



Bridge disaster reaffirms our dedication to safety



ODOT Director Matt Garrett

The tragedy in Minneapolis gave us all pause as we considered the question everyone around the country was asking, "Could it happen here?" First, I want to recognize the staff who were inundated by all the inquiries, phone calls and e-mails. Our engineers, public information staff, technical experts and many others handled several hundred information requests or interviews in the first 24 hours alone. You were able to help Oregonians understand how deeply we value safety; how safe our bridges are; where we still have concerns; and how we are addressing them. You did a highly commendable job of helping the public keep the perspective: *Yes, failures are possible; No, we do not think any bridge failure is imminent here — and, if a bridge is deemed unsafe, we close it.*



As you probably know, the governor directed ODOT immediately to re-inspect all the bridges or bridge segments of similar design to the bridge that collapsed in Minneapolis: those of steel deck truss design. Oregon has almost four dozen bridges or bridge segments (such as transition ramps) of this design, about two dozen on the state highway system and the rest owned by cities or counties. To accomplish the Governor's goals, ODOT oversaw the re-inspections of them all. Except for one bridge, our staff completed the work by the end of August — in less than a month. My sincere thanks and appreciation to everyone involved for calming and reassuring our fellow Oregonians.

Second, I want to reiterate that these re-inspections confirmed what our bridge engineers already knew — no new issues were found on any bridge. ODOT has shown, once again, it is worthy of the public's trust and confidence.

While we still don't know exactly what happened in Minnesota, one thing we do know is that our infrastructure, like that of many other states, is aging. With Oregon's flat gas tax and inflation continuing to bite into our purchasing power, the state's ability to fix the wear and tear on our highways is weakening every year as more and more drivers put more and more miles on our roads. We are continually working with our partners, elected officials and transportation stakeholders around the state to address this huge funding issue. Due in part to the bridge collapse, the federal funding situation has also stepped into the spotlight. Discussions are occurring around the country about the projected shortfall in the federal government's highway trust fund and the investment opportunities the 2009 reauthorization of the federal surface transportation legislation may bring.

Nevertheless, I applaud each and every one of you for doing your job and doing it well. We don't need a tragedy to remind us how important our vigilance and commitment is to the safety of the traveling public. I'm very proud of your efforts. Thank you.

What's on the inside of Inside ODOT



Big Trucks take center stage



Just plane folks in Region 5



MCTD targets unsafe drivers

Driver Manual in audio format

We're hearing many things...

New hires, promotions, service awards, retirements

...and more!

Speaking of bridges...

Bridge wins national award and kudos from community

The Portland & Western (L Street) Bridge in Columbia City, a federally and locally funded project, is an award-winning bridge. Located in Columbia City in Columbia County in the northwest corner of Region 1, the bridge won the 2007 Pre-stressed Concrete Industry award for "design excellence in pre-cast concrete design for structures built across North America" in the "Best Bridge with Spans Less than 75 Feet" category.

The original timber Portland & Western Bridge was too narrow, too close to the railroad tracks below, had load restrictions and was in need of significant repair. Columbia City used the ODOT Local Government Section's contract to secure OBEC Consulting Engineers, a Eugene company, to design and oversee construction of the new bridge. Weaver Construction Co. from La Grande was the general contractor on the job, and R. B. Johnson Company of McMinnville was the pre-caster.

As the pictures show, the change was dramatic, and the local community supported the project. One local resident, who was initially concerned about

the removal of the original timber bridge described the new bridge as, "the nicest looking small bridge I have ever seen!"

In addition to working with local governments and contractors, Local Program staff reviews projects to make sure they meet eligibility standards for federal funding awarded to local partners.

"We have a great team here," said Mahasti Hastings, ODOT Local Agency liaison for Columbia and Clackamas Counties. "It's nice to see what we can accomplish together."

Team members on this project included: Guy Hakanson, OBEC project manager; Weaver Construction Company, general contractor; R. B. Johnson Co., pre-caster; Leahnette Rivers, project manager, Columbia City; Tamira Clark, ODOT Region 1 Project Services manager; Mahasti Hastings, ODOT Local Agency liaison for Columbia and Clackamas Counties; Tom Weatherford, ODOT Local Agency liaison for Columbia and Multnomah Counties; Michael Merrigan, Senior Construction liaison, ODOT Region 1;



The new Portland & Western Bridge in Columbia City was noted for its design excellence. The old bridge (inset) was made of timber and in need of significant repair.

Michael Hunter, ODOT Region 1 Local Construction liaison; Tony Coleman, ODOT Region 1 Local Development liaison; Nati Sherman, ODOT Region 1 Local Program assistant; and Matt Novak, ODOT Region 1 Local Program assistant.

Congratulations, team!

MCTD targets unsafe truck drivers

More than one quarter of commercial vehicle (truck) drivers inspected by the Motor Carrier Transportation Division during two recent inspection events were placed out of service with safety violations. The inspection events were held at weigh stations and ports of entry along Interstate 84 and Interstate 82 in July and Interstate 5 and U.S. 97 in August.

These events are part of an MCTD initiative to reduce truck-at-fault crashes on Oregon highways through increased inspections and educational outreach.

Focus on logbooks

The focus of the July and August inspection efforts was on drivers. MCTD inspectors checked drivers'



An inspector talks to a truck driver during a recent inspection.

logbooks and qualifications to make sure they were complying with federal and state regulations, specifically, hours of service regulations. Under the regulations, drivers must take mandatory rest breaks after driving a specified number of hours.

The purpose of these inspections is to help commercial drivers understand the importance of getting the rest they need to operate their vehicles safely. Well-rested drivers are more attentive and less likely to crash. Federal and state regulations seek to prevent driver fatigue by controlling the number of consecutive hours drivers can spend behind the wheel without stopping to rest.

During the event, inspectors also handed out brochures on driver fatigue, safety belts and other safety issues.

"Many drivers, including commercial vehicle drivers, are unaware of how fatigue can affect their ability to safely drive," said David McKane, Motor Carrier Investigations, Safety and Federal Programs manager. "Fatigue slows reaction time, decreases awareness and impairs judgment. It can definitely increase the risk of a crash."

Out of service rate

More than 3,000 inspections were completed during the July and August events. Almost 800 drivers (or 25 percent) were placed out of service for safety violations. The national driver out of service rate is seven percent.

Why is the driver out of service rate

so high? McKane says it is important to understand that the inspections conducted are not random. Rather, the vehicle and driver are scrutinized using several sorting tools. Driver behavior is carefully observed as the vehicle proceeds through the weigh station. Drivers who look inattentive or fatigued are routinely selected for an inspection. During the inspection, the driver is interviewed and supporting documentation is reviewed to verify the driver's log book.

In one recent inspection, a driver fell asleep during the inspection process. Another inspection found a driver who had driven non-stop from Nebraska to Oregon – more than 19 hours.

"Another reason that Oregon's driver out of service rate is higher than the national average is the high quality of our inspections," said McKane. "Our employees really do an outstanding job. They are thorough, yet pleasant and professional."

Motor carriers supportive of effort

For the most part, motor carriers are supportive of MCTD's efforts.

"ODOT inspectors are very knowledgeable and nice to deal with. We wholeheartedly support ODOT's safety inspection efforts," said UPS Oregon District Safety Manager Jerry Ginter. "We don't want to share the road with drivers or vehicles that aren't safe."

