INSIDE

IOWA DEPARTMENT OF TRANSPORTATION NEWSLETTER MARCH 2004

INSIDE INSIDE

From my view

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

Information Technology Division

Of the seven DOT divisions, the Information Technology Division (ITD) is the group that works with the largest number of employees across all offices in every DOT location. Whether behind the scenes in the DOT's new Data Center or on the front lines with the divisional support teams, dedicated ITD employees have the unenviable task of keeping our systems in line with ever-changing upgrades in technology and forging a few paths of their own in creating systems that increase our productivity and customer satisfaction.

With changes in technology occurring every day, and employees becoming more willing to embrace these advances, it's a real challenge for ITD to keep our communications systems up and running, and our information systems safe from viruses, hackers and other cyber dangers, while not limiting access to necessary tools for employees and services for customers.

One ongoing core function of ITD is to remain current with all Windows operating system patches and updates to virus scanning software, and to send those to each user either through the network or individually. With the various worms, viruses and other disruptive influences on the Internet, this is a daunting task that will sometimes interrupt our daily work for a few minutes. Please join me in accepting these small interruptions because, without them, our systems could completely shut down.

Because so many of our divisions work closely together, many of the divisional support teams partner to complete joint projects. Due to space constraints, I won't be able to recognize every project ITD employees have undertaken, but here are the highlights from each support team and the Office of Enterprise Services.

Office of Enterprise Services

After many months of planning, the old computer room was moved to a new space now called the Data Center. The move was necessary because of the asbestos abatement currently underway in the administration building. From September to November staff worked during non-business hours to make the move transparent to users. Because of the dedication of ITD employees, the relocation was completed on schedule and with minimal disruption to DOT services.

Because of the Data Center move, the fiber optic and copper cable systems connecting the entire complex had to be redone. The communications section of ITD did an excellent job of accomplishing this feat with no interruption in service.

Another success of the communications section is the recent completion of an eight-year project to convert the DOT's statewide radio system from analog to digital. Planning for this change actually began in the early 1990s and work started in 1996. This was a complicated task which included the conversion of 126 repeater transmitters, 1,900 mobile radios and 110 handheld radios.

Another group in the Office of Enterprise Services that works closely with all division support teams is the Applications Technology Support Team. This group was involved in many of the projects you'll read about under each divisional support team.

Highway Division Support Teams

In the past year the Development Support Team has accomplished several large projects including: implementing a client/server version of the software used to let construction projects; creating the Bridge Electronic Management System; defining the scope of the Resource Management System that will be used to track maintenance activities, such as roadway repairs and snow and ice removal; and redesigning the Project Scheduling System.

Although all of these projects were well done and required a great deal of effort by ITD employees, the Project Scheduling System is a significant step forward in our ability to manage the project development process, and the only one of its kind designed and developed in-house by any DOT in the country. Many states are going through a similar process, but all others have contracted this type of system development to contractors for hundreds of thousands of taxpayer dollars. I'm very proud of the fact our employees have the dedication and skill sets to accomplish this task with our own staff. Look for more details about this system in an upcoming issue of INSIDE.

The Workstation Support Team has the task of keeping all field offices updated with equipment and software. In the past year this team has installed 300 machines in offices in every corner of the state, applied critical patches to work stations, and are working to convert all Highway Division equipment to an upgraded version of Micro Station.

Motor Vehicle Division Support Team

Web-based applications have been the emphasis of the Motor Vehicle Division Support Team. Systems in various stages of development include vehicle registration applications, certified driver license records, and International Fuel Tax Agreements to be available for customers on the Internet.

Cooperative efforts with county treasurers' offices continue to ensure network changes have little impact on productivity.

Planning and Modal Division Support Team

As you read in my column on the Modal Division, a new Public Transit Management System is under development to allow regional transit agencies to submit updates to their data via the Web. More details on this system will be provided in an upcoming INSIDE article, but the Modal Division Support Team has been working closely with staff in the Office of Public Transit to make this system a reality.

The five-year program has been a mainframe-based system that was difficult to integrate with other databases. The Planning and Modal Division Support Team converted this system to a client-server environment to achieve interoperability, including enhanced reporting and mapping capabilities.

