

APRIL/MAY 2013

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PAUL'S PERSPECTIVE

DIRECTOR PAUL TROMBINO III

100 Years of Transportation in the State of Iowa

Every day the people of Iowa travel our roads, hop on airplanes, board transit buses, ride the trails, or watch trains and barges filled with products integral to our daily lives pass us by. Because of the efforts of so many in the past, we are able to take for granted the ease with which people and goods move from place to place.

The enormity of our transportation system and the impact it has on the way we live has become so commonplace, it is easy to forget how far we have come in 100 years. Not long ago, a trip from Ames to Des Moines or from Des Moines to Cedar Rapids was difficult, time consuming and hazardous.

In 1904 Iowa's General Assembly created a highway commission as part of Iowa State College (now Iowa State University). The commission's role was to serve as an advisory group, providing advice and assistance at the request of a local board or official. As time went on, a more active state-level role in the creation of transportation infrastructure was needed. On April 9, 1913, Iowa's 35th General Assembly took the duties of the Highway Commission out of the hands of Iowa State College and created the Iowa State Highway Commission, a separate entity with its own governing body.

In 1974, a study was conducted of the state's role in transportation. The governor and legislature determined that all transportation activities should be organized into a single department. To accomplish this, the Highway and Aeronautics Commission, the Motor Vehicle Division of the Department of Public Safety, the Transportation Regulation Division of the Iowa Commerce Commission and the Iowa Reciprocity Board combined to create the Iowa Department of Transportation as we know it today. This new department also included newly formed units for public transit, railroads and river transportation.

Many of the those original connections and efforts of the last 100 years are still strong today; for example, our partnership with Iowa State University – Institute for Transportation, Iowa DOT leading research and innovation in transportation, and Iowa producers using the transportation

system to move Iowa products to many marketplaces.

As we move forward into the next 100 years of transportation in Iowa, our emphases will be on management and operations of the transportation system; advancing a 21st century Farm-to-Market Road System that moves products seamlessly across road, rail, and water to global marketplaces; and enhancement of intermodal connections for people and products.

In addition, a new role will develop for the Iowa DOT as the fusion of information around the transportation system will move the Iowa DOT to becoming a source and facilitator of information that transforms the movement of people and products through a digitally connected Iowa and world faster, cheaper and better or as is our new Iowa DOT vision – Smarter, Simpler & Customer Driven.

On May 14, 2013, we will gather to celebrate the rich history of the Iowa Highway Commission and the Iowa DOT's role in connecting people. While we speak collectively of the department's successes, we cannot forget that none of our accomplishments would be possible without the hard work of our dedicated employees of yesterday, today, and tomorrow. I believe our collective legacy will be another bright 100 years of transportation in Iowa – cutting-edge, innovative and on demand.

A central component of the last 100 years of great leadership is every single team member who came before, those here today, and those who will come next. The Iowa DOT will continue another 100 years as each of us pays forward an amazing transportation system for the people of this great State of Iowa.

Please be safe in all that you do.

"Roadway Work Zone Safety: We're All in This Together"

Did you know that 1979 was the last year no one was killed in an Iowa DOT work zone? For nearly 35 years, at least one family every year has grieved the loss of a loved one who died in a motor vehicle crash in an Iowa DOT work zone.

During the construction season, usually March through November, the Iowa DOT may have up to 600 road construction work zones, and each of the department's maintenance garages may establish one or more short-term work zones per day. Couple that with the work of cities and counties and motorists can expect to see thousands of work zones during this period. These work zones require extra caution on the part of drivers; they need to pay close attention to traffic around them, as well as road workers whose jobs often put them extremely close to traffic.

