

AUG. - SEPT. 2012

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Iowa DOT strategic plan

Which way do we go?

Do you ever wonder how the things you do every day fit into the goals of the Iowa DOT as a whole? The answer to this important question can be found in the details of the Iowa DOT's 2012-2013 Strategic Plan, now on DOTNET at <http://dotnet/strategic-Plan.pdf>.

The plan outlines the agency's goals, vision, mission and guiding principles, as well as core business functions and strategic areas of focus.

Goals

- Improving safety across all transportation systems.
- Enhancing the transportation system.
- Streamlining customer service.
- Developing a responsive and adaptive organization.

Vision

Enhancing mobility for Iowans through innovation, infrastructure and information.

Mission

Delivering a modern transportation system that provides pathways for the social and economic vitality of Iowa, increases safety and maximizes customer satisfaction.

Guiding principles

The Iowa Department of Transportation holds the following principles as critical to successfully fulfilling our mission and achieving our vision.

- Integrity – Our dealings with each other and our partners and customers are conducted to the highest ethical standard.
- Transparency – Our decisions, actions and processes are open, accessible and understandable – both internally and externally.
- Outstanding Service – We provide excellent service by continually developing our skills, tools and expertise; forming internal and external partnerships; finding innovative methods of doing things better; and adapting rapidly to opportunities and challenges.

- Quality work culture – Our employees are safe, respected and treated equitably; diversity is promoted to enrich and strengthen the workforce; and employees are given opportunities for personal and professional growth.

Core business functions

The Iowa DOT holds the following functions as vital to effectively serving the public.

- Safety – Protecting the welfare of those using Iowa's transportation systems
- Systems – Maintaining and developing multi- and cross-modal systems through resource and asset management
- Stewardship - Providing outstanding management, decision-making and leadership

Strategic areas of focus

The Iowa DOT will use the following strategic areas of focus, or lenses, to coordinate its efforts to set and meet expectations for system reliability, resiliency, predictability and safety.

- Modernization – Rejuvenating the state's transportation systems centered on long-term serviceability and comprehensive asset management
- Mobility – Maximizing opportunities for travel choices through modal development and real-time, accurate information
- Innovation – Applying new techniques and processes throughout the department to maximize efficiency
- Prioritization – Making tactical investments that implement coordinated and well-timed solutions maximizing the capital return across transportation systems
- Cost accountability – Improving the delivery of projects and programs to accomplish goals ahead of schedule and under budget
- Economic development – Enhancing opportunities for commerce through strategic investment in transportation infrastructure, designed to meet current and future needs of businesses

Protecting our workers "move over" law changes take effect

DOT employees working on the state's highways, law enforcement personnel, emergency personnel, and tow truck operators put their lives on the line every day. When Iowa's "move over" law was enacted in 2009, it was a good first step to keep our workers safe by prescribing the rules of the road when it comes to driving on an Iowa roadway where there is a stationary, authorized emergency, tow or maintenance vehicle displaying flashing yellow, amber, white, red, or red and blue lights.

When House File 2228 went in to effect July 1, the law was strengthened by stiffer penalties for convictions of violations of the move over law. This includes a provision requiring mandatory suspension of a person's driver's license/operating privileges if convicted of a violation of the move over law that results in property damage, injury or death.

By following these two simple rules, all drivers can help save lives, avoid receiving traffic tickets and prevent the potential loss of driving privileges. Iowa law requires motorists to:

1. Change lanes or slow down when approaching a stationary emergency, tow or maintenance vehicle that has its flashing lights activated. (Iowa Code 321.323A)
2. Yield the right of way to an emergency vehicle displaying flashing lights or giving an audible signal by moving over to the right, stopping and waiting until the vehicle has passed before proceeding. (Iowa Code 321.324)

The scheduled fine for a conviction for violating Iowa Code 321.323A or 321.324 is \$100, plus any surcharge and court costs.

Upon receiving a record of a person's conviction for a violation of the move over law that resulted in a crash caus-

ing damage to the property of another person or bodily injury to or death of another person, the Iowa Department of Transportation shall suspend the person's driver's license/operating privileges, upon 30 days' notice and without preliminary hearing, as follows.

- For a violation causing damage to the property of another person, but not resulting in bodily injury or death of another person, the Iowa DOT shall suspend the violator's driver's license or operating privileges for 90 days.
- For a violation causing bodily injury to another person, the Iowa DOT shall suspend the violator's driver's license or operating privileges for 180 days.
- For a violation causing death, the Iowa DOT shall suspend the violator's driver's license or operating privileges for one year.

A person convicted of a violation of the move over law that resulted in a crash causing bodily injury to or the death of another person may be subject to an additional fine beyond the scheduled fine for a violation and any other penalties allowed by law. The additional fine is \$500 for a violation causing bodily injury to another person and \$1,000 for a violation causing death.

These laws are designed to protect motorists, persons being transported in emergency vehicles and personnel at high risk while performing their duties on Iowa's roadways. A good rule of the road is to change lanes or slow down anytime you are approaching a vehicle that is slow moving, stopped or stranded on the shoulder, if you can safely do so.

For more information, log on to: <http://www.iowadot.gov/rules/rulesoftheroad.htm>.



Smart work zone research spans a multitude of states and topics

No one leaves for work expecting that they won't be home once the work day is finished. Unfortunately, that is not the reality for many workers and travelers through the nation's highway work zones. The Iowa DOT, in cooperation with the Institute for Transportation at Iowa State University (InTrans) and the state DOTs in Kansas, Missouri, Nebraska and Wisconsin, are working together to increase safety and mobility for both workers and motorists in work zones.

The Iowa DOT leads a federal pooled-fund study called the Smart Work Zone Deployment Initiative (SWZDI). This initiative represents an ongoing effort among cooperating state DOTs, the Federal Highway Administration, universities and industry to evaluate new products and conduct related research focused on the enhancement of safety and mobility in highway work zones. State DOTs contribute funding necessary for these activities, prioritize products for evaluation considering potential benefits and cooperate with university researchers to identify evaluation sites and conduct studies. Since the pooled-fund study began in 1999, more than 60 studies and evaluations have been completed. These are listed on the Web at <http://www.intrans.iastate.edu/smartwz/>.

Advantages of participating in this consortium include the opportunity to submit research topics of interest in each state and, through use of the pooled funds, conduct studies that might not be possible using individual state funding alone.

During the first four years of SWZDI, a total of 35 technologies were deployed and evaluated in five states. Some of the completed studies include the following.

- **"FYG Backing for Work Zone Signs."** Moving work zones have fewer traffic control devices than stationary work zones and provide no buffer space for vehicles that encroach on a work zone. To improve the safety of moving operations, the Iowa DOT created a 6-inch fluorescent yellow-green background for work zone signs that are mounted on the back of work zone vehicles. For details go to <http://www.intrans.iastate.edu/smartwz/projects/details.cfm?projectID=45>.
- **"Feasibility of Visualization and Simulation Applications to Improve Work Zone Safety and Mobility."** Visualization is a relatively recent tool available to engineers for enhancing transportation project design through improved communication, decision making and stakeholder feedback. This Iowa State Uni-



Versions of truck mounted sign with and without the FYG border (circles added for emphasis).

versity study can be found at <http://www.intrans.iastate.edu/smartwz/projects/details.cfm?projectID=70>.

