

NOVEMBER 2007

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ONE 2 ONE

WITH DIRECTOR NANCY RICHARDSON

It is rare that anyone suggests a topic for my column, so when someone does, I figure I should comply. So, when a few weeks ago someone suggested I write about how I typically spend my time, I said "sure, why not." Then I began to question how interesting such a column would be since all I do is have meetings. But, I said I would so I set about making a summary list of what I did this past month. It turned out to be an interesting exercise.

There were meetings of all sorts – 51 scheduled ones, to be exact! There were internal meetings to discuss specific issues like a proposed new interstate interchange and the bridge Scour Watch program. I met with the five division directors for their individual "monthly briefings" regarding issues related to their divisions and with them weekly as a team to discuss broader agency-wide issues. There were meetings with other DOTers to prepare for the Iowa Transportation Commission, the Iowa Railway Finance Authority Board and the TIME-21 Legislative Interim Study Committee meetings – meetings to prepare for other meetings!!! I also spent a lot of time with the division directors, office directors, congressional and legislative liaison staff, and others in unplanned discussions. I figuratively and literally have an open door policy so my days are spent with lots of spontaneous discussions.

Then there are the external meetings like the monthly Governor's meeting with department heads to discuss broad executive branch and statewide matters. I was in Milwaukee early in the month for a two-day meeting with my counterparts from other states about national issues and had two American Association of State Highway and Transportation Officials conference calls to work on federal highway funding proposals and DOT workforce issues.

I conferenced with the Nebraska Department of Roads regarding a project of mutual interest and met with the Governor's staff about passenger rail services and proposed road funding; contractors' representatives regarding future road funding; Federal Highway Administration folks regarding a sensitive road project; a public policy group regarding greater DBE firm involvement; community representatives about a desired interchange; and the Department of Public Safety director regarding mutual traffic safety initiatives. These are often meetings around issues that start out routine, but end up difficult or controversial. I get all the fun!

October's Commission meeting spanned two days and consisted of a bus tour of eastern Iowa road projects, a staff-Commission work session, the Commission business meeting, a public input meeting where we listened to about a dozen indi-

viduals and groups advocate for their particular projects or issues and a Clinton summit of local legislators and citizens discussing road funding needs and options. I also spoke at the Des Moines Partnership, DOT's fall maintenance meeting, the TIME-21 Legislative Interim Study Committee, the Concrete Pavement Technology Center at ISU, the Iowa Association of Business and Industry and the American Society of Civil Engineers.

Finally, October was a month with several unique events on my calendar. I helped cut the ribbon on the completion of the \$429 million I-235 reconstruction project and completed a seven-city series of meetings with about 75 Iowa legislators, legislative staffers and congressional staffers. This year's discussion focused on bridges and funding needs. These are all great opportunities for me to tell our story, seek support and develop relationships.

I will close by telling you about my most unusual October activity. On Oct. 19 I arose at 3:45 a.m., left for work at 5 a.m., and arrived at the Martin Marietta Aggregates site north of Ames about 5:45 a.m. Martin Marietta was holding an open house, including the opportunity to tour their limestone mine. I had agreed to go down into the mine for a 6:10 a.m. on-air interview with WHO radio's Van and Bonnie who were broadcasting from the mine for the special event.

This was my third time down into the mine and I was not looking forward to it. Not that I am claustrophobic, but I am a bit of a control freak. When in the mine, I get this feeling of nervousness about not being able to just leave when I want. However,

because I promised, and it was a chance to get positive PR for DOT and our needs, I followed through.

It was fine, as Van and Bonnie only go down into the mine a very short way to broadcast. I was struck by several things from my experience. First, people are amazing – hundreds of people waiting in line at 5 a.m. on a cold, damp workday to take a school bus down into a limestone mine says something about humanity. I thought it was the lengths people will go to get a free deal, but Jay from Martin Marietta says it is the power of Van and Bonnie to draw a crowd! Either way, go figure!

I also learned the power of radio. I was amazed how many people told me they heard me at 6:10 a.m. And I was reminded that DOTers are everywhere as I ran into several employees and former employees on my way out. These goofy co-workers got up early voluntarily to do this tour and then head to a full days' work. Finally, I learned I will do almost anything to get the word out about DOT.

So, this is how I "typically" spend my time - from flying around the state to meet with legislators to doing a radio interview in a mine. When I stop to think about it, there is a whole lot more variety in my job than I realized. This exercise reminded me that a typical day for me can include some pretty unusual activities. There is rarely a dull moment; I hope the same is true for you.

Happy Thanksgiving to you and yours -

Nancy

Governor presents Golden Dome Awards

Each year the Governor's Golden Dome Awards program recognizes state employees for excellence and dedication in the special contributions they have made to state agencies and/or to their communities. All award recipients were honored at a formal ceremony held at the State Capitol Oct. 9. DOT employees were recognized this year in three award categories—Governor's Excellence Award, Lt. Governor's Employee Volunteer Award and Team Award. The text for this article was adapted from nomination forms submitted by co-workers of each award recipient.

Patricia Schwarz

Governor's Excellence Award
Office of Bridges and Structures
Transportation engineer specialist
16 years of service



Schwarz has played a key role in the preliminary design of more than 70 bridges for the very successful I-235 reconstruction project.

Schwarz was also instrumental in securing \$1 million from a Federal Highway Administration grant program called "Highways for Life" for the 24th Street bridge over I-80 in Council Bluffs. Schwarz' superior organizational and communication skills have been important factors in the success of the I-235 project and Highways for Life grant.

Amy Sievers

Governor's Excellence Award
Spencer Driver's License Station
Driver's license supervisor 2
18 years of service



Sievers is an excellent supervisor to her driver's license team and seven county treasurers' offices. She has worked in the

Office of Driver Services for almost 18 years and knows her position well. She keeps up on policies and procedures, and implements them. As an excellent example to her employees, Sievers is informed, knowledgeable, motivated, dedicated, and hard working. It is apparent by her upbeat, positive attitude that she loves her job. Sievers goes above and beyond the duties of her job. She is our boss and friend, and knows how to differentiate these relationships.

Cheri Norris

Governor's Excellence Award
Office of Employee Services
Executive officer 2
28 years of service



Annually, the American Association of State Highway Transportation Officials (AASHTO) collects extensive

salary information from each state DOT. The salary survey is assigned to a different department each year. Two years ago, it was Iowa's turn. The type of information, methods used for collection, and usability of the study were no longer of value. Norris requested Iowa be given a second year to work on the report and a year to work on it to make the survey a valuable tool again. As team leader, Norris brought together human resource specialists from six DOTs and, through a series of weekly teleconferences, re-tooled the 77-page report. It incorporated more understandable collection language and was redesigned to be an interactive, electronic report that could be used by all states to tailor information to their needs. The next goal is to make the report a Web-based product that can be used extensively by many customers. The new report was presented at the national AASHTO meeting in Portland, Ore., where it was highly praised by both state and national groups. Norris' work gained national recognition for the DOT, State of Iowa and the re-tooling committee that she led.

Golden Dome Awards, continued next page



Golden Dome Awards, continued from previous page

Marcus Ryan

Governor's Excellence Award
Motor Vehicle Support Team
Information technology specialist 5
8 years of service



Ryan is a key reason the driver application conversion and implementation executed flawlessly. He automated

many of the steps, shortening the time needed to complete the conversion and implementation, and reducing the chance for errors.