Operations and Finance Division Support Team

The goal of the Operations and Finance Division Support Team has been increased customer satisfaction in moving many systems used internally to a client-server environment. These changes to the staff action and accounts payable systems provide for more user-friendly customer interfaces and improved functionality. The timesheets and expense reimbursement migration to a client-server application is now being tested and should be implemented soon. The purchasing field lettings system is also in development to provide a method for field offices to create bid lettings for field facility items.

Although these are just a few of the many projects undertaken by Information Technology Division staff, I hope you now have a better understanding of this group and how the projects they accomplish make us all more effective in the work we do everyday.

It's all about pavement temperature

It's 20 degrees outside. There are four inches of snow on the ground and the white stuff is still falling. How would you treat the roadway?

"Knowing the air temperature and snowfall are important factors that supervisors use to determine how to treat roads during a winter storm," said Dennis Burkheimer, winter operations administrator. "But another critical piece of information is the temperature of the pavement in the area to be treated."

Measuring pavement temperature, subgrade temperature, wind speed and a number of other factors has turned the battle with snow and ice on the roadways into a very complicated process. The mix of meteorology, physics and chemistry combine to develop a plan to treat roads in the most effective and efficient manner for each storm.

Pavement and subsurface temperatures are important keys to understanding which treatment options are best. Every roadway information system station in the state has several sensors embedded in the pavement and bridge decks along with one in the subsoil to assist supervisors in assessing the situation at a given location.

"In the fall subsurface temperature will often be warmer than the air temperature," explained Burkheimer. "That will keep a pavement warmer than the air. The opposite is often true in the spring when the subsurface might still be cold from the long winter, while the air is warm. This causes the pavement to stay much colder than the air."

The Iowa DOT primarily uses granular salt (sodium chloride), sand, a mix of sand and salt and calcium chloride. In recent years the department has started using more liquid salt to prewet the salt before it is applied to the road.

"As we've said, pavement temperature and forecast pavement temperature will often determine the effectiveness of any of these materials," said Burkheimer.

Granular salt works best at higher temperatures. "Salt needs heat and moisture to start melting snow and ice," said Burkheimer. "A pound of salt at a pavement temperature of 30 degrees will melt 46.3 pounds of ice, while a pound of salt at 25 degrees will only melt 14.4 pounds of ice. As you see, the effectiveness drops off dramatically at lower pavement temperatures."

When temperatures are too cold for salt alone, abrasives are often mixed with the sand to provide traction. Some locations will also add calcium chloride, which works at lower temperatures than salt.

So when are pre-wet salt and anti-icing effective? "Pre-wet salt is used when we need a quicker reaction time from the salt," said Burkheimer. "Since a small amount of brine has already been introduced to the salt, it has become activated before it hits the road. This is also a good strategy to use to keep the material on the roadway. Pre-wet salt is about the consistency of oatmeal, so it will stick to the roadway when dry salt might bounce or scatter during application."

Anti-icing applications, which are usually done with liquid sodium chloride, are not typically used during a snowstorm or when pavement temperatures are low.

"Salt brine is about two pounds of salt for every gallon of water, which means a typical application is about 100 pounds of salt per lane mile compared to 200 to 250 pounds per lane mile and higher during a winter storm. Anti-icing has limited use during a major snow event or with low pavement temperatures.

"Brine can work well prior to a storm as an anti-icing agent to prevent a bond between snow/ ice and the roadway," said Burkheimer. "This tactic might also be used in a light snow event, but because it will dilute quickly, it may not be an effective tool in a major storm."

So back to our scenario – The air temperature is 20, with pavement temperature of 28 degrees. There are four inches of snow on the ground and the white stuff is still falling. How would you treat the roadway?

Preserving the past in Oelwein

Since Oelwein's rail heyday, Transco Railway Products employees have witnessed a decline in rail service culminating in the potential loss of the area's sole remaining rail line. Since Transco is in the business of rehabilitating rail cars, when the Union Pacific Railroad (UP) indicated the line was a potential abandonment candidate, Transco's future in Oelwein was in jeopardy. To control the fate of the location, Transco began discussions in 1995 with UP concerning purchasing the Dewar to Oelwein rail segment.