- **"Safety Investigation and Guidance for Work Zone Devices Subjected to Passenger Car and Truck Impacts with New Crash Standards."** This study evaluated devices that passed crash tests under the older criteria of NCHRP 350 to see how they performed using the new Manual for Assessing Safety Hardware (MASH). More information is available at <http://www.intrans.iastate.edu/smartwz/projects/details.cfm?projectID=82>.

Smart work zone, continued on page 5

Smart work zone, continued from page 4

Two of the projects currently underway include:

- **“Effectiveness of Work Zone Intelligent Transportation Systems.”** This University of Missouri project will try to develop a procedure to evaluate the effectiveness of intelligent transportation systems so that agencies can better determine when ITS systems deployment will be beneficial.
- **“Development of a TL-3 Transition between Temporary Concrete Barrier and Guardrail.”** This University of Nebraska project will involve the design and crash testing of a transition to be used between temporary barrier rail and steel guardrail that meets current crash test requirements of the Manual of Assessing Safety Hardware (MASH). This transition will be used in work zones throughout the country.

For the 2012 program, a list of eight requests for proposals were developed and distributed to potential researchers at research institutions in contributing states. Researchers submitted 18 proposals totaling \$887,843, with \$276,675 in matching funds. Using a preset criteria, InTrans staff ranked the projects. Considering available funding, the top four ranked proposals, plus the administrative agreement with InTrans comprise the 2012 program.

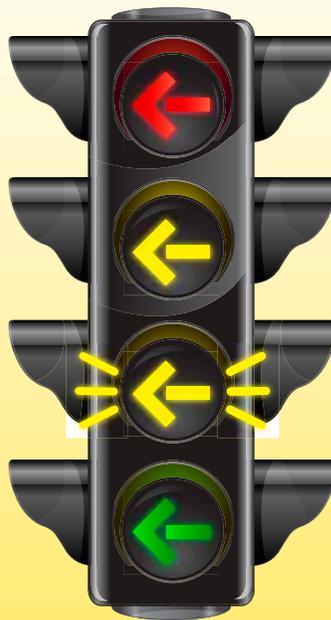
Funding for the 2012 projects includes \$45,000 from Iowa, \$50,000 from Kansas, \$40,000 from Wisconsin, \$50,000 from Missouri, and \$10,000 from Nebraska.

New flashing yellow arrows direct left-turning traffic

Do you stay or do you go? Is oncoming traffic stopped? Motorists attempting to make a left turn will no longer have to wonder what message the traffic signal is conveying.

The Federal Highway Administration has adopted the flashing yellow arrow as a national standard for permissive left-turn operations. Several such signals have already been installed in Iowa. Others will be installed by the Iowa DOT and local jurisdictions throughout the state as agencies upgrade their traffic signals or make improvements at intersections.

The new left-turn signal head has four signals.



- Steady red arrow: Drivers turning left must stop and wait.
- Steady yellow arrow: The left-turn signal is about to turn red. Do not enter the intersection if you can stop safely. Complete your left turn if you are already within the intersection.

- Flashing yellow arrow: Yield to oncoming traffic and pedestrians; then turn left proceeding with caution. Oncoming traffic has a green light.
- Steady green arrow: Drivers can proceed with the left turn. Oncoming traffic must stop. Do not go straight.

The flashing yellow left-turn arrow is intended to:

- Help prevent crashes. A national study demonstrated that drivers found flashing yellow left-turn arrows more understandable than traditional yield-on-green indications.
- Reduce traffic delays. There are more opportunities to make a left turn with the flashing yellow left-turn arrow than with the traditional three-arrow, red, yellow and green indications. This helps reduce delays at intersections, which save time and fuel.
- Provide more traffic management flexibility. The new traffic signals provide traffic engineers with more options to handle variable traffic volumes.

The flashing yellow arrow may be used at any intersection at any time, but the most typical use will be at intersections and time-of-day that have lower traffic volumes, lower traffic speeds and other favorable conditions.

Visit the Iowa DOT's website at <http://www.iowadot.gov/mvd/ods/flashingyellowarrow.html> to take a look at the new signals and learn more about their use.

Three DOTers complete CPM coursework

Going back into a classroom after many years can rattle even the most avid life-long learner. Steve Mefford, District 4 operations manager; Deb Shafer, information technology administrator 2 in the Information Technology Division; and Renee Shirley, purchasing agent 3 in the Operations and Finance Division, recently completed an 18-month certified public manager (CPM) course at Drake University. The classes, held two days each month, seek to expand the way managers and supervisors think about accomplishing goals, and challenge the “that’s the way we’ve always done it” mentality.

Mefford said, “While it has been a long time since I’ve been in a formal school setting, the atmosphere in these classes was very supportive. Having the coursework devoted to what we do in the public sector made each class session relevant for all of us.”

This 15th session of the CPM course included 30 individuals from public agencies around the state. In addition to gaining perspective from other class members, Shafer said she appreciated the high level of professionalism displayed through the instructors. “Holding the classes in a cohort structure was very helpful,” she said. “Other states have this course, but it is done on an individual basis. Having the classroom setting helped expand the knowledge base and gave an opportunity to consider different points of view. The professors and staff at Drake were top-notch.”

Of the many class topics, Shirley especially appreciated the session on coaching and mentoring. She said, “That session reminded us that part of our job is to encourage others to think outside the box and to support each other. That is something we can easily let slide over the course of a busy day.”

To bring the classroom concepts to life, students are split into small groups and asked to develop a program implementing skills learned during the CPM curriculum. Shirley and Shafer worked with a group to develop an outdoor fitness stop at the Wilton rest area on westbound Interstate 80. Mefford and his group developed the concept of lifetime licensing for hunting and fishing in the state. Both concepts were presented in person to Governor Terry Branstad. The



Left to right: Steve Mefford, Deb Shafer, Renee Shirley

rest area fitness stop concept is being further evaluated and could become a reality soon as part of the governor’s Healthiest State Initiative.

All three DOTers agree the classes were a lot of work, with time spent on homework outside the two days of class time each month. They also agree the time was well spent, and feel even better prepared to take on the everyday challenges of their DOT jobs.

As part of the final project documentation, Shafer and Shirley’s project included the following comments. They said, “As individuals, each CPM member grew professionally as a result of working at levels of government with which we were not normally associated. We developed teamwork skills, which included capitalizing on each other’s strengths and learning how to work effectively and efficiently as a team. We also learned to balance daily work responsibilities with the CPM project timelines and learned to deal with the lack of controlled outcomes and timing of how the implementation schedule evolved. We also learned that, as public servants, we should not limit ourselves to ideas when, with the appropriate sponsorship, we can do collectively what could not be done individually and can push for real change and implementation.”

Updates at the Iowa DOT library

When a service has been available for so many years, people start to take it for granted. Such may be the case with the Iowa DOT's library. Updating the library and making it more visible to a new generation of users is the challenge for new librarian Leighton Christiansen. While the library and Christiansen are technically part of Iowa State University, the collection is housed at the Iowa DOT's headquarters in Ames.

Christiansen, who worked for more than a decade in the trucking industry, holds a bachelor's degree in English and computer science from the University of Iowa and a master's degree in Library and Information Science from the University of Illinois. He sees bringing the facility up to the current state of the art as the Iowa DOT library's most pressing need.

