 35-year DOT employee, specialized in bridge inspection and his skills will be greatly missed, as will his sense of humor and friendship.

Operations and Finance Division

Janet Kout-Samson



Cherice Ogg, information specialist 2 in graphics, and her husband, Trent, welcomed a new addition to their family July 14. Kamryn Bailey weighed 8 lbs., 12 ozs. and was 21 inches long. Baby Kamryn joins her two big sisters, Madison, 6, and Morgan, 5, at home.

Information Technology Division

Colette Simpson



Gracie **Wesselmann**, 3, along with her Daddy **Travis** and Mommy **Amy**, are thrilled with the newest addition to their family. Ella Sue Wesselmann was born June 21 weighing 9 lbs., 8 ozs. and was 22 inches long with light brown hair and blue eyes. Daddy is an information technology specialist 3 and grandpa **Steve Olson** is an information technology specialist 4.

Design

Judy Lensing



Sally Bartlett, transportation engineer intern, and her husband, Joel, welcomed their first child April 21. Reagan Mae weighed 9 lbs., 6 ozs. and was 21 inches long. Congratulations to the very happy Bartlett family!

“When you do the common things in life in an uncommon way, you will command the attention of the world.”

George Washington Carver
(1864-1943)

Thank You

I would like to express my sincere appreciation and gratitude to everyone within the Motor Vehicle Division who provided flowers and plants, memorial contributions, cards, condolences, and prayers of support after the death of my father, Earl Steier. Your care and comfort during this time will forever be remembered. Thank you very much.

Paul Steier
Motor Vehicle Enforcement

I would like to thank everyone who donated time to me for my recovery from a fall at Park Fair Mall. I would also like to thank Nancy Lacy of the Motor Vehicle Division who came to my side and kept me calm until the ambulance arrived and to the Des Moines construction employees, especially Lori Morris, who helped with my work while I was recovering and cleaned up my work area after an unfortunate water leak collapsed a ceiling tile. With the help of my coworkers I was able to concentrate on my recovery and not worry so much. Thanks, again.

Dixie Makedonski
Des Moines construction

Bob Briggs update



Bob, Michelle, Cody and Ashlea Briggs

We would like to begin by giving you an update on Bob's situation. Bob's attitude has been encouraging and this helps in his rehabilitation. The sight in his left eye is improving along with the use of his left side. He continues with physical therapy along with other testing he has been receiving at the Veteran's Administration Hospital in Minneapolis. He seems to be benefiting from everything in his treatment and improves every day. We know that there is a long road ahead of us; and we appreciate

all that has been done to help us. More weekends at home may be possible soon; and we look forward to that. Bob will still have more surgery down the road; but for now he is improving with the rehabilitation in Minneapolis.

We would like to thank all of you for your generous prayers, time, phone calls, help at our home, and for all of your monetary gifts for the past few months. Everything has been greatly appreciated. Also we were overwhelmed with your contributions to the fundraiser, auction and raffle held Aug. 13. Whether you donated items to the raffle, bought tickets, donated food, or made monetary donations, it is all appreciated. There has been \$13,870 raised from this effort. Also, there was more than \$4,000 from donations that were made from the time Bob was injured up to Aug. 12. It is wonderful to know that there is still such compassion and support in the world today.

Again, we thank you all and God bless each one of you!
Bob and Michelle Briggs and family

(Editor's note: As you've read in previous issues of INSIDE, Bob Briggs, equipment operator in the Mount Pleasant garage, was injured while on active duty in Iraq April 16. He is currently being treated at the Veteran's Administration Hospital in Minneapolis. Bob and his wife, Michelle, have two small children, Ashlea, 5, and Cody, 14 months. Bob is expected to continue his recovery in Minnesota, with some weekends at home in southeast Iowa. Once his recovery has reached a certain point, Bob will need to return to Walter Reed Medical Center in Virginia for more surgery. The military no longer provides financial assistance to the family for their frequent trips to Minnesota. As you read earlier, friends and coworkers have been extremely generous, but any additional assistance would be welcome as the Briggs family has a very long recovery period ahead of them.)

Bob & Michelle's mailing address is
Robert Briggs
1373 Salem Road
Hillsboro, IA 52630

PERSONNEL UPDATES

Information supplied by the Office of Employee Services for July 1 to July 28, 2005.