Elizabeth Baird

Governor's Excellence Award
Office of Policy and Legislative Services
Legislative liaison
30 years of service



Baird has guided our legislative priorities through the Iowa General Assembly with her understanding

of the legislative process, and knowledge of the members of the Iowa Legislature, other liaisons and lobbyists, and various interest groups. She brought many diverse individuals and groups together to accomplish our priorities, including very technical

motor carrier and motor vehicle, highway safety and transportation funding issues with the creation of a funded rail infrastructure program and the "TIME-21" transportation-funding proposal. During the legislative session, Baird provided timely assistance to members of the legislature on a daily basis, responding to questions and gathering information for dealing with a wide range of constituent issues and concerns.

Craig Markley

Governor's Excellence Award
Office of Systems Planning
Grant team leader
20 years of service



Markley has provided great leadership as the grant team leader and consistently sets an excellent example of fostering

teamwork and getting a great deal of work accomplished. In addition to his normally expansive workload, Markley led a team of Iowa DOT employees to conduct the Grant Risk Assessment Project to analyze the many grant programs the Iowa DOT manages for process and risk potential. This project was very successful.

Stuart Anderson

Governor's Excellence Award
Office of Systems Planning
Director
15 years of service



Iowa is facing a significant shortfall in road construction and maintenance funding over the next 20 years.

Anderson provided the technical support to complete a legislative-mandated study and report on the current Road Use Tax Fund and future needs. The report was complicated and potentially sensitive to numerous stakeholders. Anderson performed with excellence: playing a major role in securing stakeholders input; collecting, organizing and analyzing vast amounts of data; developing recommendations; completing a well-written report on time; and assisting with after-report information and education efforts. All of this played a huge role in passage of legislation enacting a new fund for future road revenues. Anderson did all of this as a special assignment, while still performing his supervisory and management oversight duties for the Office of Systems Planning.



Peggy Baer

Governor's Excellence Award
Office of Rail Transportation
Director
26 years of service



Baer is innovative and her concern in addressing future increased freight transportation has been ongoing. With

much success, Baer initiated the Moving Iowa Forward conference. Being a "big picture thinker," she contacted the Iowa Department of Economic Development and asked them to co-sponsor the conference. The linkage between the two state agencies in addressing future freight issues was beneficial. She was expecting attendance to be a maximum of 100 people. Due to the subject matter, speakers and conference agenda, there were approximately 225 in attendance. Evaluations completed by attendees resulted in a planned repeat of this conference in 2008. Baer's efforts initiated a first in Iowa—the bringing together of users, providers, shippers, and economic development interests to discuss issues critical to them all.

Jerry Giebelstein

Lt. Governor's Volunteer Award
Office of Procurement and Distribution
Purchasing agent 3
38 years of service



Giebelstein dedicates a great deal of time and energy to the Boy Scouts. As a parent volunteer, he serves as the

assistant scoutmaster for Troop 140 in Ames. He is always willing to provide the young scouts with his caring and skilled guidance as they work to advance through the ranks of scouting.

Mary Zimmerman

Lt. Governor's Volunteer Award
Office of Procurement and Distribution
Purchasing agent 3
3 years of service



Zimmerman is an active volunteer in the community where she lives and works. She demonstrates an exceptional commitment

to the organizations and projects she serves. Zimmerman's philosophy is, "We make a living by what we get, but we make a life by what we give."

Don Stevens, Bob Jimerson and Seth Woodcock

Team Award
Creston Construction Residency

The Iowa DOT identified a need for design work for municipal sewer connections for 25 garages in the Highway Division. In an effort to fulfill a district need, employees in the Creston Construction Office volunteered to do the design work for the municipal sewer connections for District 4. Because of their expertise, they will serve as a point of contact for other DOT sanitary sewer connection design work. A large amount of money has been saved designing the projects in-house, as opposed to outsourcing. Cleaning and washing equipment following winter storms takes far less time with a sanitary sewer connection because water is not backing up into the shop.



Quick response for bridge data requests grows into new ways of doing business

When the I-35W bridge collapsed in Minneapolis Aug. 1, wheels were set into motion at DOTs all over the country to get the best information out to the public to calm fears about the likelihood of similar local incidents.

Ryan Wyllie of the Office of Transportation Data was watching the television coverage of the bridge collapse at home when he began to formulate what the Iowa DOT could do to respond to the flood of data requests that were sure to come. He called his supervisor, Mark Hansen, and the two discussed an application they had seen demonstrated using Google™ Earth's keyhole markup language (KML) file format populated with data similar to the DOT's database of bridge information.

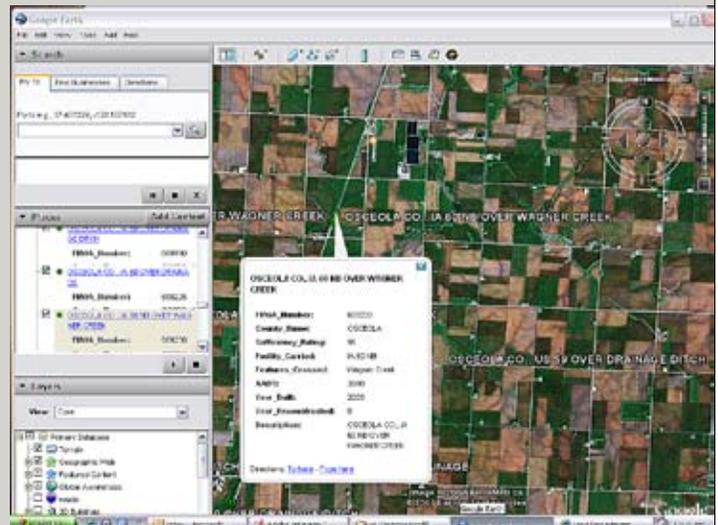
The next day the flurry of media contacts began early with many requests for current DOT bridge data. Mitch Dillavou, director of the Engineering Bureau, and Dena Gray-Fisher, director of the Office of Media and Marketing Services, sat down to develop a plan to allow the media and public to have easy, understandable access to key data related to Iowa bridges. Wyllie's expertise using the DOT's Geographic Information System software, GeoMedia®, made this application simple, once the attributes to be included were identified. Wyllie used GeoMedia's export-to-KML function to generate the file containing the DOT's bridge data, which could be easily distributed and used by the public.

"Our main goal was to package the data for quick access and easy understanding," explained Wyllie. "The information some of the media was already using from the Federal Highway Administration's bridge Web site was from 2005, and we knew we could get more up-to-date information out there in a much less cumbersome format."

By Friday afternoon, Aug. 3, the bridge data was up on the DOT's Web site. Cherice Ogg, leader of the Office of Media and Marketing Services' Web team, created a page of instructions for the application that allows users to click on a symbol on the map representing a bridge and have the bridge data displayed. The strategy worked as nearly 2,000 page views of the bridge data were logged in August.

Gray-Fisher said, "This was a way to get information typically retained for in-house use out to the public in a valuable, visual compelling way. It not only fed the needs of the media, but of citizens who wanted to find information on structures they use everyday."

Wyllie said, "We had the tools to put together this application very quickly. Once the attributes to be included were identified, it only took about an hour to make it work.



"Our main goal was to package the data for quick access and easy understanding."

Ryan Wyllie
Office of Transportation Data

The lessons we learned doing this are going to pay off in other areas of the DOT."