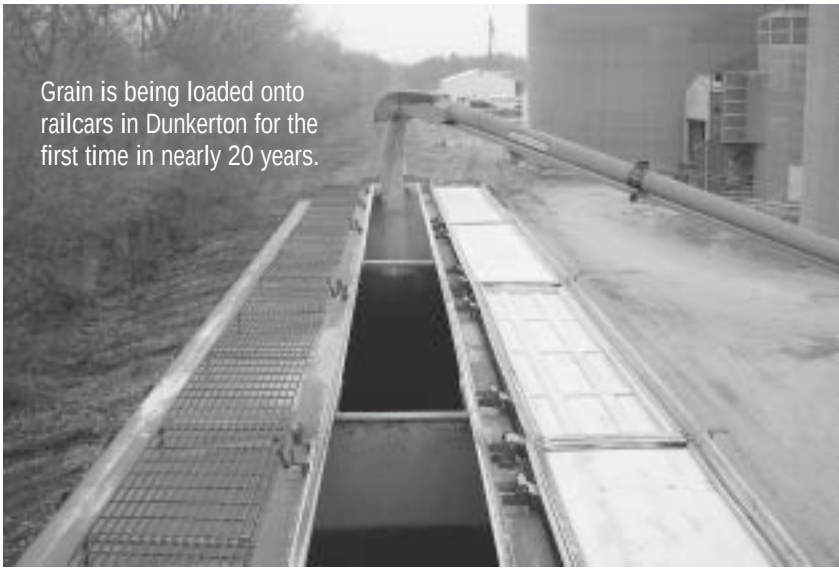
In October 2003 Transco finalized the purchase of much of the track in Oelwein, as well as the 23-mile line from Oelwein to Dewar. Transco has contracted with the Iowa Northern Railway to maintain the line and provide service to Oelwein. The newly established railroad was dubbed the D & W Railroad in remembrance of two Transco employees who lost their lives on the job.

Although the probability of Oelwein returning to the former rail service levels is not likely, a rich history is now partially preserved. Forty years ago Oelwein was the hub of the Chicago Great Western Railway (CGW) system. At one time, six lines radiated out from Oelwein, and the yard had 25 miles of track. The CGW was an aggressive and innovative company, operating 1,500 miles of lines from Chicago to the Twin Cities, Omaha and Kansas City, with Oelwein as the hub and headquarters for operations. CGW was one of the pioneers in the experimentation and use of early distillate- and gasoline-powered rail passenger trains, and was one of the first railroads to handle "piggyback" trucks on rail flats. It was known as a railroad that ran impressive two-mile long freight trains with sometimes a dozen locomotives.

The massive car and locomotive shops at Oelwein once employed 1,200 people. Some of the best and brightest mechanical minds at that time passed through Iowa, including an early shop superintendent named Walter Chrysler, who left Oelwein to later form the Chrysler Corporation.

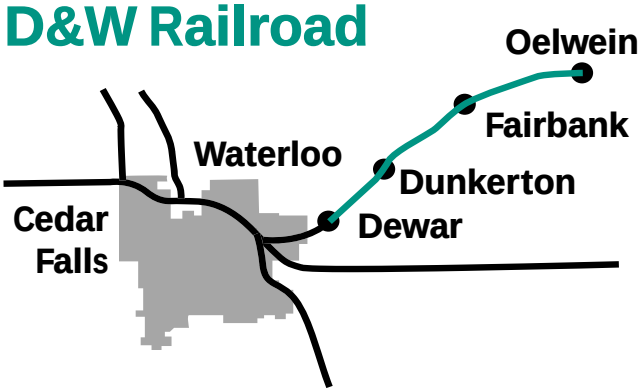
The Chicago Great Western was acquired by the Chicago North Western Railway in 1968**,** which was in turn acquired by the Union Pacific Railroad in 1995. Transco took over the old CGW repair shop on Aug. 1, 1969.

Currently, the Transco facility employs from 50 to 100 people, and is an important business partner in the community. In 2002 Transco received a $234,000 loan from the Iowa Department of Economic Development to preserve 58 jobs and add another 20 jobs, made possible through the preservation of rail service to the community. Other financial participants included the city of Oelwein, Fayette County, and Northeast Iowa Community College. This funding has been used to install 5,000 railroad ties in the line since the change in ownership.



Grain is being loaded onto railcars in Dunkerton for the first time in nearly 20 years.