New Hires

Bryan Bradley, transportation engineer intern, Design; **Steven Ferraz**, communications technician 3, Information Technology Division; **Kory Kroeger**, equipment operator, Le Mars garage; **Lisa Spofford**, driver's license clerk, Dubuque DL station; **Deborah Thomas**, accounting clerk 2, Des Moines DL station.

Promotions

Jeffrey Fudge, from construction technician assistant to assistant soil party chief, Design; **Alan Lohr**, from construction technician assistant to assistant soil party chief, Design; **Brandie McCuen**, from driver's license examiner to driver's license supervisor 1, Des Moines DL station; **Ronald Schappaugh**, from soil party chief to design technician, Design; **Michael Williams**, from equipment operator to equipment operator senior, Ames garage.

Transfers

Craig Riecken, design technician, from Bridges and Structures to Traffic and Safety; **Michael Reynolds**, equipment operator, from Swea City garage to Spencer garage.

Retirements

Edwin Fawkes, executive officer 2, Local Systems; **Lynda Modlinski**, driver's license examiner, Davenport DL station; **Ronald Olson**, reproduction equipment lead, Document Services; **Wendell Saxen**, equipment operator, Correctionville garage; **Franklin Stamper**, equipment operator, Clarion garage.

SERVICE AWARDS

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

40 Years

Wayne Brensel, District 3 field staff; **Jerry Sabin**, Maintenance.

35 Years

Marcia Ann Amensen, Right-of-Way; **Gary Lee Bowlin**, Martensdale garage.

30 Years

None

25 Years

Marian Gisel, District 3 materials; **Dick Mattox Jr.**, Council Bluffs-north garage; **James McGlynn**, Facilities Support; **Steven Paul**, Information Technology Division; **Mary Schaar**, Driver Services.

20 Years

Kevin Benningsdorf, Cherokee construction; **Eileen Buchanan**, Traffic and Safety; **Daniel Chipera**, District 2 Office; **Dixie Harrison**, Ida Grove garage; **Alan Lightfoot**, Jefferson construction; **Terry McGregor**, Oakdale garage; **Stanley Nolta**, Bridges and Structures; **Kathy Ohorilko**, Driver Services; **Samil Sermet**, Public Transit; **Leo Stevenson**, Chariton garage; **Clyde Tobey**, Davenport-interstate garage.

15 Years

Marcia Ann Campbell, Mount Pleasant construction; **Philip Jensen**, Des Moines maintenance; **Fronzell Pankey**, Materials.

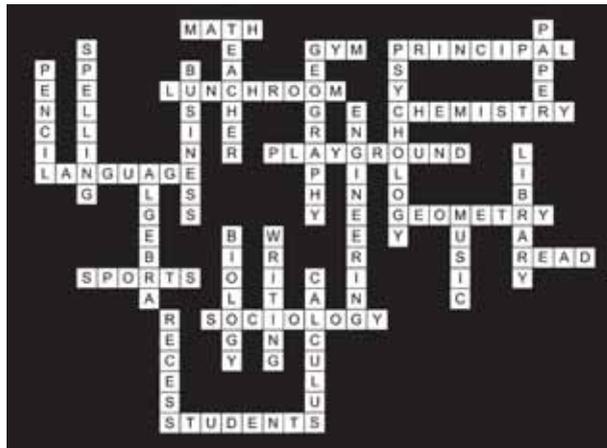
10 Years

Mary Jane Andrews, Marshalltown DL station; **James Brundies**, Davenport construction; **Dawn Hansen**, Cedar Rapids maintenance; **Kevin Lewis**, Newton-interstate garage; **Bob Peters**, De Witt garage; **Tanner Thomsen**, Procurement and Distribution.

5 Years

Dennis Altman, Cherokee garage; **Julie Brooks**, Facilities Support; **Russell Cornelius**, Carroll garage; **Matthew Gergen**, Waterloo garage; **Robert Kirchner**, Donnellson garage; **Timothy Livingston**, Des Moines-north garage; **Norman Nickel**, Des Moines-north garage; **James Schnoebelen**, District 6 Office; **Robert Welper**, Design.