"This is a self-service library," said Christiansen. "We need to make sure that people looking for information are able to find it easily from wherever they may be. I want this library to become more visible as a resource for transportation information."

Christiansen is collaborating with staff in the Iowa DOT's Information Technology Division's Electronic Records Management System to digitize the library's card catalog. He said, "The card catalog contains information on pieces in the collection from pre-1986. After 1986, the information is already in digital form. Once this major project is completed, users can access the card catalog to search the collection from any computer, they won't have to come to the library."

Moving the current digital catalog from the state library in Des Moines to local control is also a goal. Christiansen said, "I want to empower users to easily find items electronically and I think controlling the catalog locally would increase the ease of use for those searching our collection."

Another challenge Christiansen has taken on is to sort and reorganize the current physical collection. "Right now there are two classification systems in use. I want to move everything into the Library of Congress system and highlight resource subjects," he said. "That, and adding some signs, will make browsing easier for users when there is not staff here to assist them. I also want to automate the check-out process to improve patron's experience and better track our collection."

The resources that make up the collection are also changing. Christiansen is in the process of going through each item and determining if it should be kept on the shelves. "We need to collect information and resources that



Leighton Christiansen

focus on transportation and cannot be obtained anywhere else. We have a special skill set that others need to know about. It is vital to keep the good things we do in front of people's eyes. That will mean weeding out some of the clutter, and making room for the new resources we have coming in all the time," he said. "My goal is to collect items that are valuable and unique to our DOT and the research that is carried on here. There are some pieces currently in our collection that may not fit."

The format in which information will be available will also be updated over time. Christiansen said, "While this information needs to remain available to everyone, some of the older pieces are delicate. I would like to get these digitized so that more patrons can have access to the information, while the original physical pieces can be stored in a safe location where they won't be damaged or lost."

Christiansen admits these goals are long-term and he says he's committed to seeing them through. "So far people have been excited about the changes we've made. I expect that will continue as we modernize and make collection improvements."

Outside of work, Christiansen is becoming an avid cyclist and rides his bike to work most days. He and his partner, Mary Gen, a librarian at the Ames Public Library, reside in Ames.

Urban Youth Corps celebrates 16 years

Some people these days complain about how the younger generation thinks the world owes them something and that they should have all the things their parents have without doing all the work. While these trends may be evident in some areas, the Iowa DOT has supported Urban Youth Corps, a federally funded program to teach a strong work ethic through community service, for the past 16 years.

While the Iowa DOT is mostly focused on large road and bridge construction projects or transit, aviation, rail and water transportation policy issues, assisting with development of Iowa's growing network of recreational trails continues to be a priority. The UYC program helps accomplish this goal of supporting Iowa's recreational trails in cities and counties across the state.

The program was established to offer meaningful full-time, productive summer work in transportation settings for individuals from the ages of 16 to 21; give participants a mix of work experience and on-the-job training that includes a minimum of five hours per week of the participant's time for basic life skills, education, training and safety; and provide youth an opportunity to develop citizenship values and skills through service to their communities. For many, the UYC program offers a first job that allows workers to be outside, learn the value of a good day's work, make new friends, and develop skills that can be used throughout their lives, all while assisting with trails work that might not otherwise be accomplished.

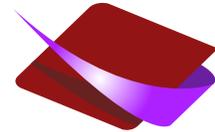
This summer's projects supported many outdoor activities with six agencies hiring 22 young people through the program. Each UYC project is designed to provide a transportation-related service to citizens, including providing facilities for pedestrians and bicycles; landscaping and scenic beautification within highway rights of way or in proximity to transportation facilities; preservation or rehabilitation of historic markers, buildings, structures or facilities having significance to transportation; and preservation of abandoned railway corridors. Each successful applicant group must provide local matching funds of at least 30 percent of the project cost. The short-term, summer work performed by UYC participants is often time-consuming and tedious. All participating agencies say the work accomplished by UYC participants would be in danger of remaining undone without the program.

The Dubuque County Conservation Board and city of Dubuque both had UYC projects this year. DCCB Park Ranger Kurt Kramer supervised a crew of four members and one crew leader working to restore a hillside trail and foot bridge damaged by flooding. He said, "This was a fantastic group. They were motivated to work, never late and eager to learn."

For the DCCB employees, Alex, Alex, Sarah and Erin, a few hours per week were dedicated to basic life skills, education, training and safety, including documenting and recording data for a goose banding project, studying Mississippi River and cold water stream ecology, and a brief lesson on osprey biology. These experiences are especially useful to Sarah and Erin, who want to go on to college in natural resources-related fields.

For the two workers in the city of Dubuque program, a hard day's work is taken in stride. One major project the small crew accomplished was designing, framing and pouring a concrete handicapped accessibility pad at a local park. Antonio, who recently moved to Dubuque from Chicago, said, "We learned how much work goes into this pad. It looks simple, but there are some complicated elements to make it just right."

In tough economic times, there are hard choices to be made on the best use of taxpayer dollars. While the UYC program is a drop in the bucket compared to a major bridge replacement or other large infrastructure project, the work accomplished by UYC participants improves the recreational system, which adds to the economic development of the local areas.



Urban Youth Corps



The six agencies working with the UYC program this year are listed below.

- City of Dubuque with three participants
- Dubuque County Conservation Board with four participants
- Friends of Hartman Reserve with four participants
- Iowa County Conservation Board with four participants
- Optima LifeServices/U.S. Army Corps of Engineers with three participants
- Siouxland Historical Railroad Association with four participants



HyVee.

Nutrition Notes

with Amy Clark



Herbs – a fresh idea to help lower salt use when cooking

While sodium is a natural mineral we can't live without, our bodies only need a small amount each day to regulate blood volume and conduct nerve impulses.

When we consume more sodium than we actually need, sodium can cause the body to retain too much water, possibly straining the heart, blood vessels and kidneys. This may lead to high blood pressure; "hypertension," which is a major risk factor for heart disease; stroke; and kidney disease.

The average American consumes 4,000-7,000 mg of sodium per day, well over the dietary guidelines of less than 2,300 mg of sodium daily. Many people use salt in cooking to add flavor to their meals. There's a way to add flavor to meals without all the added salt and it's been around for centuries – herbs.

When using fresh herbs, add them toward the end of cooking. A good rule of thumb when using fresh herbs in place of dried is to use two or four times more fresh herbs.

Basil is often used with tomatoes in Italian dishes, but it is also used in Thai cooking. The herb complements meat, vegetables, cheese and egg dishes. Try basil in tomato and pasta dishes. Take the leaves and crush them in your hand or with a mortar and pestle to release their sweet aroma and taste. Begin with about one-half teaspoon for four servings. Basil is rich in antioxidants and acts as an anti-inflammatory.

Bay leaves are often used in soups, stews and meat with vegetable dishes. Be sure to remove them once a dish is finished cooking if you don't want a sharp, bitter surprise. You can also skewer them among your meat and vegetables for kabobs.

Chiles provide woody and warm flavors that will penetrate even the most humble dish with a snip or two of chili peppers. Big chiles tend to be milder, while small chiles are the hottest. Chili peppers contain capsaicin, a powerful antioxidant that may help lower bad cholesterol and rev up metabolism.