D&W Railroad



In the first month of the new operation two restored rail shippers are already using the line. The elevators at Dewar and Dunkerton are shipping corn by rail to processors in Cedar Rapids for the first time in nearly 20 years. The new operator is aggressively working to attract additional customers to the line once more.

Over the past four decades much has changed, but with Transco's purchase of the line, rail tradition in Oelwein is preserved and the jobs of Transco employees are protected.

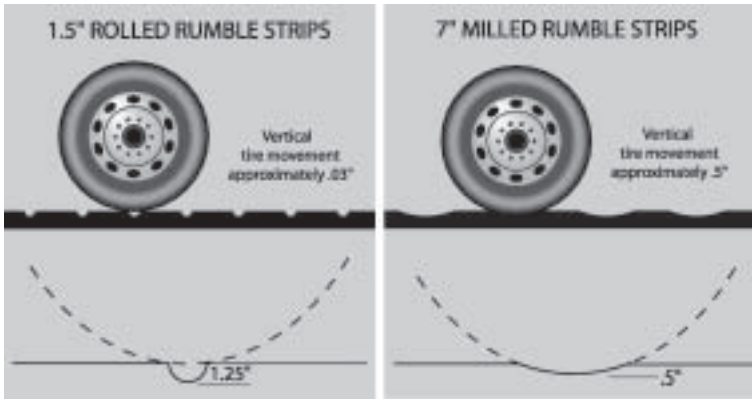
Let's get ready to RUMBLE...

Single vehicle, run-off-the-road crashes account for about one-third of fatal crashes in the U.S. each year. One of the most effective measures that can be taken to prevent vehicles from running off the road is the shoulder rumble strip. Anyone who has run over them knows the noise and vibration produced will snap a distracted or drowsy driver to attention in a hurry. They are also effective in letting drivers know the roadway edge is near when roadway markings are less visible due to snow, rain or darkness.

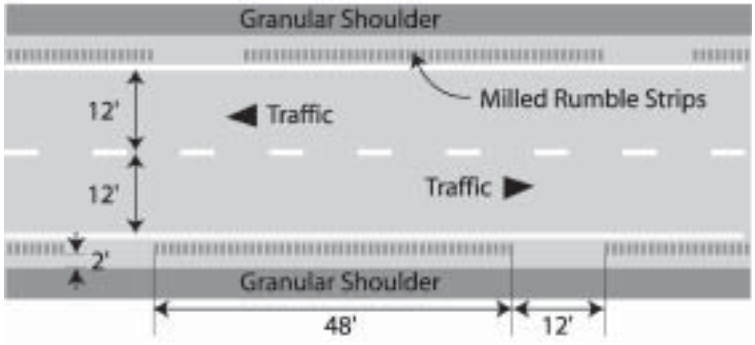
For years Iowa has rolled or formed rumble strips into newly paved shoulders before the pavement hardens. These strips have proved somewhat effective for passenger vehicles, but the narrow cuts in them are not as effective on vehicles with larger tires.

"Drivers of vehicles with larger tires just don't feel the same impact from rolled rumble strips," said Will Stein of the Office of Design. "The tires skim over the narrow cuts without much vertical motion."

A new technique of cutting in wider rumble strips has recently been used on U.S. 20 in Buchanan and Delaware counties and on I-35 near Ankeny. Each cut is 16 inches long, seven inches wide and one-half inch deep. This contrasts to the rolled strips, which are deeper but much more narrow. The milled strips can be cut into any existing paved shoulder in adequate condition, whereas rolled strips need to be installed at the time of paving.



Typical 4-foot Paved Shoulder Design



The wider shape of the new design provides superior performance. A vehicle's tires drop slightly into the rumble strip, creating more noise and vibration, not only for cars but also for trucks and other vehicles with large tires.

According to Stein, the cost of cutting in these wider strips is very reasonable and has gone down considerably as the new design has been widely adopted nationwide. "We're finding that the longer the project, the less expensive it is for these strips," he said. "The project near Ankeny was fairly short with 16 lane miles. The cost per lane mile for that project was about $686."

Maintenance issues are also being evaluated. Penny Holtz, equipment operator senior in Manchester, said, "The rumble strips on U.S. 20 between Delaware and the Iowa 187 overpass are not a problem with snow removal. To be honest, you couldn't even tell that you were on them. You can definitely feel them as you drive over them with a car, and you can tell with a big truck, but virtually no troubles with plows."