Soon after the bridge information was made available, Wyllie started thinking of other ways to use Google™ Earth with DOT data and the routing of oversized loads came quickly to mind. Larry Steckelberg of the Office of Motor Carrier Services says applications for oversized load permits usually include a requested route. "The way we process requests now includes a set of maps posted on the wall that show vertical clearances of structures, weight limits on bridges and other information. We follow the maps on the wall and either approve or amend the requested route."

Steckelberg says his office has just recently begun using Google™ Earth along with the vertical clearance and weight limit data, and is working to implement it in the workflow. "What we're shooting for is to be able to follow the route right from our workstation. We want to be able to access all the information we need without leaving our desks," he said.

While the bridge collapse in Minneapolis was a terrible tragedy, the development of applications like this proves that good things can come out of tragic events.

DOT ready to battle winter storms

Although DOT employees across the state perform thousands of tasks every year, what we're known best for this time of year is keeping the roads clear and safe during winter weather. Snowplows are ready and DOT garage employees are waiting for that first big winter event.

Dennis Burkheimer, the Iowa DOT's winter operations administrator, says the Iowa DOT's maintenance employees recognize the importance of snow and ice removal on Iowa's highways and strive to clear roads as quickly as possible. "We feel that we have some of the best snowplow operators in the country. They are always looking for ways to be more effective and efficient."

In case you're not up on how the Highway Division staffs its garage facilities, there are 110 maintenance garages employing approximately 1,200 equipment operators, mechanics and supervisors to keep the agency's 901 trucks on the road during a winter weather event.

"We're prepared with stockpiles of approximately 190,000 tons of salt and nearly 2 million gallons of salt brine to help maintain safe travel on more than 9,300 miles of roadway," said Burkheimer.

The Iowa DOT uses a network of 58 roadway weather information system (RWIS) sensors that report current pavement and subsurface temperatures, along with other weather information, to help snowfighters determine how to treat roadways. The Iowa DOT also has a contract with a licensed meteorological service to provide customized weather forecasting to all maintenance garages throughout the winter season.



Before leaving home, find out about driving conditions by calling 511 or logging on to www.511ia.org. Safe drivers know the weather, and they know their own limits when driving in winter conditions. If the weather is poor, remember — **ice and snow, take it slow or just don't go.**

Research and Technology Bureau lunch seminar

The Research and Technology Bureau is pleased to announce the start of a new seminar series. Every quarter the bureau will provide an opportunity to see and hear about important research being done for the Iowa DOT. Researchers will spend an hour presenting projects they have recently completed and answering audience questions. This will give DOT employees the chance to see how research results can be implemented in the work done every day. Professional development hours (PDHs) will be offered for the sessions, which can be used to meet some of the annual requirements for professional engineers.

The first seminar will be Nov. 26, from noon to 1 p.m. in the Materials conference room. Dr. Halil Ceylan of Iowa State University will present the results of his recent project, "Use

of Falling Weight Deflectometer for Nondestructive Testing and Evaluation of Pavement Systems," as well as an overview of recent advances in non-destructive testing of pavements.

This seminar will also be available to field offices through video conference in the conference rooms of each of the non-Ames-based districts. District 1 employees can attend the session in the Materials conference room. Please mark your calendars, bring your lunch and look for other seminars in the future.

If you have any questions, please contact Mark Dunn at 515-239-1147 or mark.dunn@dot.iowa.gov.

Standing corn research

Just knowing something works isn't always enough; sometimes you have to prove it. That's exactly what the Office of Maintenance set out to do last winter with its standing corn snow fence program.

Dennis Burkheimer, DOT winter operations administrator, said, "We've been using standing corn snow fence since the 1980s and have seen great results, but we had not done real research to quantify the results and be able to present them to others."

Part of the research on a plot of standing corn on Interstate 35 near Williams was to get a better understanding of the differences in how snow drifts in standing corn compared to regular wood-lathe snow fence. The area was chosen because of historic issues with blowing and drifting snow, and the willingness of the landowner to participate in the study.

Tim Peterson and Steve Scott from the Williams garage worked with the landowner to get an agreement that included leaving 12 rows of standing corn in a location specified by the DOT. Peterson and Scott then installed rows of measuring sticks in three locations, at the south end, center and north end of the standing corn. The rows of measuring sticks included one device every five feet. Tina Greenfield of the Office of Maintenance worked with Burkheimer to collect data from the measuring sticks every week last winter. She said, "More than 40 inches of snow was recorded in the area and 54 inches trapped in the corn rows. We were able to record wind speed and direction near the site. The prevailing direction was mostly from the north/northwest, which is what we expected."

The data also showed that snow tended to get caught up and drift within the rows. Burkheimer said, "This is always what we had observed, but now we have research to prove the theory and show how standing corn holds snow compared to lathe fence. The drift basically stays inside corn rows, not outside beyond the corn row."

Even with more than 40 inches of snow recorded over the winter, the research showed snow didn't carry out into the right-of-way until the corn rows were filled. Greenfield said, "This happened at the north and center measurement locations. The south end never filled completely because a drainage ditch 150 feet from the south end affected snow drifting. It was a little unexpected that the ditch would have that kind of impact. I didn't even notice the ditch was there until it started affecting the drift."

Some landowners have voiced concerns that standing corn snowfence may attract deer and cause a hazard to motorists," Greenfield said, "This area was too wide open to attract deer; the snow fence alone isn't good habitat for them. We would have to consider that in an area with more cover. We did find this stand of corn provided habitat for smaller critters like pheasants."

While this was a one-year research project, similar efforts are planned along I-35 in the Williams area this winter. "We are sharing the information formally in a few venues and informally with several other states," said Greenfield. "So far what we've found supports the policies and practices we already have in place, but if we begin to see results that might suggest a need for changes in policy or accepted practices, that would be a next step."





National Peer Exchange

Making travel safe, it is the basis for what we do. For motorists in the winter that means finding better ways to clear snow and ice off roadways. Luckily, we're not in the fight alone.

A recent conference in Columbus, Ohio, brought together winter operations representatives from 35 states and the District of Columbia to tackle snow and ice issues. This first-ever National Winter Maintenance Peer Exchange was held Aug. 27-28, in conjunction with a Snow Expo conference sponsored by the Federal Highway Administration (FHWA) and American Association of State Highway and Transportation Officials (AASHTO). The National Peer Exchange was sponsored by Clear Roads, Aurora, the Snow and Ice Pooled-Fund Cooperative Program, FHWA, and the Pacific Northwest Snowfighters. This event was designed to facilitate information sharing and research coordination among winter maintenance professionals.

DOT's Office of Maintenance employees Dennis Burkheimer and Tina Greenfield were on the steering committee for the peer exchange. "This was exciting because it was the first time this many states had been able to participate in a meeting of this kind. Because of donations from the sponsor groups, the cost of travel, hotel and conference registration were no longer issues for some of the representatives from states without a budget for this type of meeting," Burkheimer said.

Greenfield added, "The conference was only two days long and there was so much to cover. We spent the first part of the meeting hearing presentations on research currently underway around the country. After that, participants broke into four roundtables with three topics each."

The roundtable tracks included topics like performance measurement, environmental impacts, training challenges, communication with crews, weather forecasting, consistency in chemical use and plowing techniques, and data collection methods.