Cilantro is often used in Mexican, Asian and Middle Eastern cooking. It tastes like a sweet mix of parsley and citrus. Cilantro should be crushed or torn into tiny pieces before adding to recipes. It goes very well in salsa, guacamole and bean dip. You can also add it to stir-fry dishes or Chinese salads.

Dill can be used with seafood, dipping sauces, potato salads and dishes, vegetables and pasta dishes. It has antimicrobial and antioxidant health benefits.

Ginger is obviously used in gingerbread, ginger ale and gingersnaps. It is also often used in Asian dishes. Ginger has a biting, almost hot, flavor, but the aroma is warm and woody. If you use fresh ginger, watch for unwanted fibers from this root.

Oregano is known as the "pizza herb" and gives food an Italian flavor. In addition to its use in pizza and pasta dishes, oregano adds a wonderful flavor to egg and cheese dishes. Try sprinkling a dash of oregano on fried eggs instead of salt, or sauté fresh vegetables in olive oil with garlic and oregano.

Parsley is often used as a garnish, but it can perk up the flavor of many dishes. Sprinkle chopped parsley on spuds, toss into marinades and dressings, blend into tabboule and add as a seasoning to most any type of salad. It is filled with nutrients such as vitamins A, C and K.

Rosemary is often used in Italian meat dishes. Rosemary's flavor blends well with garlic and can be used to season lamb roasts, chicken, pork or fish. Crush the leaves by hand or with a mortar and pestle before use.

This information is not intended as medical advice. Please consult a medical professional for individual advice.



Family happenings

Office of Location and Environment

Susie McCullough



Libby Wielenga, historical program specialist in the Office of Location and Environment, and her husband, Travis, joyfully welcomed Quinn Kristine Wielenga into their lives Sunday, June 24. Baby Quinn weighed 8 pounds, 11 ounces and measured 21 inches long. Congratulations to Libby and Travis.

Traffic and Safety

Stephanie Anderson



Brooks and Esther Glasnapp are the proud parents of a new baby boy, William Pierce. Baby William was born July 15 weighing 8 pounds, 7 ounces and measuring 21 inches long. Daddy Brooks is a public service executive 3 in the Office of Traffic and Safety and Mommy Esther is a right-of-way agent 2 in the Office of Right of Way. Congratulations to the Glasnapp family!

District 5

Brenda Hadley



Ted Diers, mechanic in the Fairfield garage, and his wife, Kandi, are the proud parents of a new baby girl, Gabriella Sue Diers. She was born June 25, at 8:46 a.m. Baby Gabriella weighed 7 pounds, 11 ounces and measured 18 inches long. Congratulations to Ted and Kandi.

District 6

Sandi Byers



After 39 years with the Iowa DOT, **Bruce Kuehl**, District 6 construction engineer, retired June 29. A few tokens of appreciation were presented, including a leaded glass hanging that was designed and made by Heather Gugler, engineering technician senior. Kuehl takes with him exceptional work ethic, know-how, knowledge, dedication to the DOT, wit, humor, fairness and good sportsmanship. He leaves us with fond memories, a boatload of stories and many very good friends that will miss him very much. Kuehl plans on enjoying time with his family and bicycling. Hopefully, the tokens he received will assist his cycling adventures. Remember, from now on, every day is Saturday and perfect for biking, snacking and napping.



District 6 employees bid farewell to Bruce Kuehl by donning different "faces of Bruce."

Family happenings, continued on page 11

Family happenings, continued from page 10

District 3

MaryBeth Banta



Vicky Oien retired from the Iowa DOT June 28, with 20 years of service. She had worked on the District 3 paint crew as the garage operations assistant for the past 10 years. Vicky is looking forward to spending quality time with her husband, Jim, their children and grandchildren. They have a family trip to Disney World planned for this October and Vicky hopes to work part-time for Disney next year.



Dwight Jenkins, construction technician supervisor for Sioux City Construction, was honored July 26 with a retirement coffee celebrating his 43-plus years of service. Jenkins started with the Iowa State Highway Commission Construction Division as temporary summer help working as an engineering aid I in April 1968. He became a permanent engineering aid I on June 23, 1969. Jenkins held the following positions in the construction office: engineering aide II, construction technician I, construction technician II and construction technician supervisor until his retirement. Congratulations Dwight!

Modal offices

Cathy Mather

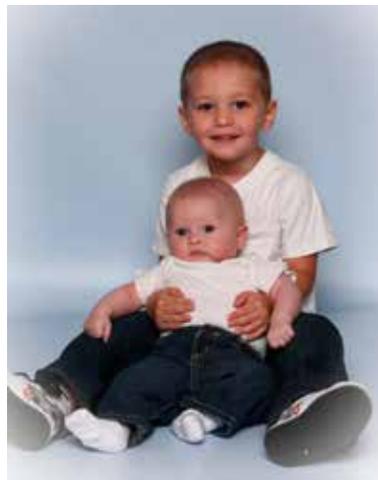


Laurie Carnahan (right) with daughter Michelle and Michelle's father, Doug

On Aug. 17, **Laurie Carnahan**, administrative assistant 1 in the Office of Public Transit, celebrated the graduation of her daughter, Michelle. Michelle now holds an associates degree in nursing from Mercy College of Health Sciences in Des Moines.

Operations and Finance

Sheri Anderson



Jenna Borkowski, management analyst 1 in the Office of Employee Services, and her husband, Ben, are proud parents for a second time. Hayden Lee was born April 27 weighing 6 pounds 15 ounces, and was 20 inches long. He joins big brother Mason, 3.

Family happenings, continued on page 12

Family happenings, continued from page 11

District 2 Lu Mohorne



Pete Hjelmstad, field service coordinator, and his wife, Nikki, hosted the Eighth Annual District 2 Golf Outing Monday, July 30, at Linn Grove Country Club in Rockwell. Despite temperatures in the 90s, 29 golfers braved the heat and the course. This wasn't just any old golf outing. On one green, golfers had to putt with a boat oar and on another hole they teed off wearing a hard hat! Despite those added challenges, all 29 survived and managed to make it back in to join other District 2 friends for dinner and door prizes.

In memory

James Raymond Hall, 72, went peacefully to his reward from his St. Augustine, Fla., home July 16. Hall was raised on his family's farm in Colo, where he helped raise Hereford cattle. After completing his education, he left farming and began his career with the Iowa DOT. Jim was married to Claudine (Dee) Thompson in 1959 and the Halls raised their family of two sons in Nevada. After 42 years with the Iowa DOT, Hall retired from his position in the Office of Policy and Legislative Services as liaison for river transportation issues. The Halls relocated to St. Augustine in 2002. During the course of his life Hall's pastimes included golf, boating, watch and clock repair, and flying remote control airplanes. Hall also owned and piloted his own sailplanes for more than 20 years. He is survived by his wife, two sons, Rodney and Steven; two granddaughters; four grandsons; and three great grandsons.



Theodore "Ted" Andrew Jermeland was born Sept. 4, 1935, to Theodore and Lena (Knutson) Jermeland in Iowa City. He attended school in Ossian and later received his GED while serving in the United States Army. Jermeland was united in marriage Dec. 29, 1956, to Elaine Heins at Zion Lutheran

Church in West Union. He then served in the United States Army from 1958 until 1960. After his service, Jermeland went to work for the Iowa State Highway Commission on the road crew. He retired from the Iowa DOT in 1994 as the highway maintenance supervisor in West Union. He was a member of Zion Lutheran Church in West Union. Jermeland is survived by his wife, Elaine, of West Union; three sons; one daughter; one sister; one brother-in-law; 10 grandchildren; six great grandchildren; and numerous nieces and nephews.