Bicycle accommodation has been an issue in several states that have moved towards more widespread use of shoulder rumble strips. In an effort to garner input and advice from cyclists and address these issues up front, Kathy Ridnour of the Office of Systems Planning worked with Stein and several members of the biking community to come to a compromise.

One area of concern raised by bicyclists was the inability of a bike to move from the roadway to the shoulder if rumble strips are in place. The group agreed that the best solution was a gap pattern on all highways where cyclists are legally allowed. Rumble strips will be placed in 48-foot sections, with a 12-foot break in between to allow cyclists to cross over. This pattern still provides 80 percent coverage of the shoulder with rumble strips.

"Gaps give the bicyclists the flexibility they need to move between the shoulder and roadway. Traffic on the roadway might force a bicyclist to the shoulder, or debris on the shoulder might make the roadway a safer place to ride," said Ridnour. "With the

Rumble continued on page 10

Council Bluffs sign trailer

Change often brings challenges in unexpected places. Last year when the Highway Division changed from wooden to Lang support signs and Windmaster signs for work zones, a challenge was found in the transportation of the new signs. “The old signs had rectangular wooden bases and our sign trailers were designed to carry those,” said Ed Black, automotive mechanic at the Council Bluffs-south garage. “The Lang signs have metal bases with slide-on legs. They wouldn’t fit in the sign trailers.”

Black renovated an old sign trailer to accommodate the new signs. He used flat steel, Telspar post remnants and one-half inch cold rolled steel for braces to hold the sign legs. The trailer’s arrow board was tilted to accommodate new signs, which stand upright rather than lying flat. The back of the trailer was boxed in to hold the Windmaster signs and sand bags. Tubing was used for metal leg storage and the Windmaster signs.

Black said he has renovated two of the shop’s four trailers at an approximate cost of $350 for materials and 20 to 24 hours of labor each. The revamped sign trailer now has capacity to carry 13 Lang support signs and eight Windmaster signs, plus sand bags. With this modification, sign installation is now a one-person job. For more information on the sign trailers, contact Ed Black 712-366-0332 or edward.black@dot.state.ia.us.

The Council Bluffs shop won a “Build a Better Mousetrap” award at the Maintenance Expo last September.

Obesity carries hefty price tag

Study lists Iowa annual cost at more than $780 million

by Kevin Teale
Communications Director, Iowa Department of Public Health

A national study released recently examines obesity and obesity-related conditions that cost Iowans $783 million a year in extra health care expense. Since nearly half those costs are paid through government-funded health programs, such as Medicare and Medicaid, they are being paid by every Iowan.

The study, published in the journal *Obesity Research*, lists the national cost of obesity at $75 billion a year. The percentage of overweight people in each state was determined through answers to the Behavioral Risk Factor Surveillance System (BRFSS), an annual national survey of Americans and their health behaviors sponsored by the Centers for Disease Control in Atlanta.

"This data clearly shows that obesity is a significant, but preventable, portion of our state's health care costs," said Dr. Mary Mincer Hansen, Iowa Department of Public Health (IDPH) director. "Add to that the burden of long-term obesity-related illness such as diabetes, heart disease and some cancers and you'll see why the public health community is united in wanting to reduce Iowa's obesity rate."

It's not too late! Although "Lighten Up Iowa" officially began Jan. 5, there's still time to get a team together and get moving!

The study reports that 9.4 percent ($198M) of Iowa's Medicaid costs and 7.5 percent ($165M) of Iowa's Medicare costs are directly related to obesity. The latest BRFSS survey reported that nearly two-thirds (61.2 percent) of Iowans reported they were either obese or overweight.

One statewide program designed to combat the problem is "Lighten Up Iowa," sponsored by the IDPH, Iowa Games, and Iowa State Extension. Now in its third year, nearly 1,000 teams have volunteered to increase their physical activity and adjust their nutrition behaviors. Last year, 1,400 teams lost a collective 23 ½ tons of weight. For more information, or to sign up for Lighten Up Iowa, go to lightenupiowa.org.

New library resource available

TransCat, a new online catalog of transportation-related resources, is now available to provide Iowa's transportation community access to a gold mine of training and information materials.