The national research groups plan to act on the discussions. The meeting attendees voted on the issues raised from each roundtable and formed a list of the top 70 topics to be addressed. Greenfield noted, "Each of the four roundtable leaders are now analyzing information and gathering details about topics. Next they will contact national research groups with the needs presented at the meeting and try to find funding to complete research projects." The four leaders are Greenfield, Burkheimer, Lee Smithson of AASHTO (formerly of the Iowa DOT), and Linda Taylor from Minnesota DOT.

Comments from the peer exchange were overwhelmingly positive. Participants commented that they had the opportunity to do things they never had the chance to do before like hearing what is going on around the country. Burkheimer said, "Many states are not like Iowa in that they don't participate in regional or national research projects. This was very new information to some folks. They were able to meet their counterparts from other states and develop contacts to gain information and insight. This was also a great opportunity to meet with vendors they would not normally have access to."

Greenfield says the group could not have done the conference without the help of Western Transportation Institute at the Montana State University; Center for Transportation Research and Education; and CTC and Associates from Wisconsin—who took on the tasks of organization, registration and meeting facilitation.

Greenfield says the results of the discussion topic analysis will be addressed in a joint research meeting in Indianapolis in December. A follow-up conference is planned for late next year to update the meeting attendees on the progress of the 70 research topics, and to take a look at the future of snow and ice research.

Supervisors' conference stresses communication

What is the one make-or-break element to a successful organization?

If you follow the logic of the planners of this year's DOT Supervisors' Conference, the answer is **communication**.

Every year the DOT brings together nearly 280 managers and supervisors at a conference to provide information and training all of them need to be better leaders of their work units. Nancy Richardson opened the day-and-a-half conference Sept. 19 at the Adventureland Inn in Altoona with a reminder that every organization needs three elements for success—product, people and passion. By working together, we can produce a good product. Healthy relationships encourage success. But she added, in her opinion, personal passion is one key element to accomplishing our goals. "To do what you do well requires you to be passionate about your work and be able to instill passion in the people you work with."

Following Director Richardson's remarks, T. Hensley "Ted" Williams took the podium to remind supervisors that what motivates employees is not empty words, but actions. Williams said he believes younger workers need and want strong leaders who can shift from a command-and-control style to one of coach and facilitator. The remainder of the day was filled with rotated sessions called "Supervisor Liability Awareness," "Coaching the Best, Coaching the Toughest," "Handling Excuses and Defensiveness," and "Working with the Media."

Thursday morning began with mandatory State of Iowa/ U.S. DOT supervisor training for drug and alcohol testing, scheduled to take advantage of having all supervisors in the same place at the same time. Rounding out the conference was Dave Horsager, internationally recognized speaker known as the "truth teller." Horsager reminded the audience that "you are the sum of your life's decisions," and "it's the little things done consistently that make the most difference." He also encouraged supervisors to be of sound character, doing what is right over what is easy.

Top photo: Director Nancy Richardson addresses the opening session of the Supervisors' Conference

Middle photo: A group of supervisors learn about coaching

Bottom photo: Deanna Maifield (left) of the Office of Design assists speaker Dave Horsager in levitating a table





For most people past the age of 25, the vocabulary associated with Internet security has little or no meaning. In this month's online safety column, Deb Covington, the DOT's information security officer, will take some of the mystery out of those cyber security terms we hear our kids throwing around as if we're supposed to know what they're talking about. Once you get a handle on the jargon, future *INSIDE* columns will delve deeper into how to keep your online world safer.

Firewall: Computer security borrows this term from firefighting. In firefighting, a firewall is a barrier established to prevent the spread of fire. In a computer, a firewall is a system designed to prevent unauthorized access to or from a private network. Firewalls can be implemented in both hardware and software, or a combination of both. All messages entering or leaving the Intranet pass through the firewall, which examines each message and blocks those that do not meet the detailed security criteria. The DOT has a sophisticated system and many employees dedicated specifically to our system security.

Hacker/cracker: A slang term for a computer enthusiast, i.e., a person who enjoys learning programming languages and computer systems, and can often be considered an expert on the subject(s). Among professional programmers, depending on how it is used, the term can be either complimentary or derogatory, although it is developing an increasingly derogatory connotation. The negative sense of hacker is becoming more prominent largely because the media has used the term to refer to individuals who gain unauthorized access to computer systems for the purpose of stealing and corrupting data. Hackers themselves, however, maintain that the proper term for such individuals is cracker.

Trojan horse: A destructive program that masquerades as a benign application. Unlike viruses, Trojan horses do not replicate themselves, but they can be just as destructive. One of the most harmful types of Trojan horses is a program that claims to rid your computer of viruses, but instead introduces viruses onto your computer.

The term comes from the Greek story of the Trojan War, in which the Greeks give a giant wooden horse to their foes, the Trojans, supposedly as a peace offering. But after the Trojans drag the horse inside their city walls, Greek soldiers sneak out of the horse's hollow belly and open the city gates, allowing their compatriots to pour in and capture Troy.

Trojan horses are classified based on how they breach systems and the damage they cause. The seven main types of Trojan horses are: remote access; data sending; destructive; proxy; FTP; security software disabler; and denial-of-service attack (DoS).

Virus: A program or piece of code that is loaded onto your computer without your knowledge and runs against your wishes. Viruses can also reproduce themselves. All computer viruses are human-made. A simple virus can repeatedly copy itself, and is relatively easy to produce. Even such a simple virus is dangerous because it will quickly use all available memory and bring the system to a halt. An even more dangerous type of virus is one capable of transmitting itself across networks and bypassing security systems.

Since 1987, when a virus infected ARPANET, a large network used by the Defense Department and many universities, many antivirus programs have become available. These programs periodically check your computer system for the best-known types of viruses.

Worm: A worm is a special type of virus that can copy itself and use memory, but cannot attach itself to other programs. It can spread itself automatically over the network from one computer to the next without attaching itself to another file. Typically, worms do not destroy a computer or files. They just take advantage of automatic file sending and receiving features found on many computers. However, a worm can send a virus through your computer to others using this auto-send feature.

Watch next month's edition of *INSIDE* for how you can protect your home computer against cyber invaders.

Definitions adapted from the online resource *Webopedia*.

Family happenings

District 5 Brenda Hadley



Jose Ponce, equipment operator in the Knoxville maintenance garage, retired Sept. 28, after 20 years of service. He began his career May 15, 1987, as an equipment operator 1 for the Denison maintenance residency, working at the Mapleton garage. Ponce transferred to the Knoxville garage in October 1997. A retirement party held on his last workday welcomed many friends, family members and co-workers to wish him well in retirement.

David D. Lewis, highway maintenance supervisor, retired Sept. 14 after 28 years of service. Lewis began employment with the DOT on July 27, 1979, as an equipment operator 1 at the Knoxville shop. He was promoted to highway maintenance supervisor 2 in Knoxville on April 6, 1984, and supervised both the Chariton and Knoxville garages. On March 29, 2002, he became the supervisor for the Chariton, Osceola and Albia maintenance garages. To celebrate his retirement, parties were held in both the Osceola and Chariton garages. Both parties were well attended by co-workers, family and friends.

Driver Services Noralee Warrick



Lorrain Bremer, driver's license clerk senior in the Sioux City driver's license station, and Craig Wahman are the proud parents of Hannah Kathryn Wahman born July 5, 2007. Baby Hannah weighed 7 pounds and was 19 inches long. Congratulations to Hannah and her parents!