Everett Gary Stapp, 84, of Altoona, died July 9, at the Trinity Center Luther Park in Des Moines after a long battle with Alzheimer's.

He was born Feb. 17, 1928, in Cotter, Iowa, to Everett Garry and Josephine Beatrice Griffith Stapp, the second of 13 children. He married Jeanette Pine Aug. 7, 1949, in Muscatine. He graduated from Cotter High School, acquired certification as a senior engineering technician, and served in the United States Navy during World War II. He moved his family to Chariton in 1961 to supervise the construction of the mile-long bridge project at Red Rock. He remained in the Chariton construction office as an inspector for more than 40 years.

He received a merit award as field supervisor from the Iowa State Highway Commission in 1970 for the best interstate primary project completed in the state. He was a member of the board of trustees for the First United Methodist Church in Chariton and the Chariton planning and zoning committee. He was a 50-year Mason, 32nd degree with the Davenport Consistory; a member of the KAABA Shrine in Davenport and Za-Ga-Zig Shrine in Chariton. Stapp surveyed the land for the Cedarcrest Golf Course in Columbus Junction. While living in Chariton, he served as president for the board of directors at the Lakeview Golf and Country Club. During his golfing career, he won multiple championships.

He is survived by his wife, Jeanette, of Altoona; two daughters, Janean (Corwin) Stuart of Brooklyn, and Amy Stapp-Arpy (Brian) Arpy of Altoona; two sons, Randy (Barbara) Stapp of Norwalk, and Gary (Tammy) Stapp of Altoona; 11 grandchildren; eight great-grandchildren; four sisters and two brothers.



William H. Thompson, 102, passed away June 10. A native of Scranton, Penn., William Hayton (Bill) Thompson earned a bachelor's degree from Bloomsburg State College in Bloomsburg, Penn., a master's degree from Syracuse University, and a Ph.D. in economics from Iowa State where he was a member of the faculty for 35 years.

Thompson developed and taught courses on transporta-

Family happenings, continued on page 13

Family happenings, continued from page 12

tion and logistics in the Department of Industrial Administration, now the College of Business. He was a consultant to the U.S. Department of Agriculture, Northwestern and Rock Island railroads, Iowa Commerce Council, and Iowa Grain Dealers Association, and represented Governors Hughes and Ray on the Midwest Governors' Transportation Council. In 1980, he was named "Transportation Man of the Year" by the Des Moines Transportation Club and honored by the American Economic Association as an "Outstanding Professor."

Thompson held several leadership positions during his career at Iowa State, including chairman of the Manuscript Committee at the Iowa State Press, chairman of the University Athletic Council and chairman of the Industrial Administration Department. After he retired, he wrote "Transportation in Iowa: A Historical Summary." He was a founding member of the American Society of Transportation and Logistics; held memberships in the Masonic Lodge, Elks Club and Kiwanis Club; and was selected for inclusion in Who's Who in America and American Men of Science.

Thompson's marriage to Evelyn Covault in 1938 lasted nearly 50 years until her death in 1987; and produced four children, Louise, Larry, Neil and Mary. His second marriage to Ione K. Sieben ended with her passing in 2003. His dear companion of the last nine years, Janet Wallen, survives him, as do his four children, 10 grandchildren and nine great-grandchildren.

Quote of the Day

Not everything that can be counted counts, and not everything that counts can be counted.

- Albert Einstein (1879-1955)

Get together for a cause

Family volunteering is one of the hottest trends in volunteerism. Adults want to spend more time with their kids, but most volunteer roles take them away from their families. Yet by volunteering together, family members reconnect in a positive way and strengthen family ties. Other benefits of involving family units in volunteering are:

- Promoting future generations of volunteers. Surveys show that kids who volunteer are far more likely to volunteer as adults.
- Reaping the rewards of a family's collective creativity.
- Gaining a variety of perspectives on solving a problem.
- Having fun while being together.

Challenges of family volunteering

Finding family volunteer opportunities can be challenging because families come as a group with a range of ages and abilities. Family units may be as small as a single parent and child, or as large as an entire clan that includes grandparents, their children and grandchildren. The wider the range of ages and abilities, the more complicated it becomes to find the right fit for your family. Some examples of good family volunteer projects are:

- Cleaning up around churches, playgrounds, trails and parks.
- Visiting those in need, and helping them with chores and errands.
- Visiting and/or reading to the elderly in a nursing home.
- Developing a family-to-family relationship with those in a homeless shelter.
- Collecting and distributing groceries for a food pantry.
- Sharing a camping trip or sports outing with a family in need of support.

The possibilities are limited only by your imagination!

(Adapted from an article on www.churchvolunteercentral.com by Marlene Wilson.)





Kudos!

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

To: Iowa DOT
From: Tim and Jenny Scott, Scott Family Motors, Marion

We wanted to thank you for all your help in getting our dealer license. We spoke to Thelma Huffman many times. She was always willing to answer our questions. When we drove to Ankeny to get the dealer license, the two women who helped us were so friendly and explained everything to us to make sure we have everything covered. Our family business is a dream come true and we have you to thank!

(Editor's note: Thelma Huffman is a clerk specialist in the Office of Vehicle Services. The other two employees who assisted the Scotts were Ericka Eckstein and Brandy Horsely, who are both clerk specialists in the Office of Vehicle Services.)

To: Iowa DOT
From: Mark Freiberg, Cedar Falls

I cannot tell you how impressed I was with your Waterloo driver's license station staff. It has been about 10 years since I had gone there and what a difference. I met five people, each one was very nice and helped me with whatever I needed. In less than two hours, I was able to take a written test, a driving test, change a truck title, and obtain a new driver's license. It used to be brutal to go there, but not anymore. What a change since the last time I was there. Keep up the great changes.

To: Emmet County Engineer
From: Naomi Koenecke, Estherville

Returning from a trip to Eagle Grove, I traveled on some bumpy surfaces, except for U.S. 169, that was smooth. But when I reached Emmet County, Iowa 9, it seemed I could literally float. Praise must be given to the people that redid this highway. What an excellent job they did. We should not take these things for granted. Many counties do not have this luxury. Many thanks to the people who did the work.

To: Sioux City Journal editorials
From: Debbie Boyle

On behalf of Wendy's Restaurant and all the businesses on Singing Hills Boulevard, we would like to recognize and thank Charese Yanney, our commissioner of Northwest Iowa to the Iowa Department of Transportation. Without Charese's activism in securing a temporary southbound off-ramp during the reconstruction of the exchange on I-29 at Singing Hills, the businesses in the area would have been cut off from southbound traffic.

Original plans called for a detour that would have disrupted traffic flow and severely impacted sales for the businesses in the area. Charese was able to coalesce agreement to a new plan, thus mitigating the effect of the southbound bridge reconstruction. Thanks also goes to Paul Trombino, director of the Iowa Department of Transportation, who approved the temporary ramp, and to our local DOT engineers who implemented the revised plan.