Here's a sample of what you can expect from TransCat:

- ✔ Search the holdings of 11 state DOT libraries, including Iowa's, plus those of the Transportation Research Board Library, University of Minnesota Center for Transportation Studies Library, University of California-Berkeley Harmer E. Davis Transportation Center Library, Northwestern University Transportation Library, University of Michigan Transportation Research Institute Library, Virginia Transportation Research Council, and the Los Angeles County Transit Authority.
- ✔ View and search TransCat holdings using free "Guest View" feature.
- ✔ Most resources listed are available for loan to any transportation official or practitioner.
- ✔ A growing number of items in TransCat are linked to online, full-text publications that can be downloaded and/or printed.

For more information, contact Hank Zaletel, Iowa DOT librarian at 515-239-1200, hank.zaletel@dot.state.ia.us. The catalog is online, www.ctre.iastate.edu/library/search.cfm.

Family Happenings

District 6

Jeanne Heeren

Steve Wilson, District 6 traffic technician, and his wife, Dorothy, experienced several "firsts" Jan. 19. These firsts included flying on an airplane to Washington, D.C., to see their daughter, Theresa, present her first oral argument before the U.S. Supreme Court. Theresa is an attorney with the Iowa Appellate Defender's Office.

Design

Judy Lensing

Evan Bay Brakke, her mom and four siblings

It's a girl for Chris Brakke, transportation engineer, and his wife, Trace. Evan Bay Brakke was born Jan. 11 weighing 7 lbs. She was 20 inches long. Evan joins big brother Cale, 13, and big sisters, Dree, 11, Hope, 7, and Sari, 4, at home in Ames.

Maintenance

Cindy Shipley

Christina Surber and her grandparents

New grandparents Linda and Jim Surber welcomed Christina Nicole Surber Dec. 24, 2003. Christina is the first child of Jim and Linda's son, Erik, and his wife, Cynthia, of Canoga Park, Calif. The baby weighed 7 lbs. 11 ozs. and was 21 inches long. Grandma Linda is a management analyst 4 in Maintenance and Grandpa Jim is an architectural technician 1 in Facilities Support. Congratulations to the Surbers!

Location and Environment

Jean Jesse

Ellie Kruger and her grandparents

Mark and Lu Funnell would like to introduce their first granddaughter, Ellie Sarah Kruger. Ellie is the daughter of Mark and Lu's son Pete Kruger and his wife, Kim, of Overland Park, Kan. She was born Aug. 4, 2003. Mark works in the Office of Transporation Data and Lu is in the Office of Location and Environment.

Watch for the Food Drive

The 2004 DOT employee food drive will be April 5-9. The theme this year is "Share Iowa's Bounty." Activities will be held in the glass hallway outside Café 800. Once again committee members are busy planning all of your favorite activities: cinnamon/pecan roll sale Monday; toiletry items collection Tuesday; DoBiz cookie/book sale Wednesday; ice cream social Thursday and wrap up Friday taking final bids for the DOTNET on-line auction.

Last year, in addition to boxes of food items, DOT employees donated cash that provided 14 food pantries a donation of $632 each! Mark your calendars and start collecting books and/or auction items to donate. Working together we can make a difference in many lives.

Miriam Long, Chair
Maggie Suckow, Co-Chair

Service Awards

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

40 Years

Daniel Clauson, Location and Environment; **Michael Jensen**, Design.

35 Years

Terry Love, Jefferson construction.

30 Years

Carol Foley, Vehicle Services; **Norma Miller**, District 1 Office; **Nancy Richardson**, Operations and Finance Division.

25 Years

Mary Beth Kiner, Right-of-Way; **Cheri Norris**, Employee Services; **Richard O'Brien**, Design; **Johnie Peek**, Burlington DL station; **Louis Ritchie**, Motor Carrier Services.

20 Years

James Abbott, Pacific Junction garage; **Douglas Clemenson**, Ames garage; **Bradford Huso**, Mason City garage; **Larry Visser**, Motor Vehicle Enforcement.