Statistics show:

- 900 total work zone crashes occur per year in Iowa work zones.
- 58 people have been killed in Iowa work zones in the last 10 years.
- 175 injury crashes occur per year in Iowa work zones.
- 325 property damage crashes occur per year in Iowa work zones.
- 93 percent of Iowa work zone crash fatalities are motorists (10-year average).
- 7 percent of Iowa work zone crash fatalities are Iowa DOT or contractor workers (10-year average).
- 75 percent of Iowa work zone crashes are rear-end crashes.
- Speeding fines in work zones may be up to \$1,000. Other fines are doubled.

A work zone is defined as being from the first sign identifying the zone (typically a "Road Work Ahead" sign) to a sign indicating the end of the work zone (typically an "End Road Work" sign). Work zones may be either stationary or moving, depending on the work being done.

Survival in work zones: 10 tips for driving safely in work zones

Expect the unexpected in any work zone along any road. Speed limits may be reduced, traffic lanes may be changed, and people and vehicles may be working on or near the road.

Slow down. Be alert. Pay attention to the signs.

Diamond-shaped orange warning signs are generally posted in advance of road construction projects. Observe the posted signs until you see the one that marks the end of the work zone.

Watch out for flaggers. In addition to other warning signs, a "flagger ahead" warning sign may be posted in the work zone. Stay alert and be prepared to obey the flagger's directions. In a work zone, a flagger has the same authority as a regulatory sign, so you can be cited for disobeying his or her directions.

Calm down. Work zones are not there to personally inconvenience you. They are necessary to improve the roads for everyone.

Merge as soon as possible. Do not zoom right up to the lane closure, then try to barge in – if everyone cooperates, traffic moves more efficiently. Motorists can help maintain traffic flow and posted speeds by moving to the appropriate lane at first notice of an approaching work zone.

Slow down when directed. A car traveling 60 mph travels 88 feet per second. If you are going 60 mph and you pass a sign that reads "Road Work 1500 feet," you will be in that work zone in 17 seconds.

Don't tailgate. The most common crash in a highway work zone is the rear-end collision; so, remember to leave at least 2 seconds of braking distance between you and the vehicle in front of you.

Keep a safe distance between your vehicle and traffic barriers, trucks, construction equipment and workers.

Work zones can be mobile. Some work zones – like line painting, road patching, shoulder repair and mowing – are constantly changing their location. Just because you do not see the workers immediately after you see the warning signs does not mean they are not out working.

Expect delays. Plan ahead and leave early to reach your destination on time. Highway agencies use many different ways to inform motorists about the location and duration of major work zones. A detour may be established to help you avoid the work zone. Plan ahead and try an alternate route.

Spring is a great time to adopt a highway

Spring reveals many things. Some, like early spring flowers, are beautiful. But in many areas, the melting snow reveals the winter's stash of roadside trash. Now is the time you might see Iowa's Adopt-A-Highway volunteers out cleaning up debris from roadsides around the state.

Iowa DOT employees participate in or promote the AAH program to nearly 1,300 groups and individuals every year. Roadside sponsor activities may include litter removal and planting and/or maintenance of trees, shrubs, wildflowers and native grasses.

Highway adoptions can be used to make the entrance or gateway to a community more inviting and offer a proud welcome.

The AAH program allows individuals or groups to perform eligible activities on a segment of highway. These activities can reduce litter along highways, enhance the environment, beautify roadsides, and build broad-based community support for antilitter and highway beautification programs.

Groups or individuals adopting sections of highway are responsible for that roadside for a minimum of two years. Litter removal must be done at least twice a year or as necessary to keep the area clean. Litter pickup on primary highways must include both sides of the road. Interstate highway litter pickup is performed on one side of the highway. Litter removal is automatically included in every AAH sponsorship, even if the main project may be landscaping or another activity. In addition to litter pickup and beautification projects, adopting groups may also control noxious weeds by using Iowa DOT-approved methods, which may include hand weeding.

Caring for roadsides not only makes them more attractive to the traveling public, it improves our environment. Native grass roadsides provide habitat for ground nesting birds, such as pheasants, quail, meadowlarks and many other song birds. Roadsides also provide excellent habitat for other wildlife. Many roadside plantings provide a source of food for wildlife.