In 2006, there were 1,402 truck crashes in Oregon that involved a fatality, injury or disabling damage to



Safety Specialist Harold Wolford carefully reviews a driver's supporting documents.

a vehicle. Of these crashes, about 54 percent were considered to be truck-at-fault. The vast majority of these crashes rest with the actions of the driver. Mechanical failure of the truck is a very small cause of crashes – about five percent. Many crashes are traced to the behavior of the driver, including speeding, following too close, and unsafe lane changes.

Crash rate below average

"Oregon is far below the national average for truck crashes," said David Rios, MCTD compliance specialist. "So our safety program seems to be having a positive impact."

MCTD will conduct similar inspection initiatives along other Oregon highways throughout the year.

"Although the majority of trucks and drivers operating on Oregon's highways are safe and professional, these inspections are important in helping identify those that are not and vital in helping keep Oregonians safe," said McKane.

Avoid fatigued driving this fall

Fatigue doesn't just affect commercial drivers traveling for long hours across country — it can impair any driver, on any length trip.

With the new school year in full swing, the crisp weather of fall and all the activities that go along with it, family members may be getting less sleep, and that can be an issue for motorists.

Drivers, especially younger drivers such as high school and college students, need to understand they may not be as alert as they think first thing in the morning. Getting sleepy behind the wheel sometimes takes people by surprise.

If you feel yourself getting drowsy, you should immediately find a safe place to pull over and take a break from the vehicle.

To avoid getting sleepy in the first place, the National Sleep Foundation recommends seven – nine hours of sleep each night for adults and more for teenagers and young adults. For back-to-school time, experts recommend starting your schedule adjustments a few days early. Another option is to limit your TV and internet time and other evening activities so you have a restful night's sleep.

Here are more sleep-smart pointers for parents:

- Be an example. By practicing good sleep habits, your kids are less likely to adopt bad ones.
- Talk to your kids about the importance of healthy sleep and the consequences of sleepiness, including drowsy driving.
- Recognize that children — including teens — need more sleep than adults.
- When taking prescription or over-the-counter medications, be sure to read all warning labels. Avoid driving if the medication label indicates it may cause drowsiness.
- Coffee is a stimulant, but it should not be relied on to keep a driver awake. The caffeine jolt from coffee does not kick in until at least one-half hour after it is ingested. Coffee might wake you up briefly, but the effects are only temporary and wear off quickly.

For long trips:

- Take along a companion to help keep you alert and to drive if you become tired.
- Schedule rest stops every two hours. While stopped, get out of the vehicle, walk around and stretch.

Learn more at www.drowsydriving.org.

We're hearing many things...

Senior Inspector Rob Heyman of Region 1 assisted a stranded customer, who wrote in her thanks to ODOT and the Governor! Judith Peterson of Redmond, WA wrote, "...I was driving toward Mt. Hood on my way to Bend. About 10 miles after Rhododendron my car, without warning, began to smoke. I was able to pull over to the side of the road; but the car was absolutely dead. **Senior Inspector Rob Heyman** stopped to assist; I used his cell phone to call AAA. Then he waited in his truck doing paperwork until the tow truck arrived. Frankly, I was upset about the car and nervous about being alone in such a remote place. I am very, very grateful for his kindness. I doubt that I will ever be able to thank Rob to the extent he really deserves. Consequently, I'm asking that you recognize him as the kind, conscientious, public/citizen-minded DOT employee he is. He is the epitome of human kindness and is an example of what public service is all about..." **Fantastic work, Rob — congratulations!**

Portland resident Harold Kropitzer also wrote to ODOT and Governor Kulongoski, praising an ODOT employee. He said **Ask ODOT representative Katie Thiel** helped him tremendously. He wrote, "...I went to Salem to try to resolve a problem that involved the California DMV and consequently, Oregon as well...A conference call was set up where it was my good fortune to be put in touch with **Katherine (Katie) Thiel**. I explained the problem to her...Katie was responsive in a way I had forgotten in my dealings with the California bureaucracy. She grasped the situation immediately and demonstrated not only professionalism but a sincere empathy and desire to try and resolve the problem. I want you to be aware of my gratitude to and appreciation of Katie. It reflects well on you and on your office that you have someone like Katie

in your employ. It reflects equally well on the State of Oregon that its representatives do indeed protect the rights of its citizens. I hope you will relay my deep appreciation and thanks to her." **Wow, Katie, way to go!**

Kevin Dull of Tualatin appreciated the assistance of **Tom Steigleder, incident responder in Region 1**. He wrote, "I'd like to personally thank the COMET driver that assisted me on July 12. The COMET driver was professional, calm, and gave good directions. He also did a good job assisting the parties with the proper paperwork. Please let him know how much my family appreciated his assistance." **Great job, Tom!**

On Oregon 18, **Ken Weiland, incident responder in Ona Beach/District 4**, assisted a motorist who belatedly wrote in his thanks. Ed Zeiser wrote, "...It has been ages since you assisted me on route 18 going toward Lincoln City. You may recall the trash hauler that I was driving. I apologize for not writing earlier...Rest assured that I did not forget your help in moving the truck from an extremely hazardous position into a place that was safe. Your professionalism and service was greatly appreciated. Thank you!" **Well-deserved praise, Ken!**

A very happy DMV customer, Mark Crow, wrote into the Governor's office to offer his praise for **Tina West and Denise Robinette**. He wrote, "I wanted to take a few minutes to express my thanks to two state employees...their names were Tina and Denise. I recently found myself needing proof of license in a relatively short period of time while traveling on business. I had two separate interactions with them and they were extremely helpful...Whoever has been responsible for staffing your call center should be commended as well, as

should the clerical staff...Please ensure their supervisors are made aware of this letter...Thank you." **Outstanding customer service, Tina and Denise!**

District 12 Spray and Heppner Maintenance crewmembers and managers were praised by the incident commanders of the Shelton fire and the Monument Complex fire for their support in keeping motorists and fire crews safe. Shelton Fire Incident Commander Tom Savage wrote to Spray Maintenance Coordinator Dave Humphreys saying, "Thanks from the Oregon Department of Forestry's Incident Management Team for the help you and ODOT provided during the Shelton fire. Working together, we were able to achieve a very important end result on behalf of the forest landowners, the community and the surrounding forest resources. The extra effort you put forth truly made a difference...I'll also remember how we all came together to do what was needed to be done. I am grateful for the role that ODOT played in this effort. Carl West, Incident Commander for the Monument Complex fire, wrote to **Humphreys and Spray/Heppner Transportation Maintenance Manager Jim King** saying, "On behalf of the Northwest Interagency Incident Management Team, we would like to commend you for your support to the Monument Complex fire. Traffic safety of both the public and our firefighters is a high priority and your assistance in this effort was greatly appreciated... you greatly assisted in keeping motorists safe and informed about the potentially hazardous driving conditions." The praise was also offered to the **Meacham, Arlington and Prineville Maintenance** sections for loaning out their portable variable message signs during the fires. **Congratulations Maintenance crewmembers – outstanding teamwork!**

Sidewalk projects improve safety in Douglas County

Two recent projects funded by ODOT's Emerging Small Business and Bike and Pedestrian programs made significant improvements to pedestrian safety in Douglas County.

Both projects involved placing new sidewalk in areas with high pedestrian traffic. The \$32,000 project in Roseburg focused on a section of Highway 138E near Phoenix School, a special purpose school established to serve at-risk youth. A \$46,000 project in Sutherlin added sidewalk to the last unfinished segment along Central Avenue, the city's main thoroughfare.