15 Years

Kevin Anderson, District 4 Office; **Hope Arthur**, Document Services; **Dean Bierwagen**, Bridge Design; **Donald Drake**, Design; **Bonnie Ford**, District 5 Office; **Lynn Gemmer**, Cedar Rapids materials; **Marc Greenfield**, Gowrie garage; **Roxanne Jackson**, Hanlontown garage; **Deborah Kroeger**, Davenport construction; **Kathy LaRue**, Local Systems; **Korene Launderville**, Sioux City construction; **William H. Morgan**, Pacific Junction garage; **Margaret Muxfeldt**, Contracts; **Kim Nobiling**, Claims Management; **Nancy Paulson**, Mason City materials; **James Raasch**, Finance; **Judy Schlotter**, Information Technology Division; **Thomas Stolen**, Sioux City construction; **Bradley Suby,** Hanlontown garage; **Lawrence Wheeler**, Waterloo garage; **Maury White**, Williams garage; **Michael Wiedmann**, Martensdale garage.

10 Years

Cathy Aplara, Fairfield materials; **Rodney Baker**, Materials; **Lee Barclay**, Perry garage; **Donald Muessingmann**, Right-of-Way; **Thomas Muhlenbruch**, Information Technology Division; **Chengsheng Ouyang**, Materials; **Thomas Storey**, District 6 field staff; **Susan Wallace**, Policy and Legislative Services.

5 Years

Dennis Baker, Des Moines-north garage; **Chase Colton**, Materials; **Sandra Cooper**, Burlington DL station; **Melissa Grimes**, Design; **Scott Groat**, Right-of-Way; **Barbara Honkomp**, Spencer DL station; **Shad Kent**, Osceola garage; **Barbara Reth**, Cedar Rapids DL station; **Ryan Ridout**, Motor Vehicle Enforcement; **Ryan Roberson**, New Hampton garage; **Kirby Salisbury**, Cedar Rapids materials; **Ryan Schroder**, Council Bluffs-north garage; **Dean Schweitzer**, Rock Rapids garage; **Michelle Sieberg**, Ames DL station; **Dale Spetman**, Council Bluffs-north garage.

Rumble continued from page 6

breaks, it gives the bicyclist the choice where to ride, and they won't feel trapped on either section."

Shoulder rumble strips will be installed for the first time on a two-lane highway in Iowa on U.S. 63 in Bremer and Chickasaw counties this year. Any issues with bicycle accommodation or noise to adjacent homeowners will be monitored.

Other states are experimenting with centerline rumble strips to prevent head-on collisions, as well as pavement markings on top of the rumble strips.

Iowa DOT engineers feel so strongly about the safety benefits that milled in rumble strips are standard on all new construction with paved shoulders. They will also be used when paved shoulders are added to existing highways, as funds are available.

"If we see crash reductions similar to those of other states, it will be a big step forward in making Iowa's highways safer," said Stein.

Personnel Updates

Information supplied by the Office of Employee Services for Jan. 2 to Jan. 29, 2004.

New Hires

John Blohm, equipment operator, Grundy Center garage; **Michael Burgus**, information technology specialist 4, Information Technology Division; **Stephen Megivern**, transportation engineer, Design; **Jeffrey Roll**, equipment operator, Grundy Center garage.

Promotions

Kelly Bunting, accounting technician 2, Finance.

Transfers

John Jepsen, equipment operator senior, Sioux City-Leeds garage; **Kelly Owen**, motor vehicle investigator, Motor Vehicle Enforcement.

Retirements

Donald Sanftner, information technology specialist 4, Information Technology Division.

Remember this?

The eastbound I-80 rest area and welcome center near Wilton was a big hit to these travelers in the mid-1960s, just as the rebuilt version was to nearly one million visitors in 2003.

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 coworkers. For more information, contact Tracey Bramble, Office of Media and Marketing Services, 515-239-1314 or e-mail tracey.bramble@dot.state.ia.us.

Mark F. Wandro, Iowa DOT Director

Tracey Bramble, Office of Media and Marketing Services, Editor
Lynn Purcell, Office of Media and Marketing Services, Desktop Publisher
J. Cory Heintz, Office of Media and Marketing Services, Photographer
Printing Staff, Office of Document Services, Printing

Iowa Department of Transportation

800 Lincoln Way, Ames, IA 50010 • 515-239-1372.

PRINTED WITH SOY INK

recycled paper

PLEASE RECYCLE THIS ISSUE

On the cover: Aviation is flying high in Iowa.