For more information on the AAH program in your area, go to www.iowadot.gov/maintenance/adopt_a_highway.html



AIB College of Business' Business Management Association members display the certificate of appreciation they received from the Iowa DOT. AIB students have been removing litter at least three times a year on a 1.2-mile stretch of road along Iowa 92 near Martensdale since 1994.

(back row, from left) Ryley Pruismann, Adam Webb, Austin Gregersen, Heather Houston, Anna Parkhutik, Isaac Reis and Jose Solis; (middle row, from left) Brian Roberts, Ashley Brady, Olivia Kinser, Emily Webb, Jessica Pentzel and Jessica Lepird; (front row, from left) Lynn Clark, Alyssa Cluck, Mindy Herink and Alejandra Alvarez

Fiscal Year 2012 statistics

- An average of 1,274 groups participate in Iowa's AAH program each year.
- These groups help keep approximately 32 percent of the state's roadsides litter free.
- Volunteers collected approximately 248 cubic yards of litter, and state workers collected an additional 2,063 cubic yards from along the state's highways.
- Iowa DOT employees spent 1,475 hours disposing of trash picked up by AAH volunteers and an additional 20,499 hours picking up litter from the roadways.



The Lincoln Highway turns 100



In 1912, the idea of a paved road crossing the country, connecting multiple states and encouraging commerce was unthinkable. Less than 9 percent of the roadways in the country had an “improved” surface (gravel, stone, sand-clay, brick, shells, oiled earth, planks, etc.).

As the automobile gained popularity with Americans, the dissatisfaction with the poor road conditions grew. Because most roads were simple dirt paths, weather played havoc with the ability to travel.

To address the bad roads issue, Carl Graham Fisher, bicycle enthusiast and successful business entrepreneur, proposed the concept of the “Coast to Coast Highway,” a road that would span the continent, stretching nearly 3,400 miles.

Fisher began collecting donations for the project, with President Woodrow Wilson being the first member of the Lincoln Highway Association on Sept. 19, 1913. Named after the former president, Fisher thought the name offered great marketing appeal to patriotic Americans.

Within a month after he initiated collection of donations for the transcontinental highway, Fisher tallied pledges of more than \$1 million, including donations from former President Theodore Roosevelt and Thomas Edison. A notable dissenter was Henry Ford, who believed the future of road construction and maintenance should be under the auspices of government, not the private sector.

Henry Bourne Joy, president of the Packard Motor Car Co., became the first president of the Lincoln Highway Association. Fisher was named vice president. Together the two traversed the country, accompanied by influential individuals in tours of possible routes. Fisher withheld the preferred route in an effort to garner widespread support.

For the project to move forward, it was eventually necessary to select a route, and Joy was probably most influential in that decision. His aim was to select the quickest and most direct route and not deviate for the purpose of going through scenic areas, national parks or larger cities. The highway would start in Times Square in New York, pass through New Jersey, Pennsylvania, Ohio, Indiana, Illinois, Iowa, Nebraska, Wyoming, Utah, Nevada and California, ending in Lincoln Park in San Francisco.

The Lincoln Highway Association set up a system of “consuls” along the route to represent the national

association in local affairs, assist visitors and keep the corporate headquarters informed. Additionally, the local groups played a role in defining the precise highway alignment in each state.

East of the Mississippi River, route selection was eased by the relatively dense road network. Regarding highway alignment west of the river, Iowa, because of its topography, clearly had an advantage over other states whose alignments were tightly constrained or defined by their mountainous areas and other natural land formations.

Even in 1913, this highway project was seen as a boon to local economies. Political maneuvering to change the route was in full swing.

Fisher, a master of marketing, developed the concept of “seedling miles” when project funding became tight. He would convince local concrete contractors to donate materials for strategically placed segments of road. Travelers from all around traveled through the mud to drive on the pavement. Once the public saw the value of paved roads, the goal was to convince surrounding towns to contribute to the continuation of the project in that area.