"These improvements may seem small compared with our agency's multi-million-dollar modernization projects, but they're important to smaller communities," said District 7 Manager Lee Sparks. "The success was built on the teamwork of Sheila Lyons, (manager, Bicycle and Pedestrian Program), Jerry Hoffman (ESB Program and Training coordinator) and the cities of Roseburg and Sutherlin, both of which made contributions to these projects.

"We leveraged funds from a number of sources, including ESB, Bike and Ped, cities and district maintenance. Working together, we accomplished more than we could alone."

Prime contractor, the Triton Group Inc. of Eugene, completed both projects this summer.

"We were able to utilize funds from multiple sources," Sparks said. "This allowed us to tackle two projects that otherwise wouldn't have been done."

The need for the Roseburg project arose because of the high numbers of students walking along a major state highway.

"The new sidewalks provide the students with a safer



A project funded through ODOT's ESB program added sidewalk to the last unfinished segment along Central Avenue, Sutherlin's main thoroughfare.

route to and from school," said District 7 Operations coordinator Tony Miller.

The Sutherlin sidewalk project dovetailed with a recent improvement project for the Central Oregon & Pacific Railroad crossing on Central Avenue, which involved installing a new concrete crossing that is ADA-compliant.

The new sidewalks in Sutherlin make the area pedestrian-friendly from Interstate 5 to the downtown business community.

"This was a big project that was greatly needed," said Sutherlin City Manager Bud Schmidt. "The new sidewalks and the upgrade of the railroad crossing are two great improvements for pedestrians."

Solar highways pave way to cleaner energy



Solar panels on highways are common in Europe. The Office of Innovative Partnerships will test the possibility of using them in Oregon.

No, it's not something from the galactic future. It's here and now — and could be in Oregon within a year.

Governor Kulongoski and the 2007 Oregon Legislature took several giant leaps toward making Oregon a leader in reducing greenhouse gases by passing the "Renewable Energy Package." Some 25 energy-related bills were signed into law, including the Renewable Portfolio Standard. The RPS says that Oregon must supply 25 percent of its electricity needs from new renewable sources by 2025. Interim targets include meeting five percent by 2011; 15 percent by 2015; and 20 percent by 2020. Governor Kulongoski further directed Oregon government to become 100 percent powered by renewable resources.

These directives are especially important to ODOT, since in the course of fulfilling its mission, the department contributes significantly to the state's greenhouse emissions. But there are many things we can do at ODOT in less carbon-intensive ways — while still accomplishing our goals. One possibility being considered: solar panels located on suitably situated highway rights of way.

"This could be a perfect way to take something we own (right of way) and realize multiple value out of it," said Allison Hamilton, project director with the Office of Innovative Partnerships. "It's also a great opportunity to help us reduce our carbon footprint."

Tried and true in Europe

Transportation structures and rights-of-way, including shoulders, barriers, sound and retaining walls, abutments, pole mounts and even safety rest areas, have been used successfully for almost 20 years in Germany, Switzerland and other countries to provide space for solar panels. But this model has not been tested widely in the United States. ODOT is embarking on a project to test the viability of this approach, through one or more demonstration projects that will include the design, installation, operation and maintenance of roadside solar installations.

Driving Force Award winners

Congratulations to these employees who recently went "above and beyond" the call of duty in providing outstanding service and exhibiting ODOT's core values in their work. These are the latest "Driving Force" award winners:

Kelly Archuleta
Myron Arneson
Scott Austin
Jan Bass
Richard Bax
Chuck Fish
Lili Gordon
Joe Gray
Allen Hart
Dianne Hillman
Doug Holley
Rick Johnson
Shane Johnson
Kent Kalsch
Larry Keller
Jeff Kerr
Barbara Kurtz
Sherry Lauer
Loren Leiblein

Jerry Marmon
Mike Mills
Greg Morris
Beth Olson
Rex Parks
Julie Ratcliff
Gene Semar
Darrell Simmons
Sheryl Sloan
Brad Smith
Jyll Smith
Leo Smith
Brian Thompson
Rich Watanabe
Chris Weaver
Ann Webber
Robert Wheeler
Brian Williams
Rachel Wilson

A photovoltaic system mounted on the highway right of way in Switzerland has been delivering 1000 kWh (kilowatt-hour) per year of clean renewable energy to the local grid since 1989.

ODOT is proposing a similar demonstration project, and with expert solar advice provided by the Oregon Department of Energy, concept projects have initially been identified as:

- a rack-mounted sound wall retrofit (I-205);
- a pole-mounted array powering luminaries at a free-way interchange (Portland);
- a motor carrier port-of-entry facility;
- potentially, a pole-mounted array powering a traffic signal (Prineville); and
- potentially, a pole-mounted array powering lights in a tunnel (TBD).

Two operational models will be investigated:

1. ODOT will purchase, own, operate and maintain the system, receive the green points, and serve its own energy needs; or
2. ODOT is the host, providing the right of way or barrier infrastructure to a private party, who will purchase, own, operate and maintain the system and get the tax benefits and green points. ODOT will receive power at a guaranteed rate for a contracted number of years; excess power would be sold to the grid by the private party.

ODOT may also investigate a combination of these models or any other innovative financing/operating structure that shows potential. In any case, energy generated would count towards meeting the state's new renewable energy portfolio standard (25 percent by 2025).

The potential is great

To meet the Governor's goal of 100 percent renewable energy for state-owned facilities, state government needs to produce approximately 30 to 60 Megawatts. If solar energy was used to meet 20 percent of this goal — and half of that solar need was met by roadside solar panels — about 100 miles of roadway would be needed. ODOT currently maintains about 16,000 miles of shoulder right of way, so it's easy to see the potential. The challenge is to find the best locations, design the most proficient system, develop the most cost effective financing structure, plan the most efficient maintenance and operations program, and then, flip the switch — on clean, renewable, secure energy.

A smart move to cleaner energy

In addition to meeting the Governor's objectives, ODOT's efforts comply with findings and recommendations from the 2006 Oregon Transportation Plan. Strategies under Policy 4.2 on Energy Supply include supporting efforts to move toward a diversified and cleaner energy supply and working with partners to develop a contingency plan for fuel shortages affecting passenger and freight transportation.

Next steps

ODOT has posted a "Request for Information" to the industry seeking innovative information from private or public interested parties for the design, development and implementation of a project or projects to test options for the generation of clean, renewable energy through installation of solar photovoltaic panels on ODOT-owned property, including highway and freeway rights-of-way.

ODOT is also seeking *your* input. Do you have ideas about how solar panels on ODOT properties might, or might not, work? What about potential vandalism — how could we reduce that risk? Do you have some specialized knowledge that might help in defining, creating and implementing this new initiative?

"Tying together highway right of way and solar panels is unique, brand new in the states," said Hamilton. "We'd love to hear from anyone with any insights." Contact Hamilton at (503) 986-3732 or allison.m.hamilton@odot.state.or.us.

East Meets West

Region 1 bridge replacement gets boost from Regions 4 and 5

In Region 1, a seven-year-old offer via e-mail helped get a unique bridge replacement project completed on Highway 47 in Banks, about 22 miles west of Portland.

Ron Kroop, a district maintenance manager in Region 1, was dealing with an overflow bridge for the West Fork of Dairy Creek that had substantial rot in its timber beams and piles. The bridge, built in 1936, needed to be replaced soon, with temporary steel supports keeping the bridge from being weight-limited while replacement plans were drawn up.