Katie Ferdig, driver's license clerk in the Sioux City driver's license station, and her husband, Brian, welcomed a son June 7. Baby Andrew Corbin Ferdig weighed 9 pounds, 6 ounces and was 20 inches long. Big sister, Madison, was very excited to meet her new little brother. Best wishes to the Ferdigs!

In Memory



Lyle D. Kizzier, 83, of Omaha, formerly of Atlantic and Council Bluffs, died Sept. 25. He is survived by his wife, Roberta

Kizzier of Omaha; children, Mark and wife Terri Kizzier of Bellevue, Neb, Greg Kizzier of Omaha, David Kizzier of Granger; and two grandchildren and one great-grandchild. Kizzier began his career with the Iowa Highway Commission in June 1946 in the Council Bluffs Resident Construction Office. He retired Sept. 18, 1986, as the engineering office assistant 2 in the District 4 Office in Atlantic after 40 years of service to the DOT.



John "Jack" Kline, 74, of rural Ogden died Sept. 29, 2007. Kline was employed by the Iowa DOT from 1959 until 2002. He retired as Ames

area maintenance manager. From 1972 to 1974, he served on the Boone City Council. He enjoyed collecting antique tractors and driving in parades. He also liked traveling, fishing, yard work, landscaping, and woodworking. Kline loved holiday family gatherings and enjoyed decorating his yard with Christmas decorations. He especially loved spending time with his grandchildren and great grandchildren. Kline is survived by his wife, Shirley of Ogden; two sons, John (Cherie) Kline of Castle Rock, Colo., and Kurt (Andrea) Kline of Dayton, Ohio; a daughter, Dee (David) Boyd of Aurora, Colo.; two brothers; two sisters; eight grandchildren; six great grandchildren; and numerous nieces and nephews.



IOWA DEPARTMENT OF TRANSPORTATION TROPHY CASE

The Iowa DOT received two awards at the 2007 Precast/Prestressed Concrete Institute (PCI) Design Awards ceremony in Phoenix Oct. 21. The DOT was also recognized for these two bridge projects at a meeting of the American Association of State Highway and Transportation Officials last July.

Best Owner-Designed Bridge

Mackey Bridge, Boone County, Iowa

Engineer: Iowa DOT, James Nelson and Stuart Nielsen

Owner: Boone County

General Contractor: Peterson Contractors, Inc., Reinbeck

Precaster: Andrews Prestress Concrete, Inc., Clear Lake

This bridge is an Innovative Bridge Research and Construction Program project. The bridge incorporates precast abutments, pier caps, beams, and full-depth deck panels. This is the first time the Iowa DOT has used the precast abutment and pier cap in Iowa. It is the second time nationally that this type of deck panel has been used.



Iowa DOT officials used this replacement bridge to determine the feasibility of using precast concrete bridge components to accelerate construction for future projects in the state.

Iowa DOT engineers designed the bridge for the county in exchange for the opportunity to test its accelerated-construction concepts. The three-span structure was founded on H-pilings at the abutments and concrete-filled pipe pilings at the piers. The spans are 56-foot, 6-inch middle span and 47-foot, 5-inch end spans.

The beams consist of the state-standard 32-inch I-beams redesigned and modified to allow fewer girders to be used. The existing standard for a 33-foot, 2-inch width called for a five-beam cross-section, but this bridge used four beams to reduce the number of components and connections, saving time.

Full-depth deck panels, including four end panels with post-tensioning anchorages, and 32 interior panels, completed the bridge deck—the first in the state to use full-depth deck panels. The panels were pretensioned transversely and post-tensioned longitudinally. Each panel abuts the adjacent panel with a cast-in-place joint, providing uniform transfer of the post-tensioning forces. This is the second bridge in the nation to use panels with open slots over the beams to receive post-tensioning strands and the very first to do so without a deck overlay.

Best Custom Solution

Highway 60 Precast Bridge Approach Slabs

Engineer: Iowa DOT

Owner: Iowa DOT

General Contractor: Dixon Construction Co., Correctionville

Precaster: IPC Inc., Iowa Falls

Specialty Pavement Engineer: The Transtec Group, Austin, Texas

This is a Federal Highway Administration (FHWA) demonstration project. The Iowa DOT worked with FHWA and considered different types of precast projects before deciding on the bridge approach slab project. There have been three pavement demonstration projects around the country, but this is the first bridge-related project.



Kudos!

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

To: Nancy Richardson, director
From: John F. Davis

I suspect that people tend to report their complaints more than their compliments. If that be so, then this letter is intended to be different. I wish to compliment the department for the action of the employees with whom we came in contact on a recent trip to the driver's license station in Ankeny.

I had occasion to accompany an older lady to the Ankeny DL station for her to take her driver's test. She had expressed certain anxiety about the procedure and test so I volunteered to accompany her. Unfortunately, the idea of this letter did not occur to me at the time, so I did not get the names of the ladies involved. Therefore, I compliment the department in assuming that the other people are as friendly and helpful as the ones with whom we had the privilege to deal. I can indicate the persons involved only by the work they were doing.

Our initial contact was with a lady at the door, who greeted us with a smile, and gave us the information as to the necessary procedure we needed to follow to get the license. After viewing Lyla, our test taker even smiled and told Lyla that she need not be nervous, the procedure was not that complicated.

We then waited our turn. When we were called to another station, the employee courteously took our questions and scheduled the time for the test. She was joined by another helpful person. They were quite busy, so our test had to be scheduled later in the afternoon. She volunteered some suggestions of what other people often do until test time. We went for coffee. When we returned, we met the test lady who, despite the late time, was helpful and businesslike. After the test, it was late and we were about the only people left. When the paperwork was completed and new license prepared, the preparing lady said she was sorry that it took so long, but it did require time to complete. We felt lucky that as late as it was, especially on a Friday night, that she was willing to take the time to complete the work. The other lady with whom we had dealt earlier apparently had to wait to close, and in spite of the fact that it was Friday night and they had to be anxious to close, they remained friendly and helpful. Therefore, once again you are to be complimented on having such helpful and courteous people. I only wish I could supply the names.

To: Cy Quick
From: Brian Meyer, city of Des Moines

I just wanted to thank you for coming to the neighborhood meeting in June and speaking to us about the Iowa DOT's efforts regarding U.S. 69/S.E. 14th Street. I also would like to thank the Iowa DOT for the replacement of some of the medians along the highway. It was needed. I look forward to working with Iowa DOT to continue to improve this important corridor.

(Editor's note: **Cy Quick** is a transportation engineer specialist in the District 1 field office in Des Moines.)

To: Nancy Richardson, director
From: Shirley McGuire, Iowa Division Administrator, Federal Motor Carrier Safety Administration

On behalf of the Federal Motor Carrier Safety Administration, I would like to express our sincere appreciation for the cooperation and assistance provided by **Judy Thomsen**, secretary, Davenport construction, and Motor Vehicle Officer **David Drummond**. Recently the United States Department of Transportation, Federal Motor Carrier Safety Administration, hosted a two-day hazardous materials cargo tank training session for U.S. DOT and Iowa DOT employees at your Davenport facility. Ms. Thomsen, with assistance from Officer Drummond, did an outstanding job of making sure everything was perfect for the class. Their help and support of this training made the class a big success. Please pass along our thanks and appreciation to Ms. Thomsen and Officer Drummond.