Iowa’s seedling mile was constructed in 1918-19 in Linn County between Cedar Rapids and Mount Vernon. Iowa’s seedling mile eventually became part of a continuously paved section of the Lincoln Highway between Chicago, Ill., and Cedar Rapids, Iowa.

By 1925, state and federal governmental officials had joined the road building movement and were beginning to assert control over road design, development, numbering and safety, lessening the role of the road associations. Under the Federal Highway Numbering System of 1925, all federal highways would be identified by a federal shield, including the highway number, and route markers and signs for named highways removed. The Lincoln Highway became U.S. 30. The entire Lincoln Highway in Iowa was paved by the 1930s.

Affectionately known as “The Main Street Across America,” the Lincoln Highway inspired other local road associations and roadways, as well as construction of the National Interstate and Defense Highway Act of 1956, championed by President Dwight D. Eisenhower.

For more information on the Lincoln Highway, go to <http://www.lincolnhighwayassoc.org/>. For more information on additional historic auto trails, visit iowadot.gov/autotrails/indexauto.htm.

White, yellow and red – the history of the stop sign

During the early automobile era, there were no driver's licenses, speed limits, vehicle registrations or even clear lane demarcations. So the notion of a stop sign was considered revolutionary.

William Phelps Eno (June 3, 1858-Dec. 3, 1945), a Yale University educated businessman and member of a wealthy New England family, is widely credited with conceiving the stop sign at the turn of the 20th century.

Eno was 9 years old in 1867 when he went to New York with his mother. When the performance at the New York Opera House let out, their horse and carriage was caught up in a traffic jam that required two hours to untangle, even though only a dozen carriages were involved. Eno never forgot the experience and devoted the rest of his life to improving traffic control. In 1900, he wrote an article titled "Reforming Our Street Traffic Urgently Needed" for Rider and Driver magazine, in which he proposed placing stop signs at intersections.

The stop sign wasn't always red.

Detroit is credited with erecting the first stop signs furnished by the Automobile Club of Michigan in 1915. The square 24-inch-by-24-inch sheet metal signs featured a black legend on a white background. The high contrast sign was easy to read during the day and night, which was essential since road signs were not yet reflective. (Note: Other published reports suggest that stop signs were also introduced in Blair, Neb., in 1915.)

Drivers in the United States have the Mississippi Valley Association of State Highway Departments (to which Iowa was a member) to thank for the stop sign's iconic shape. In 1923, the association developed recommendations for street sign shapes based on a simple notion: the more sides a sign has, the higher the danger level it invokes. The circle, which has an infinite number of sides, was an indication of extreme danger and recommended for railroad crossings. The octagon, with its eight sides, was used to denote the second-highest risk level and used for the stop sign. The diamond shape was for warning signs; and the rectangle and square shapes were used for information signs.

During a 1924 meeting of the Mississippi Valley Association, and with full support of the American Association of State Highway Officials (AASHO, forerunner to the American Association of State Highway and Transportation Officials [AASHTO]), the traffic control committee recommended in its 1925 manual that the background color of rural stop signs be yellow.

At the same time, another group, the National Conference on Street and Highway Safety, was formed to begin addressing several traffic control issues related to city streets. In its 1930 manual, NCSHS allowed 18-inch-by-18-inch stop signs and called for red letters on a yellow background.



The existence of separate rural and urban traffic control committees and manuals resulted in conflicts in the uniformity of national traffic control device standards. So, in 1932, the two committees formed the Joint Committee on Uniform Traffic Control Devices; and in 1935 published the first "Manual on Uniform Traffic Control Devices for Streets and Highways" (MUTCD).

The MUTCD has been revised several times since it was first published, but remains the U.S. standard for traffic control devices. The most recent version is the 2009 MUTCD, with revisions 1 and 2 incorporated, dated May 2012. Below are some of the changes in the standard for stop signs.