Rather than hire a contractor to do the entire job, Kroop saw the replacement work as a good opportunity for Region 1 crews to do most of the work themselves.

"Taking on a sizable task such as replacing this bridge required us to extensively plan the project, be judicious in what we did in-house and be creative in both design and construction to minimize the necessary hours expended as well as the time of highway closure," Kroop said.

To preserve funds, Kroop dug up an e-mail he received seven years earlier from the Region 5 bridge section supervisor in Burns. The e-mail offered pre-cast bridge components to anyone who could use them. Milwaukie Bridge Supervisor Morry Stover and Region 1 Senior Structural Bridge Engineer Nowzar Ardalan traveled to Burns to physically inspect the concrete bridge components. The components were in good condition, and Region 1 took ten 4-foot wide pieces that would become the new bridge deck.

The new bridge, which cost about \$400,000, is wider than the previous one with a deck of 40 feet. It's safer for bikes and pedestrians, with 8-foot shoulders instead of the 2-foot shoulders before.



Region 5 donated ten bridge deck pieces for this completed bridge replacement project on Highway 47 in Region 1.

Construction of the new bridge required major traffic control on Highway 47, a key freight and residential route connecting U.S. 26 (Sunset Highway) to Banks. Some 4,000 vehicles use the bridge each day, with approximately ten percent being truck traffic mainly from local lumber mills.

The full closure of Highway 47 from July 9 – 22 went smoothly, thanks to the cooperation and support from Washington County, the city of Banks, the Banks Mill and the Port of Tillamook Railroad. The city of Portland helped out when weather forced crews to delay paving by one day. Portland's

Bureau of Maintenance provided a paving machine with operators, leading to a joint Portland/ODOT paving crew.

Key members of the project included Milwaukie Bridge Assistant Supervisor Michael Gehring, who oversaw day-to-day work on bridge construction, and his District 2A Milwaukie Bridge Crew, which was critical in getting the work completed.

"Each of the crew members took pride in the job, worked safely, and offered solutions to problems," Gehring said. Manning Supervisor Kelvin Kohanes and Assistant Supervisor Jose Tavera also made notable contributions from Region 1.

ODOT's Region 4 bridge crew in The Dalles also aided the project. Several workers made the trek west for the duration of the bridge project.

The work that was contracted out — pile driving, pile cap fabrication, crane lifting for deck placement and guardrail installation — helped the project be completed efficiently.

"This sizable project gave us a great opportunity to demonstrate that we have very talented people who can — and want — to do outstanding work," said Kroop.

ODOT drives through the rough

With thousands of visitors descending on Sunriver for the Jeld-Wen Tradition golf tournament, Region 4 created a special course through a major project (U.S. 97 at South Century Drive) for the Aug. 15 – 19 event.

Organizers expected as many as 35,000 people over the event's five-day run. That's over and above the 11,000 vehicles that traverse the project area every day. Some spectators came from Central Oregon, but many came from far away; Region 4 wanted to make sure people enjoyed what they saw.

So Region Manager Bob Bryant, working with Project Manager Ron Snell and Construction Inspector Loren Campbell, decided to create a unique path for motorists in the large highway construction project. The new, temporary route went through the rough-hewn underpass, up the rugged ramp and onto the highway. The project

management team had the contractor lay down a gravel path, compact it, and keep a water truck handy to smother the dust. They then paved a temporary ramp, and coned and signed the route.

All during the tournament, motorists found they had safe and convenient access to U.S. 97. It worked so well, even the Oregon State Police had positive comments about the temporary route.

The U.S. 97 at South Century Drive project will eliminate a potentially dangerous intersection with U.S. 97 by constructing a classic diamond interchange, complete with two bridges, an underpass, and four ramps. Completion of the project is still a few months



Traffic turns onto U.S. 97 from Century Drive during the Jeld-Wen Tradition golf tournament.

away, but Bryant and the Region 4 team knew an opportunity was at hand — and they took it.

It's just par for the course in Region 4.

Oregon Driver Manual now available online in audio format

Like many other states, Oregon is going live on the internet with the audio version of the *Oregon Driver Manual*. Now, when high schools and public libraries lose the copy provided by DMV, or if they wish to have more than one copy available for their patrons, they may download the audio version from the internet.

Likewise, anyone needing to prepare for the regular Class C (non-commercial) driver knowledge test may download the audio version to use along with the hard copy of the *Oregon Driver Manual*.

Traditionally, DMV produces 800 to 900 copies of the manual in CD format

for local high school and public libraries throughout the state. A version in MP3 audio format made its debut on OregonDMV.com in August, greatly expanding the manual's availability.

"Driver Programs will still produce the CD version for school and public libraries," said Renee Davis, Driver Policy Program coordinator. "Every library in Oregon gets at least one copy of the English and one copy of the Spanish audio version. Posting the English version online is a customer convenience."

DMV strongly encourages those using the audio version to read along using the hard copy of the manual to see

the important images and diagrams.

"The audio manual is important for some Oregonians," Davis said. "Many people learn better from listening to a voice, or from listening and reading along, than from just reading."

The purpose of the knowledge test is so that people know and understand traffic safety rules before they drive on Oregon roads — making our roads safer for all of us.

Special thanks goes to Dan Thompson, Dave Pritchard, Scott Gilbert and Pamela Ouder Kirk for their hard work in getting the audio version of the *Oregon Driver Manual* prepared and published online.

Ready, set, grow!

ODOT works with a Eugene company to plant 35,000 trees and other native vegetation at a Salem bridge program site

Though most motorists driving by probably don't notice, sod, shrubs and trees are as important on an ODOT work site as concrete and asphalt. Like a conscientious camper, the agency's mitigation efforts are designed to leave a site looking better than it did before construction.

ODOT is doing just that on an OTIA III State Bridge Delivery Program project in Salem — Bundle 212, Interstate 5: N. Santiam — Kuebler Boulevard — where plants and trees had to be cleared to widen seven bridges.

With the help of Eugene-based company Second Growth, the agency will plant 35,000 trees, shrubs and ground covering plants along the newly widened section of I-5. Many of the plants are native to the state, such as Oregon white oak, big leaf maple, snowberry and Oregon ash. Approximately 1,400 trees, as well as more than 15,600 shrubs and other vegetation, are already planted, with about 18,000 more scheduled for next year. Much of that work will be completed this winter, as many of the trees and shrubs can only be planted in cooler temperatures, when their roots are dormant.

"ODOT is continually looking for ways to help and protect the environment," said Linda Fitzpatrick, Bundle 212's resident construction manager with the bridge program's management consultant, Oregon Bridge Delivery Partners. "Before work on Bundle 212 even began, we made the planting a mandatory part of the construction permit."

The trees and plants will do more than just look nice on the side of the highway; they'll also provide a noise and visual buffer for the surrounding properties as well as help stop erosion.

"These roadside landscapes are very important," said Matt Koehler, a landscape architect from Cameron McCarthy Gilbert & Scheibe, the firm responsible for the landscape design on Bundle 212. "Besides helping improve the air quality and stopping erosion, dense native plantings also assist in keeping noxious weeds, such as blackberries, at bay."

Second Growth will maintain and irrigate the trees and shrubs for an additional year after the project is finished to ensure the plants' survival.