To: Kathy Ridnour
From: Mark Krug

I just completed a bicycle trip from here in Waterloo to San Diego. The total trip was 21 days and 2,061 miles. I cannot state enough the thrill after my trip and not knowing the work that was done to color coordinate and do the road count survey so I could choose roads based on the volume of traffic. The planners did a great job. I've seen no other state with a map like this. Please tell the people who did this planning that I really appreciate this. It made my trip much more enjoyable and gave me bragging rights to the best state in the Midwest, I mean the United States. Have a great day.

(Editor's note: **Kathy Ridnour** of the Office of Systems Planning coordinated the development of the Iowa Transportation Map for Bicyclists, the publication that Mr. Krug references in his letter.)

To: Nancy Richardson, director
From: Michelle L. Muir

I am writing this to express my appreciation for Iowa's Highway Helper program in the Des Moines metro area, as well as my gratitude for the assistance I received from a highway helper named **Chad**. On Friday, Aug. 3, 2007, I was traveling from Adel to Altoona. I got onto I-80/35 at the Hickman entrance ramp. Just a few minutes after getting on the interstate, I was rear ended by another car that failed to brake when I braked for a semi in front of me. The impact sent me skidding onto the shoulder and into a mile-marker post.

While the damage was minimal, I did have a flat tire. The police were called to the scene quickly, but it was a highway helper who first appeared. He introduced himself as Chad and immediately showed concern for my well-being and that of the driver that hit me. After the police officer looked things over, she offered to call a tow truck for me. When I asked if the highway helper could change the tire, Chad immediately said he would as long as the police officer was okay with that. She said okay and within a few minutes my tire was changed and I was on my way again.

I cannot express how thankful I am that Chad was there to help. He presented himself in a very professional manner, and was very sincere in his concern for me and the other driver. His kindness and concern helped me to stay calm in a situation that really shook me up. In addition, what a relief to not have to call a tow truck, wait for them to show up and then pay for a tire change. I think the DOT deserves a pat on the back for providing such a great service for people driving through the Des Moines metro area.

In addition, I think someone needs to be commended for making such a great hiring decision with Chad and, lastly, Chad himself deserves some recognition for the wonderful job he did. I could tell that he genuinely enjoys helping people and that what he does is more than "just a job," but is something he enjoys and something that he is very good at.

(Editor's note: **Chad McCoskey** is the highway helper mentioned in this letter.)

To: Nancy Richardson, director
From: Paul Frese

As a former resident and frequent visitor to the great state of Iowa, I would like to voice my opinion on the status of the road system there. First, Iowa roads are among the best, if not THE best, in the nation. High-quality workmanship, good shoulders, well-maintained surfaces, and scenic roadsides all indicate that Iowa's system of roads are worthy of such praise.

Of particular interest to me are the miles and miles of roadsides that are being converted, restored or maintained in native prairie vegetation. The Iowa DOT and secondary road crews have done a fine job in promoting the practice of prairie restoration in Iowa, and I definitely hope they continue to do so. I feel that the Iowa DOT and other government entities have an obligation to help restore the land they control to the native vegetation that once covered Iowa.

Roadsides certainly provide wonderful aesthetics for weary travelers to enjoy and they provide a weed resistant, drought resistant and wildlife friendly cover for our valuable roadsides. Some sections of road that are particularly notable: I-35 north of Des Moines, Iowa 24 west of Decorah and Iowa 2 west of Clarinda all provide very showy roadsides much of the year. Roadside prairie management ultimately provides the best long-term management system for our roadsides. I only hope that other states follow the high standards set by the Iowa DOT and other roadside managers.

I hope the Iowa DOT and county roads departments all across Iowa continue to provide excellent roads with native prairie roadsides. Thank you for your time.

To: David Lorenzen, director,
Office of Motor Vehicle Enforcement
From: Bob Koudish

Mr. Koudish called the Office of Motor Vehicle Enforcement in Ankeny to express his appreciation to Officer **Evan Johnston** who helped him with a flat tire. Mr. Koudish informed the DOT that he is handicapped and the motor club he pays dues to was not any help, but then Officer Johnston showed up and changed out the tire for him. He said it was a 45-minute job and he really appreciated Officer Johnston doing this for him on such a hot day.

(Editor's note: Officer **Evan Johnston** works for the Office of Motor Vehicle Enforcement.)

To: Iowa DOT
From: Cindy Turkle

I have greatly enjoyed seeing the varied colors in the road ditches from the prairie flowers this year. The yellows and purples are much more enjoyable and entertaining to watch while driving than the redundant green. It breaks the visual and keeps a driver from becoming mesmerized. Please continue allowing the prairie flowers to bloom.

To: Commander Kerry Kirkpatrick
 From: Mark Gwyn, director, Tennessee Bureau of Investigation

On March 16, 2007, Commissioner Dave Mitchell of the Tennessee Department of Safety requested the Tennessee Bureau of Investigation (TBI) participate on a law enforcement subcommittee of the driver's license/identification card (DL and ID) fraud task force. The subcommittee evaluated Tennessee's current practices regarding the legal and fraudulent issuance of Tennessee driver licenses, fraudulent driver license investigations, information/intelligence collection sharing, and identifying the gaps exploited by criminals responsible for DL and ID fraud. I am writing to commend the excellent cooperation of Investigator **Paul Steier** in connection with his assistance to the DL and ID fraud task force. Investigator Steier's knowledge of best practices resulted in specific recommendations being presented to Commissioner Mitchell on June 8, 2007. Special Agent Charlie Bradley has advised me that it is not an exaggeration to say that without the cooperation of Investigator Steier, the subcommittee's recommendations would not have been so professional and uniform. Your department is fortunate to have a dedicated employee of his caliber working for it. On behalf of the TBI, please accept our gratitude and express our appreciation to Investigator Steier for his cooperation and hard work.

(Editor's note: Investigator **Paul Steier** works in the Office of Motor Vehicle Enforcement and has become one of the nation's leading authorities on identity theft and driver's license fraud.)

To: Iowa DOT
 From: Dave Williams

The prairie wildflowers in the ditches are awesome! We traveled from Inwood to Cedar Falls (via highways 18, 75, 3, 7, and 20) on July 28, 2007, and there were "miles" of wildflowers along the roadsides. It really made our return trip more enjoyable. Keep up the good work.

P.S. Be proud of the work that you have done! Consider installing signs explaining that these areas have been planted with prairie wildflowers. Folks driving by need to know that the wildflowers did not just appear on there own, rather, they were intentionally planted by Iowa DOT to beautify the roadside ditches.

To: Iowa DOT
 From: Trish Yauk

Thank you for your work on reestablishing prairie grasses and forbs along Iowa's roadways. I recently drove to Des Moines on I-35 and enjoyed identifying all the different plants. I appreciate the department's role in maintaining this vast natural resource. It is vital to maintain and restore our roadways to provide beauty and interest for travelers, help prevent weeds from invading roadsides, help prevent soil erosion and water pollution, help wildlife, and resist droughts and floods. Please keep funding (or increase the amount of funding for) roadside projects such as these. Thank you!

To: Iowa DOT
 From: Jean Krewson

I would like to thank you for the beautiful prairie plantings that are done along Iowa's roadsides. The changing colors and flowers are wonderful to watch. I have even tried planting a small prairie myself on my own property—it is still in the weedy first year stage, but I have hope. Thank you again!