- 1935: Provided for a 24-inch-by-24-inch octagon with red or black letters on a yellow background.
- 1939: Allowed use of red "cat eye" reflectors. (The "cat eye" or glass semispheres were either inserted into holes in the signs or affixed to the signs by a strong adhesive developed in 1937 by the company known today as 3M to spell out the word "stop." Another measure to achieve reflectivity was backside illumination of the sign, which was placed in the shape of the sign.)

History of the stop sign, continued on page 7

History of the stop sign, continued from page 6

- 1942: Published during World War II, called for blackout requirements and encouraged recycling of signs for the war effort.
- 1948: The first edition requiring reflectorization of all regulatory and warning signs. It set the height of signs at 2.5 feet above the crown of the roadway.
- 1954: The background color was changed to red and lettering white. The height of the sign in rural areas was revised to 5 feet. (While red has always been associated with stop, the reason yellow was used previously is because sign manufacturers could not produce a reflective material in red that would last. It was not until 1953 when "reflective sheeting" was developed by 3M and durability improvements advanced to the point where it could be used on all traffic signs.)
- 1961: Was the first edition to mandate use of the MUTCD standards as a requisite to receiving federal highway funds. The minimum mounting height was set at 5 and 7 feet for urban areas. A special emphasis was also placed on maintenance of the sign and post; and for insuring visibility of the sign.
- 1966: Congress mandated that all traffic control devices on public roads be in conformance with the MUTCD.
- 1971: MUTCD includes the words of "shall, should and may" in its standards. It set the minimum mounting height in urban areas at 7 feet.
- 2009: Recognized as regulatory sign R1-1; plaque sizes are 30 inches by 30 inches on single lane conventional roads; 36 inches by 36 inches on multilane conventional roads; and 36 inches by 36 inches on expressways. A minimum size of 36 inches by 36 inches shall be used for stop signs facing multilane approaches. The stop sign shall be an octagon with a white legend and border on a red background. (Stop signs today are made from aluminum, making for a lighter, more durable sign, and unlike its steel predecessor, it does not rust.)

Join in the celebration of 100 years of Transportation History

Traveling an Iowa road in the late 1800s and early 1900s meant braving muddy conditions, navigating roads of varying degrees of safety and lack of consistent signage. Getting stuck in the mud or risking damage to your vehicle was a normal part of your journey. Today, we are assured that whether we travel by highway, air, rail, transit or trail we know that we can expect safety and a similar experience from one trip to another. This peace of mind comes from 100 years of hard work, dedication and innovation on the part of the Iowa Department of Transportation, born as the Iowa State Highway Commission (IHC) April 9, 1913.

Join the celebration of a century of transportation in Iowa on May 14 at 3 p.m. at the Iowa DOT Auction building in Ames.

Speakers will reminisce about the past, take a look toward the future and celebrate the people who made it all possible.

On display will be a variety of items used by the Iowa DOT throughout the years and banners showcasing the areas where the department is currently involved.

Also on the agenda is the unveiling of contents from a time capsule buried during the 75th anniversary celebration. To finish off the day, Director Trombino and others will be sealing a new time capsule full of current memorabilia to commemorate the 100th anniversary.





HyVee®

Nutrition Notes

with Amy Clark



Eat to compete: A guide to peak performance and exercise

What and when you eat can affect your workout. Food is your fuel. What you eat or don't eat prior to and after a workout can keep you going and affect your performance. One of the key nutrients for peak performance during exercise and competitions is carbohydrate. This nutrient digests the easiest and fastest, so it is the best fuel for working muscles. If there are not enough carbohydrates in your diet, there is a decrease in energy, endurance, muscle strength and speed.

Nutrition before exercise

It's important to prevent hunger before and during exercise to stay physically comfortable and mentally alert. What and how much you should eat before or after exercise is determined by the time of the meal: pre-or post workout.