"We chose to use native plants because we wanted the landscape to



After removing trees and plants to widen seven Interstate 5 bridges in Salem, ODOT is working with Eugene-based Second Growth to plant 35,000 new trees and shrubs.

blend with what already exists in the area," said Jean Fodgen, Second Growth's project manager. "Because native plants are already accustomed to the climate and conditions, it's easier for them to thrive. Once established, these plants will require little maintenance and attention from ODOT."

The mitigation on Bundle 212 is an example of ODOT's environmental awareness on projects. When the original trees and shrubs were removed for construction, ODOT reused some of them in creeks to restore and create fish habitat.

"Oregon is known for its flourishing natural areas," Fitzpatrick said, "and ODOT is working hard to keep it that way."

ODOT joins in Big Truck Day



On Aug. 18, more than 3,000 kids and adults attended "Big Truck Day," an annual event organized by Tualatin Hills Park and Recreation Department and held at Conestoga Aquatic Center in Beaverton. ODOT supplied 13 vehicles for the event. Thanks go to Region 1 District 2A Maintenance, Incident Response, Electrical crew and Safety for their participation. In addition to the vehicles, ODOT had several other displays and a safety theme this year, which focused on pedestrians, bicycling and the Safe Routes to School program.

TripCheck now on mobile devices everywhere!

A new specially formatted version of TripCheck.com is now available on BlackBerries, cell phones and other personal digital assistants. It's easy to navigate and offers some new convenient features, such as direct links to hotels and attractions. Traveling to Bend? Look up the hotels in the area, pick one (say, the La Quinta), and the phone number shows up. Click it and you're calling the hotel for a reservation.

The new mobile service also provides all the good information we rely on TripCheck for: incident information, road closures, camera views, the Portland speed map and more.

"We've created another option for finding out what's going on in traffic or checking out road conditions across the

state," said Galen McGill, manager of ODOT's Intelligent Transportation Systems.

Users simply go to the site on their mobile device, www.TripCheck.com or www.TripCheck.com/mobile. An easy-to-use menu offers access to traffic alerts, incident information, road conditions, and traveler services. In addition, cameras within three miles of a reported incident are linked directly to that incident for quick visual checking. Users can also create and save a list of the cameras they check most often.

TripCheck.com is now in its eighth year of service and continues to receive rave reviews from users for its valuable information. Motorists can still also call 5-1-1 for road condition information.

Inside ODOT comments?

Look for our next edition of *Inside ODOT* in October.

If you have a story idea or suggestion, please call (503) 986-3359 or e-mail inside.odot@odot.state.or.us.

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feedback

ODOT contributes to renewable energy future

The freight haulers hail from Oregon, Texas and nine other western states. The cargo comes from Denmark, Germany and New Jersey. It arrives by ship in western Washington, and from there, travels to the windy plateaus of eastern Oregon and Washington.

It's quite a journey — and one well worth it.

From May through Nov., approximately 2,400 loads of wind turbine components are traveling east on Interstate 84 headed for wind farms, where they will begin generating emission-free electricity.



A truck transports a windmill blade to a wind farm. The blade is more than 70 feet long — almost as long as six cars.

Gov. Kulongoski's recent Renewable Energy Standard intends to expand our state's sources of homegrown, clean energy. The governor's goal is to meet 25 percent of Oregon's energy needs from renewable sources by 2025.

Agency efforts combine

Employees from several sections of ODOT are doing their part in a statewide effort to facilitate Oregon's energy independence by supporting the transport of wind turbines throughout the Northwest.

Traffic engineers from the OTIA III State Bridge Delivery Program and Motor Carrier, Technical Services and regional staff visited the Port of Longview, Wash., in June to watch Turner Brothers Trucking of Texas load the three components—blades, nacelles (generators) and towers—that make up a wind turbine. They were joined by representatives of Siemens, a wind turbine manufacturer.

During the past five years, the average size and weight of already large turbine components has increased by a whopping 40 percent. And because the specifications for the components differ based on the requirements of each wind farm owner, ODOT can face very different challenges each year in accommodating the overdimensional cargo on highways and bridges.

Need to handle wide array of transports

"Due to the extraordinary number of loads, no local transporter has enough specialized equipment to handle it all," said Gregg dal Ponte, MCTD administrator. "This means we'll need to reverse-engineer our work zone designs to handle a wide array of different transport types."

Last year the challenge was to make sure the bridges could support extraordinary weight: The nacelles alone came in at 250,000 pounds. In most cases, the weight could be distributed so the total cargo fell within the guidelines, or load rating tables, that ODOT uses to calculate how much freight a bridge can bear. When a load did exceed the weight tables, ODOT's bridge engineering unit calculated how to redistribute the load and communicated their findings to

permit analysts in MCTD, who then issued special permits.

"The support from ODOT in 2006 was flawless," said Duane Downs, vice president and general manager of Wilhelm Trucking & Rigging Co. of Portland, who participated in an earlier site visit to the Port of Vancouver. "It was one of the most smoothly run projects of the year for

Vestas, whose wind turbines we transported. At one point, we even ran two weeks ahead of schedule thanks to ODOT's support."

Loads to get wider, heavier

Next year's loads will be not only extra-heavy but extra-wide. In a construction work zone, the combined space on either side of a vehicle plus the width of the vehicle itself — what truckers call "the hole in the air" — is particularly important to freight haulers driving oversize vehicles. With less clearance, drivers must decrease their speed, slowing all traffic moving through a construction zone. The June meeting in Longview was a chance for ODOT's engineers to see how wide a lane they will need to provide once construction begins on the I-84 bridge program bundles, since they anticipate that next year's cargo will be between 18 and 19 feet wide.

Collaboration with the trucking industry has greatly aided ODOT's work. Using software similar to what helps operators of fire engines and aircraft determine their turning radii, a customized truck-turning template must be developed to predict how the long, wide vehicles will move through curving highways and constricted bridge work zones. The trucking companies volunteered a driver and a truck to help ODOT develop a survey system that will supply data to create the customized truck-turning template.

ODOT's efforts appreciated

"I appreciate ODOT's efforts to accommodate the high volume of large and heavy loads," said Bob Russell, president of Oregon Trucking Associations and member of ODOT's Traffic Mobility Steering Committee. "This is especially helpful in light of the amount of construction scheduled for I-84."

According to the American Wind Energy Association, wind will provide at least six percent of all U.S. power by 2020, enough to power 25 million homes. With the safe movement of turbine components, many homes in Washington and Oregon are likely to be among them.

Archaeology staff partners with Tribes for government-to-government training

Many people don't realize that Native American Tribes have their own unique and independent governments. These tribal governments have special forms of interaction with state and federal governments in the United States.

Employees from ODOT's Archaeology Program have joined with members from Oregon's Native American Tribes to present a unique training opportunity for ODOT employees. "Government to Government: Maintaining Productive Relationships" is a training course designed to familiarize ODOT employees with Oregon's Native American Tribes, tribal governments and inter-governmental relationships.

Oregon has nine federally recognized tribes. Each of these tribes has their own sovereign government, history, culture, language or dialect, customs and social structure. Tribal governments differ from those of other state and federal governments found in

the United States, and vary from tribe to tribe.

The course summarizes federal and state laws regarding ODOT's responsibilities when working with tribal governments and details ODOT's government-to-government policy. The course also provides a brief overview of the customs and cultures of specific Oregon tribes.

"This training allows participants to become familiar with the tribal governments within Oregon, not just from an archeological perspective, but also from a cultural perspective," said Mary Turner, ODOT archaeologist and one of the organizers of the training course.