Service Area	Correspondent	Phone
District 1	**Lori Morris**, Ames	515-239-1635
District 2	**Pam Cox**, Mason City	641-423-7584
District 3	**Mary Beth Banta**, Sioux City	712-276-1451
District 4	**Marlene Jensen**, Atlantic	712-243-3355
District 5	**Brenda Hadley**, Fairfield	641-472-6142
District 6	**Jeanne Heeren**, Cedar Rapids	319-364-0235
Bridges and Structures	**Judy Whitney**, Ames	515-239-1564
Construction	**Nancy McMenamin**, Ames	515-239-1043
Contracts	**Peg Muxfeldt**, Ames	515-239-1422
Design	**Judy Lensing,** Ames	515-239-1469
Director's Staff Division	**Lynn Purcell**, Ames	515-239-1730
Driver Services	**Melanie Mathes**, Des Moines	515-237-3153
General Counsel	**Sheri Anderson**, Ames	515-239-1509
Information Technology Division	**Colette Simpson**, Ames	515-233-7728
Local Systems	**Kathy LaRue**, Ames	515-239-1081
Location and Environment	**Jean Jesse**, Ames	515-239-1225
Maintenance	**Cindy Shipley**, Ames	515-239-1824
Materials	**Dawne Berner**, Ames	515-239-1919
Modal	**Mary Kay Reimers**, Ames	515-239-1661
Planning & Programming Divisions	**Mary Kay Reimers**, Ames	515-239-1661
Motor Carrier Services	**Diann McMillen**, Des Moines	515-237-3250
Motor Vehicle Enforcement	**Val Hunter**, Des Moines	515-237-3218
Operations and Finance Division	**Janet Kout-Samson**, Ames	515-239-1340
Research and Technology Bureau	**Phyllis Geer**, Ames	515-239-1646
Right-of-Way	**Carolyn Cirksena**, Ames	515-233-7874
Traffic and Safety	**Linda McBride**, Ames	515-239-1557
Vehicle Services	**Thelma Huffman**, Des Moines	515-237-3182

Iowa concrete paving awards

Mark Bare, Cedar Valley Corp.; Glen Miller, District 4; and John Heggen, Jefferson construction

Greg Mowery, Council Bluffs construction; Craig Hughes, Cedar Valley Corp.; Glen Miller, District 4

Dennis Kloke, Fred Carlson Co. Inc.; Scott Sommers, Chariton construction; Glen Miller, District 4

Larry Berg, Wicks Construction, Inc.; Glen Miller, District 4; Todd Moline, New Hampton construction

In early February more than 600 engineers, highway officials, contractors, and consultants gathered to exchange information and recognize last year's exceptional construction projects as the Iowa Concrete Paving Association (ICPA) hosted its 40th Annual Concrete Paving Workshop.

Highlighting the three-day event was the presentation of the 2003 Portland Cement Concrete Paving Awards. In determining the winners of Iowa's most prestigious paving awards, 50 nominated projects were rated on smoothness, quality control, general appearance and workmanship, contractor management, safety, and project complexity. The ICPA and the DOT jointly evaluated and recognized the following projects as 2003's best concrete pavements. The four awards listed here are state-managed projects. Eight city or county endeavors were also recognized.

DOT winners were:

TRAFFIC MANAGEMENT AWARD
Project: Polk County, I-35/80 and Douglas Ave. interchange in Urbandale
Contractor: Cedar Valley Corp., Waterloo
Engineer: John Heggen, P.E., Resident Construction Engineer, Jefferson; Dave Moeller, P.E., Snyder & Associates, Inc.

INTERSTATE HIGHWAYS CATEGORY
Project: Pottawattamie County, I-80 from the Madison Ave. interchange toward Council Bluffs
Contractor: Cedar Valley Corp., Waterloo
Engineer: Orest Lechnowsky, P.E., Resident Construction Engineer, Council Bluffs

NEW DIVIDED HIGHWAYS CATEGORY
Project: Marion County, Iowa 5 Pleasantville Bypass
Contractor: Fred Carlson Co., Inc., Decorah
Engineer: Scott Sommers, P.E., Resident Construction Engineer, Chariton

STATE ROADS CATEGORY
Project: Allamakee County, Iowa 51 from West Street to Lawler Street in Postville
Contractor: Wicks Construction, Inc., Decorah
Engineer: George Feazell, P.E., Resident Construction Engineer, New Hampton