To: Capt. Tom Bruun, Office of Motor Vehicle Enforcement
From: Capt. Gary Nieuwsma, Iowa State Patrol

I wanted to pass along my appreciation for the assistance of Sgt. Kevin Killpack at the scene of an SUV/semi fatality June 24 on Iowa 44 near Portsmouth. The troopers on scene were having difficulty in determining the identity of the semi driver or even the company that owned the semi after it had burned in the fire that resulted from the collision. We thought we might have to wait to get the VIN number from the semi and determine the company from that angle. Killpack was able to identify the load and shipper, and from that information they were able to determine who the driver was. Killpack's assistance was instrumental in not only determining the driver, but it also sped up the notification process immensely.

To: Iowa DOT website
From: Lela and Frank, California

My husband and I just wanted to say how massively impressed we are with your Interstate 80 and its rest stops. The highway is smooth and clean, while the rest stops are beautiful and immaculately clean. Well done. We wish California items were half as nice.

Kudos, continued on page 15

Kudos, continued from page 14

To: Nancy Sparr, Council Bluffs DL station
From: Gloria and Kenny

This note is to say thank you for your great customer service when my son and I were in the DL station on Friday, June 29, to get his learner's permit. You project confidence, graciousness and have a kind smile. You are a great example of what others should be. Thank you again.

(Editor's note: This note was dropped off at the Council Bluffs DL station for Nancy Sparr, DL clerk.)

To: Driver Services
From: Aimee Hammel, Clinton

I'm sure any parent can remember a time when they had important errands to run and had their kids with them - young children at that. I found myself in that situation when I lost my driver's license and had to make a trip to the Clinton DL station to obtain a new one. With two children in tow (ages 4 and 6) I was praying (and encouraging them with bribes) that they would behave while I quickly got my new DL.

There are a lot of steps with getting your license and my boys quickly became more interested in how their voices echoed in the empty (previously) quiet room that had lots of space for their legs to run loose.

Denise Said came to my rescue. Just when I thought I was going to have to take care of my business at another time, she came out of a back office armed with crayons, coloring books and temporary tattoos. She didn't have to do this, but did. If that wasn't enough, she even applied the tattoos on the kids that bought me more time.

I am so grateful to her for her excellent customer service that I'm sure goes well beyond her job responsibilities. My boys wore their tattoos happily the rest of the day and it turned into a great learning experience as the coloring books were all about driving safe. Thank you, Denise.

To: Kim Snook, Driver Services
From: Pat Harmeyer

One day on my way to work I was listening to a Des Moines morning radio show. The host discussed his Ankeny driver's license station experience on the air. He mentioned this experience several times over the next hour.

He said the Ankeny driver's license station deserved a thank you. Five minutes before closing, he was there with his wife to get new driver's licenses. He said they were treated "handsomely" and everyone working was friendly and happy. This is not what they expected this late in the day.

To: Steve McMenamain, Maintenance
From: Mr. and Mrs. Lester Thompson, Michigan

My husband and I just returned home from visiting our daughter and her family in Colorado Springs. On the way to Colorado from Michigan, we travelled through Kansas and were appalled at the condition of their rest areas. Returning home we came through Iowa and were highly impressed with your rest areas.

The restrooms were clean and well cared for, and the picnic facilities and area were beautiful! We just cannot say enough about how impressed we were with every rest area we visited in Iowa.

What a pleasure it was to relax at a picnic table under an enclosure to shield us from the sun. How pleasant it was to look at the well groomed and beautifully kept trees and grass. We are from Michigan and while our rest areas are modern and clean and our welcome centers are well cared for with some covered tables and play equipment, we still were impressed every time we stopped at a rest area in Iowa.

As I mentioned, we travelled through Kansas and Missouri going out and Nebraska and Iowa coming back. Obviously, we also went through Indiana and a portion of Illinois, and in June we went to Virginia by way of Ohio and Pennsylvania, but as nice as any of their rest areas were, they did not compare to yours.

We commend you and thank you for making our trip more pleasant.

To: Kim Snook, Office of Driver Services
From: Bill Johnson, Ankeny

I would like to extend a hearty thanks to you for your assistance and recognize a couple of staff representatives in the Ankeny driver's license station. Carol Iske and Jodie Collins have been outstanding to work with. More people should take their approach when dealing with people. It is certainly reassuring to know there are caring individuals like you, Carol and Jody to help in times of need.

(Editor's note: Mr. Johnson was assisted by Carol Iske and Jody Collins, both clerk-specialists, when an issue came up that impacted his driving privileges. Kim Snook was also involved in helping Johnson.



IOWA DEPARTMENT OF TRANSPORTATION TROPHY CASE

Personal awards



Claude Frazier III, highway maintenance supervisor in the Carlisle shop, was one of 8,000 brave souls to run the 20 kilometer Dam to Dam race. This was Frazier's second time running in the Des Moines event. He finished in 1 hour, 51 minutes and 40 seconds or 8:59 minutes per mile, besting his per-mile time of 9:30 minutes last year.

struction site using an accelerated bridge construction method. Utilizing this approach, the road was closed for only two weeks.

For more contest and project details, visit the America's Transportation Awards website at <http://www.americatransportationaward.org>.

The competition for America's Transportation Awards begins at the regional level. Winners in the other regions will be announced at their respective regional meetings held throughout the summer. The regional winners vie for the two top awards: the Grand Prize, selected by a panel of expert judges; and People's Choice Award, selected by the public through online voting. Both winners receive a \$10,000 prize, donated by the American Association of State Highway and Transportation Officials (AASHTO) to the state DOTs, which the winners then donate to a charity, nonprofit or scholarship fund of their choosing in the transportation field. The winners will be announced at the AASHTO annual meeting in Pittsburgh in November.

The 49th Annual Iowa DOT Golf Tournament was held July 7 at the Indian Creek Golf Course in Nevada. First place went to the team of Troy Cook from the Des Moines construction office, Bob Mingus, from District 1, Rob Cornelis from the Office of Bridges and Structures and John Alexander. Two eagles highlighted the day!

Professional awards

The Iowa DOT has been awarded two regional America's Transportation Awards at a ceremony held at the Mid America Association of State Highway Transportation Officials' annual meeting in Lexington, Ky.



- The Iowa DOT was recognized in the "Ahead of Schedule" category for the Interstate 680 reconstruction project in Council Bluffs. This highway section was completely rebuilt in only 34 working days following the 2011 Missouri River flooding.
- The Iowa DOT also received an award in the "Best Use of Innovation" category for the U.S. 6 bridge over Keg Creek in Pottawattamie County. This bridge was completely prefabricated off-site and then assembled at the con-

Steve Holland, retiring director of the Iowa Living Roadway Trust Fund, was recently honored by Trees Forever at its annual celebration and awards ceremony. Holland received a special President's Award from the statewide nonprofit

environmental organization.



Steve Holland is shown accepting the Trees Forever President's Award from founding president Shannon Ramsay.

Holland was recognized for his outstanding partnership and collaboration with Trees Forever, and others, to improve Iowa's roadways and promote native plant communities. Holland has headed the Living Roadway Trust Fund, a program of the Iowa DOT, since 1990. Early in Holland's tenure with

the Trust Fund, he contacted Trees Forever and asked them to coordinate the first of several conferences titled "Where the Prairie Meets the Trees," recognizing the value of both ecosystems in Iowa.