The first of these government-to-government trainings was held in Region 5 and included representatives from the Confederated Tribes of the Umatilla Indian Reservation. The next training is scheduled for Nov. 14 and will be held at the Coquille Tribe's community plank house in North Bend.

"The plank house is a beautiful

facility," said Turner. "It's a wonderful place to hold a training event."

Turner and fellow archaeologist Tobin Bottman will lead the course that features representatives from the Coquille Indian Tribe, the Cow Creek Band of Umpqua Tribe of Indians and the Confederated Tribes of Coos, Lower Umpqua and Siuslaw. These representatives will be joined by ODOT personnel to teach different sections of the day-long course.

The Nov. 14 course is targeted toward Region 3 managers, environmental specialists, local agency liaisons and maintenance managers and coordinators, but other ODOT employees and liaisons are welcome to attend. Additional trainings will be held in other regions of the state in the coming months. There is no cost for attendance and employees will receive training credit for attending the course. Watch for registration information to be posted on the Human Resources Training intranet page soon.

Region 5 ODOT crews provide wildfire support

Wildfire season in eastern Oregon flared up early this year with numerous incidents that kept firefighting and ODOT crews extra busy. To date, fires in eastern Oregon with geographical names such as the Monument Complex, Otter Creek, Irish Spring, Bear Creek, Grizzly Ridge, Egley Complex, and the Battle Creek Complex have burned nearly half a million acres. While most fires were caused by lightning strikes in remote areas, several impacted traffic on state highways.

Region stays vigilant

For ODOT employees in Region 5, this means continued vigilance in protecting the safety of travelers and supporting firefighting efforts near state routes. Actions included complete closure of highways that run directly through fire areas, restricting traffic with flaggers, and using pilot cars when fire crews, equipment, smoke, danger trees or debris create hazardous driving conditions. In addition to keeping motorists safe in and around fire-impacted areas, Region 5 personnel also provided additional assistance, such as transporting fire retardant, building firebreaks and warning the public of possible fire-related safety concerns.



As of *Inside ODOT's* publication date, fires have burned more than 167,000 acres in Oregon, with six major incidents.

"I particularly appreciate the help you provided on Highway 19," wrote Shelton Fire Incident Commander Tom Savage in an Aug. 10 letter to ODOT Spray Maintenance Coordinator Dave Humphreys. "Your help in organizing the road blocks and then pilot cars made all the difference in providing for both public and firefighter safety. Closing the highway made a huge difference in our ability to efficiently and effectively fall danger trees and snags and operate our firefighting equipment."

Warning motorists of closures

Using high visibility reader boards along highway routes to warn motorists about road closures, detours, and reduced visibility due to smoke in the area also received praise from Savage and the Monument Complex Fire Incident Commander Carl West.

"By providing and maintaining 24-hour high visibility signing (reader boards), you greatly assisted in keeping motorists safe and informed about the potentially hazardous driving conditions while traveling in the vicinity of the incident," wrote West in a July 30 letter to ODOT Heppner/Spray Maintenance Manager Jim King.

Because of the number of wildfires this summer, ODOT employees from all over the region have been involved in protecting travelers and supporting firefighting efforts in many ways.

"On July 19, ODOT District 12 responded to a request for help from Baker County on a very short notice," said ODOT District 12 Manager George Ruby. ODOT received a desperate request to help transport ten pallets of fire retardant from the Hanford Airport in Washington to the airport in Baker City.

ODOT Pendleton TMM Robin Berheim and Hermiston TMM Fred Hale worked quickly to find the people and equipment needed for the job. Jay Patterson from the Hermiston Maintenance crew and Jim Tucker from the Pendleton Maintenance crew tag-teamed to get the fire retardant delivered to Baker City within a 12-hour period, where air tankers were waiting to pick it up and drop it on fires raging in northeast Oregon. When time can make all the difference during a wildfire, their efforts were much appreciated.

Support also came from Pendleton Sign Crew Coordinator Bruce Hilde in ordering fire-related florescent roll-up signs and Assistant District Manager Marilyn Holt for drafting interagency agreement language that set fire protocol guidelines when highway projects are impacted by firefighting activities.

"These are all good examples of ODOT crewmembers and managers being responsive and flexible to go the extra mile and be an asset to Oregonians," Ruby said.

ODOT crews praised

Other praise for ODOT's support during the fire season came from District 14 Manager Ric Young.

"Crews from Burns, Juntura and Jordan Valley provided much needed traffic control and implemented highway closures," Young said. Crews from



ODOT crews work with firefighters to keep motorists out of harm's way during fire season. ODOT has been commended for the quick response from its crews.

Ontario, Vale, John Day and Austin also helped by operating dozers and tender rigs to build fire containment lines or perform other work. "Everyone has been providing support when necessary. They have been doing a great job," he added.

ODOT Spray TMC Dave Humphreys expressed his praise for the quick response and support from Heppner and Spray crews and management. "Stacy Wilson and Dan Metz from Heppner pulled extra shifts, while Jim King came over and did anything that was needed," Humphreys said. He added that he and Diane Peterson, Ralph Graham, Stacy Robinson-Cox, and Zion Jacobson all worked 14 hours on and 10 hours off all weekend to protect travelers and support firefighters battling the Shelton Fire. "Everyone did an outstanding job with no complaints."

Incident commanders in charge of recent firefighting efforts in the area echoed their appreciation for ODOT crews and the good working relationship between agencies.

Safety top priority

"Traffic safety of both the public and our firefighters is a high priority and ODOT's assistance in this effort was greatly appreciated," said West. "The excellent safety record attained on the Monument Complex Fire was due in part to your cooperation."

"ODOT and the Oregon Department of Forestry have worked in partnership on other fires and the successful way it worked (on the Shelton Fire) should be an example for others to follow," Savage said. "On behalf of the Department of Forestry and all of us associated with leading the firefighting efforts, I thank you for your cooperation and participation."



Coming soon to a video monitor near you

If Ebert and Roper were to review this 12-minute production, they'd be sure to give it a thumbs up. "Healthy Lifestyles," the new video from the Office of Employee Safety, showcases ODOT's new employee health promotion program, "On the Road to Wellness."

Employees all over the state are watching the video at crew or staff meetings. The video introduces the new program and features "healthy lifestyle" examples.

The video is part of a multi-media approach that's being used to disseminate important information. Future videos will focus on different health and wellness topics and will star ODOT employees.

For more information, contact your local Safety and Health Committee or visit the "On the Road to Wellness" intranet Web site (<http://intranet.odot.state.or.us/employeesafety/wellness.htm>).

If you or another ODOT employee you know has a wellness story to share, or if there is a wellness topic that you have an interest in, please write us at inside.odot@odot.state.or.us.



Terry Cole, a planner in Region 2, is featured in a segment about healthy eating and weight loss in the "Healthy Lifestyles" video. The video is the first in a series that will focus on wellness topics for ODOT employees.

Highway serves as impromptu landing strip

Cameron Lawson knew it wasn't exactly "bluebird" conditions Monday, Aug. 20, as he piloted his Cessna from McCall, Idaho, into Oregon. He'd checked the radar, the satellite images and the forecast. The rain clouds were expected to lift in the afternoon, he said, and visibility seemed okay. So he forged ahead, keeping an eye on the terrain and the



ODOT crews helped the pilot get back in the air, using the highway as a runway.

roads below. The conditions didn't lift, however, and as he neared Dixie Butte about 3 p.m., the clouds and fog were low, obscuring the ground in places. Lawson knew it was time to land.