To: Iowa DOT
 From: MP Besasie

Thank you for offering free wireless internet access at your rest stops! We are traveling through from Wisconsin to Nevada and were able to check our E-mail, and send vacation videos and photos to our friends all through your state. What a wonderful thing! Thanks again.

To: Iowa DOT
 From: Bradley Miller

I just want to thank the Iowa DOT for putting prairie along our roadways. It is wonderful to see the changing colors through the summer. It used to be that people from outside of Iowa would tell me how boring it was to see cornfield after cornfield. They still talk about the endless corn, but now they also talk about the beautiful roadsides. Thanks for making our driving experience more enjoyable!

To: Russ Brown and Mike English
 From: Patti Bammert, Jones County Family Resource Center

Russ, thank you for being so willing to say "yes" to sending a DOT truck for our agency's "Big Truck Night" event. **Mike**, thank you for volunteering your time to be there. It's really exciting to young kids to be able to see big trucks up close. We work with some of the higher risk families in Jones County, so it was great to be able to provide a family event at no charge. It wouldn't have been possible without great people and agencies like yours. We truly appreciate your efforts.

(Editor's note: **Russ Brown** is the highway maintenance supervisor in the Anamosa shop and **Mike English** is an equipment operator in that garage.)

To: Steve McMenamín,
Rest Area Administrator
From: Dick and Kathy Johnston

Many thanks for your prompt and thorough response to our request for color art and postcards on this most ingenious historical saga. My wife was visibly stunned not only that the subject received important public recognition, but that its dramatic story is so passionately rendered by folk art. Frankly, this rest area links to a chain of many wonderful surprises we discovered during our 10-day tour through Dubuque, Decorah, Amana, Iowa City, and Davenport. What graciousness! What hospitality! What class!

(Editor's note: In earlier correspondence, Mrs. Johnston indicated she is a retired history teacher and when they stopped at this site, they were really impressed. Mr. Johnston contacted McMenamín after the Johnstons' visit and requested additional information. **McMenamin** sent the couple a poster and a few postcards and a print of all of the new buildings. As the note suggests, he was impressed.)

Thank you

Thank you to all of the staff at the Iowa DOT who donated leave to me while I was off with my surgeries this summer. I really appreciate the gifts of your time. It sure made a difference while I was off! I'm back to work and well on my way to recovery. Thanks again.

Linda Benson
Office of Design

I would like to thank everyone who sent cards and well wishes when I was off work for my knee surgery. I especially want to express my thanks to those who donated time to me during my recovery.

Kris Oelmann
Office of Employee Services

A BIG thanks to everyone who donated time when I had surgery. DOT employees are the best in helping each other out.

Deb Kizer
Office of Vehicle Services

To: Kim Snook, director,
Office of Driver Services
From: Gloria Hoffmann

I would like to commend **Sandra Ross** at the Ankeny driver's license station for her kindness and efficiency. On Sept. 7, I transported a friend to Ankeny to renew her license. She felt she had been rudely treated at the Euclid office when she had left her glasses in the car, failed the eye test, and in the confusion, did not have her license returned. She was told she would have to go to Ankeny. She had been given Sandy's name and had left a phone message for her. When we arrived in Ankeny, Sandy was immediately available, pulled up the computer records, patiently helped my friend find the necessary papers, administered the eye test and initiated the renewal process, all in a short period of time. I know complaints are often registered, so I feel it is important to recognize the efficiency and kindness of Sandy Ross. I might add that everyone we encountered, from the receptionist to the photographer, was courteous and helpful.

To: Iowa DOT
From: Bill Nauseef

First, I apologize for taking so long to relay to you my congratulations on such a successful program, reintroducing prairie along our roadways. As a dedicated bicyclist, I spend many hours from spring to late autumn over the past few years, pedaling along the county roads, starting in Johnson County, but reaching into Iowa, Louisa, Keokuk, Washington, Cedar, and Muscatine counties. As an Iowan, you must agree that few visual impressions can beat those that greet someone traveling down a country road, looking over our land and its quiet beauty. For me, the past few years have brought a bonus on these rides; namely, the appearance of native prairie in our roadsides. Just the other day I stopped with a group of cyclists along Orval Yoder Turnpike (heading north from Black Diamond Road to Frytown) to examine close-up a few compass plants and cup plants. Of course, the prominent skyward-reaching tops of the compass plants pull your eyes right to the prairie, making plant identification (and appreciation) so much easier. Once we had stopped, we could appreciate the variety and complexity of the vegetation before us. It was truly amazing, and all there at a roadside! So, thanks for making this possible. If possible, please increase funding for these activities. Using our roadsides to recapture our prairie heritage should be a source of pride to all Iowans, inheritors of the land of the tall grass prairie. As stewards of this land, we should foster the reestablishment of prairie, even if limited to the roadsides. Thanks for helping Iowa fulfill its true potential.

Service Awards

Information supplied by the Office of Employee Services for November 2007

40 Years

Bruce Dutton, Document Services; **Larry Thompson**, Avoca garage

35 Years

Eugene Denbeste, Sioux City-Hamilton garage; **Patricia Makovec**, Maintenance; **Larry Rader**, Alton garage

30 Years

Dennis Ackerman, Boone garage; **Elaine Olson**, Document Services; **David Thompson**, Sigourney garage

25 Years

Darla Best, Employee Services; **Mary Call**, Muscatine DL station; **Anna Hartwig**, Ames maintenance; **Donna Johnson**, Public Transit

20 Years

Jerry Adair, Des Moines-north garage; **Gary Arp**, Marion garage; **Marcia Daily**, Marshalltown DL station; **Dale Petersen**, Urbana garage; **John Shimek**, New Hampton garage; **Randy Taylor**, District 2 maintenance

15 Years

Chris Brakke, Design; **Gerald Busch**, De Witt garage; **Malcom Dawson**, Materials; **Larry Harrenstein**, Grundy Center garage; **Michael James Kout**, West Union garage; **David Mathis**, Waukon garage

10 Years

Thomas Dengele, Grimes garage; **Patricia Hoffa**, Waterloo DL station; **Steven Lueck**, Manchester garage; **Jeff Marienau**, Sioux City construction; **Jon Mason**, Fairfield garage; **Debra Miller**, Waterloo DL station; **Brian Sykes**, Materials; **Marty Trees**, Garner garage; **Nick Wilkerson**, Wapello garage

5 Years

Colleen Chapa, Policy and Legislative Services; **Rodney Christensen**, Marshalltown garage; **Harlan Evans**, Oskaloosa garage; **William Golden**, Ames garage; **Nathan Manderscheid**, De Witt garage; **Stacy Ryan**, Design; **Nic Sailsbury**, Information Technology Division; **Mike Schoonhoven**, Ashton garage

Personnel Updates

Information supplied by the Office of Employee Services for Aug. 24 to Sept. 20, 2007

New Hires

Travis Adair, highway technician associate, Creston garage; **Latisha Berger**, driver's license clerk, Sioux City DL station; **Thomas Brunscheon**, engineering technician senior, District 2 Office; **Ted Diers**, mechanic, Fairfield garage; **Ivan Jopp**, highway technician associate, Pacific Junction garage; **Corey Lorenz**, information technology specialist 4, Information Technology Division; **Bradley Phipps**, construction technician, Cherokee construction; **Marina Raku**, clerk specialist, Motor Carrier Services; **Kary Sobaski**, engineering office assistant 1, District 5 maintenance; **Esther Vazquez**, driver's license clerk, Des Moines DL station