Service awards

Information supplied by the Office of Employee Services for August and September 2012

40 years

Steven Timmerman, New Hampton construction; **Alvin Treloar**, District 1 Office

35 years

Delores Johnson, Driver Services; **Jerry Lavine**, District 1; **David Lloyd**, Maintenance; **Katherine Seat**, District 5 maintenance; **Karen Smith**, Motor Carrier Services; **James VanSickle**, Ames garage

30 years

Mark Dean, Cedar Rapids construction; **Michael DeJong**, Sioux City-Hamilton garage; **Cheryl Dunkin**, Driver Services; **Michael English**, Anamosa garage; **Lyle Haburn**, Spirit Lake garage; **Paul Herburger**, Motor Vehicle Enforcement; **Brent Klaahsen**, District 3 field staff; **Beverly Rust**, District 2 maintenance; **Tony Sebben**, District 5 maintenance

25 years

Tommy Bowman, Design; **James Brooks**, Right of Way; **Rufus Brown**, Materials; **Patrick Burrell**, Des Moines garage; **Thomas Cox**, Knoxville garage; **James Gibson**, Rail Transportation; **Nancy Goecke**, Information Technology Division; **Thomas Johnson**, Knoxville garage; **Richard Kauffman**, West Union garage; **Daniel Linduski**, Information Technology Division; **Donald Moses**, Davenport garage

20 years

Annette Jeffers, Bridges and Structures

15 years

Jerry Andregg, Manchester construction; **Helen Bailey**, District 5 materials; **Steven Carpenter**, Sidney garage; **Jess Ellingson**, New Hampton garage; **Andrew Frey**, Information Technology Division; **Lea Ann Hausman**, Carroll DL station; **Todd Huju**, District 3 Office; **Bruce Jarvis**, Information Technology Division; **Dewight Jones**, District 4 bridge crew; **Phillip Mescher**, Systems Planning; **Wesley Musgrove**, District 1 Office; **John Narigon**, Design; **Ray Ringgenberg**, Design; **Brad Van Baale**, Chariton construction; **Luann Waters**, Davenport DL station

10 years

Brian Devaul, Pocahontas garage; **Johnnie Grosenbach**, Grinnell garage; **Jeff Hanson**, Spirit Lake garage; **Tyler Harper**, Information Technology Division; **Carl Hesse**, District 3 Office; **Micheal Potter**, Altoona garage; **Dennis Reuvers**, Rock Rapids garage; **Danny Zeimen**, Des Moines construction

5 years

Tyris Adair, Creston construction; **Latisha Berger**, Sioux City DL station; **Thomas Brunscheon**, District 2 Office; **Amanda Daughenbaugh**, Driver Services; **Ted Diers**, Fairfield garage; **Eric Feldmann**, Support Services; **Kary Green**, Burlington garage; **Peter Hjemlstad**, District 2 Office; **Ivan Jopp**, Pacific Junction garage; **Terra Kinney**, Motor Vehicle Enforcement; **Karen Kontos**, Bridges and Structures; **Corey Lorenz**, Information Technology Division; **Kimberly Maxwell**, Motor Vehicle Enforcement; **Kimberly Miller**, Muscatine DL station; **Brad Phipps**, Cherokee construction; **Jason Prindle**, Design; **Marina Raku**, Motor Vehicle Enforcement; **Karen Rockingham**, Marshalltown DL station; **Linda Roecker**, Driver Services; **Leonard Scroggs**, Clarinda garage; **Norbert Shoumaker**, Motor Vehicle Enforcement; **Ladana Sogard**, Bridges and Structures

Six rules for school safety

Back-to-school does not have to mean back-to-worrying. Though safety inside school is ultimately the responsibility of the principal and school staff, parents can take a few basic steps to ensure a safe school experience. These are recommended by the National Association of Elementary School Principals.

1. Learn the school's emergency procedures. Emergency plans and phone numbers are usually included in school handbooks and posted in classrooms. Taking a few extra minutes to familiarize yourself and your child with emergency information can give him the confidence he needs to act quickly in emergency situations.

2. Know travel routes to and from the school. Make sure you and your child know both primary and alternate routes. In an emergency, roads can be blocked and it's important to have a backup plan.

3. Know and follow school security and safety measures.

These might include signing in when visiting the school, being escorted when walking through the building, or wearing a visitor pass. Following these procedures also sets a great example for your kids.

4. Talk with your child about safety. Be specific. Talk about instinct and paying attention to funny feelings of fear. Explain what to do if your child doesn't feel safe (find a teacher, call 911, etc.). Make sure your child knows how to contact you or a trusted neighbor who is likely to be at home.

5. Inform school staff about health and emotional concerns. Whether your child has a food allergy, a physical disability, or has been subject to bullying, make sure to keep your child's teachers and principal in the loop.

6. Get involved. Talk with the principal about what you can do to increase school safety, such as organizing parents to form a neighborhood watch before and after school. Sometimes parent groups are highly successful in making improvements in traffic safety during drop off and pickup times.

Source: www.scholastic.com/resources

Personnel updates

Information supplied by the Office of Employee Services for May 25 to July 19, 2012

New hires

Kenneth Berry III, motor vehicle officer, Motor Vehicle Enforcement; **Richard Cuevas**, motor vehicle officer, Motor Vehicle Enforcement; **Joshua Dagit**, motor vehicle officer, Motor Vehicle Enforcement; **Christian Dekker**, motor vehicle officer, Motor Vehicle Enforcement; **Kristan Erskine**, motor vehicle officer, Motor Vehicle Enforcement; **Derek Floerchinger**, motor vehicle officer, Motor Vehicle Enforcement; **Michael Gallup**, mechanic, Independence garage; **Isaac Hunt**, motor vehicle officer, Motor Vehicle Enforcement; **William Perez**, motor vehicle officer, Motor Vehicle Enforcement; **Mark Pitlick**, motor vehicle officer, Motor Vehicle Enforcement; **Senad Suljic**, motor vehicle officer, Motor Vehicle Enforcement

Promotions

Zachary Abrams, from transportation engineer intern, Design to transportation engineer specialist, Traffic and Safety; **Mark Dutra**, from highway technician senior, Cedar Rapids construction, to materials technician 4, District 6 materials; **David Fullarton**, from design technician to design technician specialist, within Design; **Dale Gahring**, from equipment operator senior to garage operation assistant, Williamsburg garage; **Thomas Hamski**, from transportation engineer intern to transportation engineer, within Design; **Daniel Hinman**, from highway technician associate to equipment operator senior, Council Bluffs-north garage; **William Kreinbring**, from garage operations assistant, Grimes garage to highway maintenance supervisor, Tipton garage; **Deanna Maifield**, from transportation engineer manager to transportation engineer administrator, Design; **Shirley Morse**, from motor vehicle officer to motor vehicle investigator, with Motor Vehicle Enforcement; **Angela Nepereny**, from driver's license clerk to driver's license clerk senior, Des Moines DL station; **Jason Prindle**, from design technician to design technician specialist, within Design; **Steven Rauen**, from highway technician, Dyersville garage to highway technician senior, Manchester construction; **Dennis Sandquist**, from highway technician associate to equipment operator senior, De Soto garage; **David Staab**, highway technician, Newhall garage, to highway technician senior, District 6 materials; **Lance Starbuck**, from public service executive 2, Des Moines maintenance, to public service executive 4, District 1 Office; **Richard Starks**, from highway technician senior, Cedar Rapids construction, to garage operations assistant, District 6 paint crew; **Steve Stonehocker**, from driver's license clerk to driver's license clerk senior, Des Moines DL station; **Neal Torneten**, from equipment operator senior, Atlantic garage to garage operations assistant, Adair garage