"You never want to lose visual reference," he said later.

ODOT Region 5 Maintenance Coordinator Charlie Workman was working at the nearby Austin Section Maintenance Station, just east of Austin Junction, when someone asked if he knew about a plane flying low over the area. They watched the Cessna circling, and Workman could tell the guy was trying to find a spot to land. He jumped in his truck and headed out on the highway to help control traffic and help vector the plane to safety.

Lawson found his spot – one of just a few straight stretches on Oregon Highway 7, about a mile north of the junction with U.S. Highway 26. He circled to make sure there wasn't any car traffic and, with Workman driving below to try to control any traffic, came in for a landing. Workman knew that landing a small plane on that section of highway was possible, if the pilot were skilled enough.

"Years back, another plane landed on the highway in that same area," Workman said.

The plane touched down without mishap and cruised to a safe stop.

"He did some good flying," Workman said.

Workman and other crewmembers from the Austin Maintenance Station were able to help Lawson taxi the plane off the roadway to a field, where he parked the aircraft on a bluff to wait out the weather.

Declining an invitation to stay overnight at the ODOT station, he camped by his plane overnight.

A professional photographer from Bozeman, Mont., Lawson was headed to Bend to pick up his father. Then they were going to fly "up the trench" to Alaska, so he was well provisioned for camping. Bright and early Tuesday morning, Workman and fellow ODOT crewmembers Jim Silva and Steve Combs, along with Workman's wife Erin, returned to Lawson's impromptu campsite to help him get off the ground. After cordial greetings, equipment checks and a final consult with the ODOT employees over



Pilot Cameron Lawson (center) looks over a map with ODOT's Jim Silva (left) and Charlie Workman (right).

his exact location, he folded his map and got into his plane. With Workman, Silva and Combs providing traffic control, Lawson taxied the plane up the highway and took off to resume his journey.

Lawson said he's been a pilot for about four years. While he's used roads as reference points, he's never had to land on a highway before.

"And I don't recommend it," he said wryly.

CART goes before DMV



At least 130 DMV employees learned about recycling and saving money in their commutes to work at the Conservation and Alternative Resource Team Fair on July 26 at DMV Headquarters. Booths included representatives from Salem Area Mass Transit (Cherriots), Mid-Valley Ride Share, Garten, Santiam Cycle, Scott's Cycle, Department of Environmental Quality and DMV CART members.



Honorable mention



This month's *Inside ODOT* Photo of the Month was taken by **Bruce Ebling**, a designer in the Region 2 Tech Center in Springfield, for the photo of Arrowhead Lake in the Three Sisters Wilderness Area. Honorable mention goes to **Joe Cosentino**, traffic signal standards specialist in Salem, for the photo taken from Highway 31 of a storm forming near Paisley.

If you have a photo you would like to share, e-mail us at inside.odot@odot.state.or.us, or call (503) 986-3359.

DMV finds small solution for not-so-small problem

DMV staff, in partnership with the vehicle dealer industry, found a small solution for a big problem experienced by Oregonians who buy motorcycles and mopeds.

For buyers of nearly all other new vehicles, two things proclaim that special "new car" feeling: the famous new-car smell and the temporary registration permit in the rear window.

But buyers of new motorcycles or mopeds get the wind on their helmet instead of new-car smell, and they often have no window to post the temporary permit. That forces riders to carry the temporary registration with them, and law enforcement officers often stop them because no registration plate or permit is visible.

So DMV and the vehicle dealer industry created a solution for motorcycle and moped dealers and riders who have been unable to display a temporary registration permit on vehicles that lack windows.

Dealers and riders suggested through the Oregon Dealer Advisory Committee that DMV create a smaller permit that



could be mounted on the rear license plate frame of a motorcycle or moped. DMV designed a format to fit motorcycle/moped license plate frames and printed it on water-resistant material.

The motorcycle/moped permit has four pre-drilled holes for easy attachment to the license plate holder. It contains an inventory number (MT000000), a space for the effective date, expiration date, counter date and dealer number.

Besides the actual permit attached to the vehicle, a copy of the completed form is provided to the owner to keep available

for law enforcement upon request.

DMV and dealers began issuance of the new permits Aug. 15.

DMV's Debi Mercer led the implementation team, which included: Stephanie Zellner, Vehicle Programs; Gary Harris, Field Services; Chuck Hoffman, Business Licensing; Teri Martin, Customer Services; Jeannie Jordan, Data Processing; Mark McCain, VP 4 manager; Dan Russell, Vehicle Mail; Brenda Woodley, Vehicle Transactions; David Pritchard, DMV Forms; and Debbie Benavidez, Processing Service.

Sometimes great things come in little packages!

Former project manager plays the circuit



Larry Morse, a retired employee from Astoria, spotted retired Astoria Project Manager Tom Falls on the stage at the 2007 Clatsop County Fair.

"This is what happens to old project managers when they retire," Morse said.

transitions

Appointments

Linda Allen, office specialist 2 with Region 1, Clackamas.

Scott Anderson, data entry operator with DMV, Salem.

Melvin Barber, transportation service representative 1 with DMV, Eugene.

Nicole Charlson, operations and policy analyst 1 with Transportation Safety, Salem.

Allie Cyr, project manager 1 with Region 3, Roseburg.

Holly Dietz, office specialist 2 with DMV, Medford.

Rudolfo Escutia, office specialist 2 with DMV, Salem.

Michael Fevurly, compliance specialist 2 with Motor Carrier, Portland.

Lisa Grinnell, office coordinator with DMV, Salem.

Kevin Halesworth, environmental program coordinator 2 with Region 4, Bend.

Barbara Harriman, administrative specialist 1 with Technical Services, Salem.

Rita Holmes, office assistant 2 with DMV, Salem.

Robert Keech, engineering specialist 2 with Transportation Development, Salem.

Matthew Keller, data entry operator with DMV, Salem.

David Leonhardt, investigator 3 with DMV, Salem.

Marjorie Lifsey, environmental program coordinator with Columbia River Crossing, Vancouver.

Susan MacWilliam, compliance specialist 2 with Motor Carrier, Portland.

Jeri McGinnis, procurement and contract specialist 3 with Support Services, Bend.

Richard Naughton, transportation maintenance specialist 2 with Region 5, Pendleton.

Linda Perkins, executive support specialist 1 with Transportation Development, Salem.

David Rushing, engineering specialist 2 with Region 3, Roseburg.

Scott Sadek, transportation maintenance specialist 2 with Region 1, Portland.

Gene Silva, principal executive manager C with DMV, Salem.

Michael Skelton, engineering specialist 2 with Region 2, Salem.

Victoria Smith, data entry operator with DMV, Salem.

Michael Tardif, geologist 2 with Region 2, Salem.

Wanda Ward, office specialist 1 with DMV, Salem.

Victoria Warner, executive support specialist 2 with Information Systems, Salem.

Sharryn Walter, transportation maintenance specialist 2 with Region 3, Grants Pass.

Promotions

Chittirat Amawattana, administrative specialist 1 to administrative specialist 2 with Technical Services, Salem.

Bambi Ayles, transportation services office leader to principal executive manager A with DMV, Grants Pass.

Renee Davis, office coordinator to operations and policy analyst 2 with DMV, Salem.