August crossword solution



35 YEARS

Iowa Department of Transportation



Larry Jesse (July)
Local Systems



Dave Bergman (July)
Britt Construction



Richard Rogers (July)
Perry Garage



Sam Moussalli (Aug.)
Materials



Ronald Thompson (Aug.)
District 5 Office



Gary Bowlin (Sept.)
Martensdale Garage

In Memory

Robert "Bob" Mattingly, 73, lost his fight with brain cancer July 15, at the Israel Family Hospice House in Ames. Mattingly retired from the DOT in 2002 after 47 years of service as a technician 2 in the Office of Materials. He is survived by his wife, Joan, two sons, Daniel (Melissa) and Patrick (Amy), one daughter, Katheryn (Warren) McCoskey, four grandchildren and many other relatives.

Darrel (Dean) Brake, 72, died July 19 at home in Springfield, Mo. Brake, a 28-year veteran of the DOT retired in 1991 from the Sidney shop. He is survived by his wife, Neoma, daughter, Dixie and son Derek along with other family members. Although he battled heart ailments for nearly 30 years and finally succumbed to acute leukemia, Dean was a strong man who forged even stronger friendships with all who knew him. He will be greatly missed.

INSIDE is developed to help keep all Iowa DOT employees informed about critical issues affecting them, recognize DOT employees for their excellent service, and share interesting aspects in the lives of our coworkers. For more information, contact Tracey Bramble, Office of Media and Marketing Services, 515-239-1314 or e-mail tracey.bramble@dot.iowa.gov.

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PLEASE RECYCLE THIS ISSUE

On the cover: The Mississippi River Bridge linking Sabula, Iowa, to Savanna, Ill.

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Bridge security workshop

Every night the news from Iraq shows some sort of explosion causing casualties and damage to infrastructure. Could this happen in Iowa? Major interstates crossing both rivers at the east and west edges of our state position Iowa as a vital link in the nation's transportation system, and make potential threats to these bridges very real. If terrorists chose to strike in Iowa with tactics similar to the ones currently being used, is there a way to limit damage?

A Bridge Security Workshop sponsored by the Federal Highway Administration and U.S. Army Corps of Engineers sought to explain the threats as we know them today, expose some of the vulnerabilities in our current bridge system and explore ways to mitigate the damage that could be caused by terrorist actions.

Two one-day sessions were held to educate bridge inspectors, engineers, designers and others interested in the topic about their role in infrastructure security. A course goal was set to raise awareness of the issues of bridge security and start participants thinking about the priorities to be accomplished should an attack occur or the threat level be raised to "red."

Session leaders from the FHWA and Corps of Engineers gave participants a basic understanding of why bridges are threatened. Typically, assets can be prioritized by economic importance (high for Iowa's interstate bridges), symbolism (structures like the Golden Gate Bridge), cost/time for replacement, public impact from an attack, and relative likelihood for attack.

One instructor said that terrorists typically target areas where they can have a high probability of easy success, maximize damage and casualties, find and obtain materials easily, work quickly and in secrecy; and ensure flexibility with a range of primary, secondary and tertiary targets.

The discussion moved to different explosives, their properties and effectiveness. Bridge inspectors in the group were especially interested in what to look for in terms of behaviors of people around the bridge site and debris that might be lying on or around the structure. The instructor explained how common items, like a suitcase, that in the past have just been considered trash, should now be looked at as possible explosive devices. The group was cautioned to view safety as the top priority and contact local law enforcement to report any suspicious activity or item near a bridge.

Gretchen Gresslin, District 6 maintenance manager, attended the session and said, "Learning about what to look for near the most vulnerable parts of a bridge will be helpful. We know now what to keep an eye on, what bridge elements to pay attention to."

The session attendees were introduced to ways certain design elements are vulnerable to attack. The good news — the most damaging types of explosives take more preparation and "time on target" to deploy properly. Using three key strategies: deter, deny and detect, we may be able to limit the "time on target" and decrease the effectiveness of an attack.

The class taught that targets with highly visible security will quickly become unattractive to terrorists. Limiting access to targets may also protect certain structures, and security cameras, sensors and surveillance can provide useful information to law enforcement and deter potential terrorists.

Instructors stressed the importance of an effective defensive strategy and implementation of measures appropriate and effective for a particular risk, yet economical and conducive to normal bridge operations. Designing bridges and structures with terrorist threats in mind is a new concept to most Iowa DOT employees.

Several ways to retrofit existing structures were discussed and the audience was split into groups where they examined an existing bridge and developed recommendations to increase security. Gregg Durbin, transportation engineer in Bridges and Structures, said, "This class got people thinking about what we can do to cost-effectively protect structures. This isn't something we've had to do in the past."