Promotions

Gina Abben, from driver's license clerk to driver's license examiner, Waterloo DL station; **Randy Boekelman**, from highway technician to highway technician associate, Swea City garage; **David Brisbois**, from highway technician associate, Neola garage to highway maintenance supervisor, Avoca garage; **Sandra Choate**, from custodial worker, Facilities Support, to parts worker, Procurement and Distribution; **Ken Depuew**, from highway technician associate to highway technician, Decorah garage; **Craig Greer**, from highway technician associate to highway technician, Mason City garage; **Tammy Heidemann**, from driver's license clerk to driver's license clerk senior, Ames DL station; **Steven Mariner**, from highway technician associate to highway technician, Mason City garage; **Daniel Mead**, from highway technician associate to highway technician, Charles City garage; **Tim Molacek**, from highway technician associate to highway technician, Algona garage; **Curtis Moore**, from highway technician associate to highway technician, Latimer garage; **Angela Owen**, from driver's license examiner to driver's license supervisor 1, Dubuque DL station; **Garrett Pedersen**, from transportation planner 1 to transportation planner 2, Systems Planning; **Dennis Pitkin**, from highway technician associate to highway technician, Mason City garage; **Jed Roe**, from construction technician associate, Design, to highway technician associate, Perry garage;

Jason Ryan, from highway technician associate to highway technician, Decorah garage; **Vaughn Saxton**, from highway technician associate to highway technician, Clarion garage; **Steven Smithson**, from highway technician associate, Sabula garage, to construction technician, Davenport construction; **Steve Snow**, from highway technician associate to highway technician, Latimer garage; **James Surber**, architectural technician 1 to architectural technician 2, Facilities Support; **Janet Sutter**, driver's license clerk senior, Burlington DL station, to engineering office assistant, District 5 maintenance; **Barbara West**, public service executive 2 to public service executive 3, Driver Services

Transfers

Nicholas Bieber, motor vehicle officer, within Motor Vehicle Enforcement; **Diane Govi**, clerk specialist, within Motor Carrier Services; **Matthew Hovar**, driver's license examiner, from Ames DL station to Des Moines DL station; **Malinda Johnson**, secretary 1, from Motor Carrier Services to Location and Environment; **Loren Waterman**, motor vehicle officer, within Motor Vehicle Enforcement; **Deborah Wignall**, clerk specialist, within Driver Services

Retirements

Jesse Ashley, highway technician associate, Altoona garage; **William Bielefeldt**, program planner 3, Traffic and Safety; **Judy Black**, driver's license clerk, Des Moines DL station; **David Lewis**, highway maintenance supervisor, Chariton garage; **William Lounsbury**, executive officer 2, Rail Transportation

(Editor's note: Watch future editions of INSIDE for an article on the new highway technician and highway technician associate classifications.)



Tacos for Tots celebrates 20 years

It all started 20 years ago. Noe Villarreal, equipment operator in the Swea City garage, was kicking back in his recliner. His wife and children were off Christmas shopping in Fairmont, Minn. All of a sudden Villarreal said he heard a voice that said, "Noe, do you realize that there are going to be kids waking up on Christmas morning who won't have any presents?"

Villarreal said, "Wow, I jumped up and went straight to the phone. I called my insurance agent because I knew he was a member of the local Kiwanis club. I asked him to help me find a place to start a benefit to raise money to buy Christmas presents."

A church in Algona was willing to host the event – Villarreal's first ever "Tacos for Tots." Villarreal and his wife used the funds from that first event to

fill the back of two cars and away they went to deliver the toys. Now, in the 20th year of "Tacos for Tots," Villarreal is planning to cook up 200 pounds of meat for 2,000 tacos on Monday, Nov. 19. The fundraiser will be held at the First United Methodist Church, 201 E. Nebraska Ave. in Algona from 5-7:30 p.m.

"What goes through a little kid's mind on Christmas Eve?" asks Villarreal. "The excitement, the expectation that when you get up in the morning there will be a gift. It breaks my heart to picture a kid coming down the stairs at 100 miles an hour, a big smile on his or her face, just to find that Santa didn't stop at their house this year." Villarreal says every kid deserves to have a Merry Christmas, and with the help of family and friends, he makes that happen for hundreds of kids in northern Iowa.

For more information on the event or how you can help, call Villarreal at the Swea City garage at 515-272-4295 or at home at 515-272-4751.

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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PLEASE RECYCLE THIS ISSUE

On the cover: Winter's coming and the DOT is ready!

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|--|---|--------------|
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The eagle has landed

Dan Kopplin has a fun job. As an inspector out of the New Hampton construction residency, Kopplin's responsibilities include keeping tabs on current construction projects in the area. One project just off of Iowa 3 near Readlyn consists of construction of a wetland.

Kopplin says because of the recent wet weather, the contractor hasn't been able to do much at this site, so he only visits there every-other day. On Sept. 21, Kopplin was at the project when he saw a bald eagle sitting on a stockpile of topsoil about 1,000 feet from the road. He admired the bird and wondered why it didn't immediately take flight when he pulled up in his DOT truck. Not thinking too much more about the bird, Kopplin went about his duties.

On his return visit to the site on Friday, Kopplin was amazed to find the eagle still on the ground, but this time much closer to the road in a grassy area. "I thought for sure the bird would fly off when I opened my truck door, and I wanted to watch it," Kopplin said. "But when I opened the door, it just waddled away from me. That was kind of funny because it looked a lot like a big duck waddling. Then it started to hop and was finally able to fly about 50 feet, but not very high. I realized something was very wrong, so I started calling anyone I could think of to come help this bird. Since I hunt in this area, I know how many coyotes there are. It was dangerous for the eagle."

Kopplin called the Iowa Department of Natural Resources (DNR) and two different county conservation offices before he finally found someone to help. Kopplin, who lives in Black Hawk County, contacted that county's conservation office and an employee



met him at the construction site after work on Friday. As they pulled in, they were met by a DNR conservation officer. The two conservation officers threw a fish net over the bird and then a blanket. "I was amazed," said Kopplin, "The eagle calmed down immediately. I was able to stroke its head. Wow, how often do you get to do that?"

Once in the protective custody of the conservation officers, the bird, later determined to be female, 31 inches tall, wing span of 80 inches and weight of 9.5 pounds, was taken to Linda Nebbe, one of the founders of the Black Hawk Wildlife Rehabilitation Project (BHWR). Nebbe says the group has never housed a bald eagle before, because until very recently, the bird was on a list of endangered species and would have been cared for by federal authorities.

In a recent E-mail to Kopplin, who has asked to be kept up on the bird's progress, Nebbe said the eagle has

been taken to a raptor center at Lake McBride where a group of veterinary students from Iowa State University will be caring for her. The veterinarians say the bird suffered an earlier break in her radius and ulna that did not heal properly, thus her inability to fly. It was also suffering from an intestinal parasite and weighs just over 10 pounds. The media attention surrounding the eagle has reaped unexpected rewards at BHWR, with increased donations to the program, including the Fraternal Order of Eagles, a group where Kopplin is a member.

Exactly a month after Kopplin, an avid animal lover, was starting to settle down about finding the eagle, he came upon an injured Great Horned Owl at the same construction site. "It was as big as a basketball," Kopplin said. "But this time I knew who to call. This bird is very ill, but at least now it has a chance to survive."