Hope Derrickson, office specialist 2 to administrative specialist 2 with Bridge Delivery, Salem.

Joel Dougall, engineering specialist 2 to engineering specialist 3 with Region 2, Corvallis.

Monica Dwyer Sinfield, administrative specialist 2 to operations and policy analyst 1 with Technical Services, Salem.

William Ewing, transportation maintenance coordinator 1 to transportation maintenance coordinator 2 with Region 1, Government Camp.

Laura Garton, transportation services office leader to operations and policy analyst 1 with DMV, Grants Pass.

Margaret Geer, public service representative 3 to administrative specialist 1 with DMV, Salem.

Randall Gwartney, engineering specialist 2 to engineering specialist 3 with Region 1, Portland.

Debra Janke, procurement and contract assistant to procurement and contract specialist 1 with Support Services, Salem.

Ronald A. Kramer, investigator 3 to principal executive manager B with DMV, Salem.

Tim Lollar, transportation maintenance specialist 2 to transportation maintenance coordinator 2 with Region 3, Yoncalla.

Shirley Reams, office specialist 2 to transportation services representative 2 with Motor Carrier, Salem.

Mary Saba, engineering specialist 3 to civil engineering specialist 1 with Technical Services, Salem.

Kari Saddler, office specialist 1 to transportation services representative 2 with Motor Carrier, Salem.

Jeffery Sawyer, procurement and contract specialist 1 to procurement and contract specialist 2 with Support Services, Salem.

Jeffrey Shambaugh, associate in engineering 1 to associate in engineering 2 with Technical Services, Salem.

Vince Shevham, engineering specialist 2 to principal executive manager B with Region 5, Jordan Valley.

Elizabeth Stacey, procurement and contract specialist 2 to project manager 2 with Region 3, Roseburg.

Paul Tarter, transportation maintenance specialist 2 to transportation maintenance coordinator 1, with Region 5, Richland.

Jesse Threlkel, information systems specialist 5 to civil engineering specialist 3 with Region 1, Portland.

Steven Walker, engineering specialist 2 to engineering specialist 3 with Region 1, Beaverton.

Daphne Walter, office specialist 1 to public service representative 3 with DMV, Salem.

Ingrid Weisenbach, project manager 2 to planner 3 with Region 2, Astoria.

Keith Wells, transportation maintenance specialist 1 to transportation maintenance specialist 2 with Region 5, Ontario.

October Service Awards—projected

35 Years

Denise Akin, principal executive manager B with DMV, Gladstone

30 Years

Arnold Chinn, compliance specialist 2 with Motor Carrier, Salem

Deana Hampton, support services supervisor 2 with DMV, Salem

Darlene Hobson, operations and policy analyst 3 with Support Services, Salem

Lauri Miller, administrative specialist 1 with Information Systems, Salem

Katrina Tillotson, support services supervisor 2 with DMV, Salem

Robert Yates, information systems specialist 7 with Information Systems, Salem

25 Years

Richard Fenske, principal executive manager F with Support Services, Salem

Beverly Morgan, training and development specialist 2 with Human Resources, Salem

Karen Morrison, program analyst 2 with Transportation Operations, Salem

Vera Woods, principal executive manager A with DMV, Salem

20 Years

Robin Bjurstrom, operations and policy analyst 3 with DMV, Salem

Dick McKenzie, traffic systems technician 2 with Region 1, Clackamas

Barbara Parker, information systems specialist 7 with Information Systems, Salem

Nancy Reed, transportation maintenance specialist 2 with Region 4, The Dalles

Jon Riecke, transportation services representative 1 with DMV, Springfield

Dennis Schilling, motor carrier enforcement officer 2 with Motor Carrier, Umatilla

James Trimble, transportation maintenance specialist 2 with Region 5, Elgin

Gary Wong, information systems specialist 7 with Information Systems, Salem

15 Years

Susan Sasser, transportation services representative 1 with DMV, Pendleton

10 Years

Andrew Baldwin, transportation maintenance coordinator 1 with Region 2, Otis

Scott Billings, geologist 3 with Technical Services, Salem

continued next page

Service Awards—continued

Robert Bones, heavy equipment mechanic 1 with Support Services, La Grande
Dan Carlson, heavy equipment mechanic 1 with Support Services, Bend
Patricia Caswell, environmental program coordinator 3 with Technical Services, Salem
Norman Conner, heavy equipment mechanic 1 with Support Services, Salem
Michael Crow, principal executive manager B with Region 5, Burns
Robert Davis, heavy equipment mechanic 1 with Support Services, La Grande
Gary Delco, transportation maintenance specialist 2 with Region 1, Estacada
Guy Gardner, transportation operations specialist with Region 2, Astoria
Robin Guthrie, transportation maintenance specialist 2 with Region 5, La Grande
Brian Henry, electrician 2 with Region 3, Roseburg
Jeffrey Holder, transportation maintenance specialist 2 with Region 1, Estacada

Julia Jensen, administrative specialist 1 with Human Resources, Salem
Bradley Kortum, transportation maintenance specialist 2 with Region 3, Central Point
David Kubishta, transportation maintenance supervisor with Region 2, McMinnville
David Lihou, transportation maintenance specialist 2 with Region 2, Ona Beach
Kurtis Marks, transportation maintenance specialist 2 with Region 5, Richland
Charles Mustard, transportation maintenance specialist 2 with Region 2, Seaside
Christopher Ratliff, principal executive manager C with DMV, Salem
Stephanie Serpico, professional engineer 2 with Region 4, Bend
Frank Smead, transportation maintenance coordinator 1 with Region 1, Clackamas
Lon Stockebrand, transportation maintenance specialist 2 with Region 3, Prospect
Mark Thompson, principal executive manager F with Region 3, Roseburg
Catherine Toledo, support services supervisor 2 with DMV, Salem

Andy Vogel, transportation maintenance specialist 2 with Region 2, Tillamook

5 Years

Steve Gallant, information systems specialist 5 with Information Systems, Salem
Debby Kirchner, transportation services representative 2 with Motor Carrier, Salem
Larry Lee, motor carrier enforcement officer 1 with Motor Carrier, Umatilla
Sheila Lyons, professional engineer 1 with Technical Services, Salem
Casey Ragain, information systems specialist 4 with Transportation Development, Salem
Lloyd Savage, principal executive manager D with Region 2, Salem
Norris Shippen, professional engineer 1 with Transportation Development, Salem
Joseph Squire, professional engineer 2 with Region 2, Corvallis
Wayne Statler, principal executive manager D with Region 1, Portland
Jon Thompson, compliance specialist 2 with Motor Carrier, Eugene

August Retirements

James Callaway, principal executive manager E with Technical Services, Salem, retired with five years of service.
Diana Huitt, fiscal analyst 1 with Public Transit Division, Salem, retired with seven years of service.
Nancy Kelly, transportation services office leader with DMV, Enterprise, retired with 17 years of service.

Randi Kobernik, civil engineering specialist 3 with Region 4, Bend, retired with 28 years of service.
Bill Seely, principal executive manager F with DMV, Salem, retired with 30 years of service.
Jack Terrill, transportation maintenance specialist 2 with Region 2, McMinnville, retired with 15 years of service.

Obituaries

Gayla Cavaliere, retired DMV and Highway Division employee, passed away June 7 in Salem. She was 79. Cavaliere was named Oregon Business Woman of the Year in 1970.
Fred Oswald, a Hermiston Maintenance crew member for more than 17 years, passed away on July 7.