Transfers

David Dorsett, from transportation engineer specialist, District 4 Office to transportation engineer manager, Council Bluffs construction; **Kevin Holm**, bridge inspector 2, within Bridges and Structures; **Carol Iske**, clerk-specialist, from Driver Services to Vehicle Services; **Gary Kretlow**, design technician specialist, within Design; **Michael Loerts**, highway technician, from Spencer garage to Spirit Lake garage; **Angela Owen**, administrative assistant 2, from Dubuque DL station to Driver Services; **Sherrie McClanahan**, design technician, from District 1 Office to Right of Way; **Jacqueline Miskimins**, executive officer 1, from Maintenance to Contracts; **Daniel Vallier**, motor vehicle investigator, within Motor Vehicle Enforcement; **Joshua White**, mechanic, from Maquoketa garage to Anamosa garage; **Brian Worrel**, transportation engineer, within Bridges and Structures

Retirements

Luann Beckel, program planner 3, Motor Vehicle Division; **Jack Brass**, highway technician associate, Iowa Falls garage; **Steven Brodie**, engineering technician senior, Maintenance; **Richard Butz**, executive officer 1, District 6 maintenance; **Don Carter**, highway technician associate, Coralville garage; **Fred Cerka**, executive officer 2, Design; **Duane Dewaele**, facilities maintenance coordinator, Maintenance; **Camiel Dhooge**, highway technician associate, Malcom garage; **Terry Elmore**, driver's license supervisor 2, Driver Services; **Randall Faber**, environmental specialist senior, Location and Environment; **Leland Gritton**, garage operations assistant, Tipton garage; **Marlene Jensen**, secretary 2, District 4 Office; **Daniel Kopplin**, construction technician, New Hampton construction; **Bruce Kuehl**, transportation engineer administrator, District 6 Office; **Tim Molacek**, highway technician, Algona garage; **Michael Moller**, construction technician senior, Cherokee construction; **Vicky Oien**, garage operations assistant, District 3 paint crew; **John Peak**, highway technician associate, Grinnell garage; **Janice Queener**, clerk-specialist, Motor Carrier Services; **Mary Schaeer**, compliance officer 1, Driver Services; **Beth Schroder**, executive officer 1, District 4 Office; **Scott Steffens**, highway technician associate, Atlantic garage; **Steven Vannoy**, information technology specialist 5, Information Technology Division

Mark your calendars for the SharePoint "Third Thursday Open Forum" series



Microsoft SharePoint is currently being offered as a document sharing\collaboration tool for internal DOT use only.

To request a SharePoint site:

- Motor Vehicle Division: Please email Diane Martin
- Highway Division: Please contact Karla Hocker
- All other divisions: Please contact the Service Desk at 515-239-1075.

By governance, it is required when you request a site that you appoint a site administrator\power user. All site administrators\power users are required to attend a three-day training course to learn how to build a site.

A monthly training and question/answer session is also provided. The sessions will be held the third Thursday of each month from 1 to 2:30 p.m in the Ames Administration Building Second Floor Conference Room or through the polycom video conference. To access the forum sessions via polycom, contact Eric Dowd at 515-239-1265 or Heather Thompson at 515-239-1100.

Date	Topic
2012	
Sept. 20	Records management
Oct. 18	Document libraries - best practices
Nov. 15	Lists - best practices
Dec. 20	Connect to Outlook
2013	
Jan. 17	My sites
Feb. 21	Wikis and blogs
March 21	Yammer



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 Public Affairs, at 515-239-1314 or e-mail tracey.bramble@dot.iowa.gov.

Paul Trombino III, Director

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

- On the cover:** Canoeing on the Turkey River Water Trail in northeast Iowa.
- August I-Spy clue:** A fun-"fueled" day on the water.
- June/July I-Spy solution:** The light post on the far left side of the bridge is upside down.

Iowa and Nebraska connecting in a whole new way

Exciting things are happening in southwest Iowa. Work is underway to complete the U.S. 34 Missouri River Connector project, a Missouri River bridge and four-lane highway that will connect Mills County, Iowa, and Sarpy County, Neb.

The U.S. 34 Missouri River Connector project creates a high-speed, high-capacity corridor between Interstate 29 in Iowa and U.S. 75 in Nebraska, solving existing transportation deficiencies, and providing opportunities for economic development and new jobs.

The project includes rebuilding and realigning U.S. 34, constructing a new bridge across the Missouri River and updating an interchange with I-29, which will open untapped development potential in southwest Iowa and the southern Omaha-Council Bluffs metropolitan area.

The new bridge will include shoulders to accommodate pedestrians and bicyclists, and provide a direct connection between I-29 and U.S. 75.

The U.S. 34 Missouri River Connector will remove truck and commuter traffic from the Plattsmouth toll bridge and downtown historic district, both of which are listed on the National Register of Historic Places. With the U.S. 34 Missouri River Connector, traffic is projected to be reduced by 25 percent in downtown Plattsmouth for the 2030 horizon year. Removal of this traffic will alleviate vibration impacts on historic buildings, retain the historic character of the downtown district and improve pedestrian and bicycle access. The U.S. 34 Missouri River Connector will also reduce traffic in downtown Bellevue and on the Bellevue toll bridge by approximately 58 percent.

In addition to improving access for pedestrians and local traffic, removal of truck and commuter traffic from these downtown areas will improve safety as well as benefit economic activity and preserve the traditional main street atmosphere in these communities.

The project area is near the geographic center of the nation, along key transportation routes that provide service to all major markets. It is also located within a population center with more than 50 million people living within a 500 mile radius of Omaha.

Transportation, warehousing and logistic resources are readily available for new and expanded private sector operations wishing to take advantage of available land and labor in the project area. Within one day, goods shipped by



Work began this spring on the Iowa side of the U.S. 34 bridge over the Missouri River.

truck from this area of the country can reach 26 percent of the U.S population. Within two days, the reach extends to 91 percent.

In addition to trucking availability, operations requiring rail service will also be served by the U.S. 34 Missouri River Connector. The nation's largest rail companies, BNSF and Union Pacific, operate in the project area and serve the large industrial tracts. All major U.S. cities are within five days' travel by rail from the project area. With access to rail and truck transportation modes, shipping costs for businesses in the region are a significant attraction for new businesses and job growth. The project location is also within the Mid-Continent North American Free Trade Alliance Trade Corridor, providing improvements in freight movement for companies in the project area that rely on trade with Canada and Mexico.

Creation of the U.S. 34 Missouri River Connector will provide \$144.7 million in benefits to the national economy over 30 years. In addition to jobs associated with construction and maintenance of the project, more than 35,000 jobs will result from new economic development provided by the transportation corridor. These jobs will provide employee compensation of more than \$1.5 billion in the states of Iowa and Nebraska between 2010 and 2043.

The estimated total project cost including planning, design, right-of-way acquisition, utilities, construction and maintenance is \$137.98 million (2010 dollars). Construction began in 2010 and is scheduled to be complete and open to traffic in 2014.