Pre-exercise foods

3-4 hours before exercise (regular-size meal and liquids)

- MyPlate method of meal planning = ½ plate filled with fruits and vegetables, ¼ plate filled with whole grains (fist-size), ¼ plate filled with lean protein (deck of cards size) and water (*salad greens with low-fat dressing, 6 ounces orange juice, 2/3 cup whole grain pasta with meat sauce and water*)

2-3 hours before exercise (small meal and liquid)

- ½ turkey sandwich, banana, sports drink and water

1-2 hours before exercise (small carbohydrate and liquid)

- Cereal, grapes, apple juice and water

30-60 minutes before exercise (liquids)

- Sports drink or water

It's important to drink fluids all day long instead of relying on sense of thirst to tell you to drink more fluid. Avoid caffeinated beverages before, during and after exercise because they can hinder your performance and hydrating efforts. Drink 2 cups of fluids two hours before exercise

and drink 1 cup of fluids 15 minutes before exercise. Stay energized and hydrated during competition or exercise. Drink 4 to 6 ounces of water every 15 to 20 minutes of exercise. Exercising longer than one hour? Maintain energy by drinking 5 to 10 ounces of a sports drink every 15 minutes.

Nutrition after exercise (recovery)

1. **Rehydrate.** Weigh yourself before and after you exercise. For every pound of weight lost post event, drink 2 cups (or 16 ounces) of water.
2. **Refuel 15 to 30 minutes after your workout and then again in two hours.** Aim for carbohydrates (to replace muscle fuel) and high-quality protein (to aid in repair of damaged muscle tissue and stimulate development of new tissue). Eat or drink something with 4 grams of carbohydrates to 1 gram protein.

Recovery snack ideas (15-30 minutes post-exercise)

- Smoothie made with yogurt and frozen berries
- Graham crackers with peanut butter, low-fat chocolate milk and a banana
- 8 ounces orange juice and 1 cup low-fat yogurt
- 8 ounces Gatorade® and one Power Bar®
- 16 ounces Gatorade® and one Luna Bar®
- 8 ounces chocolate milk and one banana

Recovery meal ideas (two to four hours post-exercise)

- Whole wheat pita sandwich with turkey and veggies, plus baby carrots, a clementine and low-fat milk
- Whole wheat pasta with meat sauce, salad with low-fat dressing, strawberries and low-fat milk
- Rice bowl (beans, cheese, salsa, avocado), whole wheat tortilla, lettuce/tomato and kiwi, and low-fat milk
- Stir fry (lean steak, broccoli, bell peppers, carrots), brown rice, grapes and low-fat milk

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

FINISH

Tom Reis - Wellness success story

If you had passed him in the hallway five years ago, you would have thought Tom Reis, senior transportation engineer in the specifications section, looked healthy and energetic. Truth is, Reis' cholesterol was elevated to the point his doctor was ready to prescribe medication.

"When I went in for my physical in 2008, my high-density lipoprotein (HDL or "good") cholesterol was in the normal range, but my low-density lipoprotein (LDL or "bad") cholesterol and my triglycerides were dangerously high," said Reis. "When my doctor suggested medication, I asked if I could have six months to try diet and exercise to get the numbers down."

Reis continued, "I have always been fairly active, so the first six months after this diagnosis, I just did more of what I had always done. It didn't work. Six months later, the numbers had not moved much, in fact my triglycerides had gone up."

Reis was a little frustrated, so he agreed to try a new way of thinking. His youngest daughter and her boyfriend suggested that he try a daily "boot camp" type exercise class that they attended. "The first week I thought I was going to die," chuckled Reis. "But I stuck it out, and after four weeks, I thought I might live."

The 5:30 a.m. workouts became a habit for Reis, who lowered his cholesterol numbers significantly and has taken his resting heart rate down to a very low 40 beats per minute, similar to the resting heart rate of many professional athletes.

In addition to the daily workouts, Reis started running. "I fell in love with running," he said. "There is just something about running three, four or more hours at a time that clears your mind. The world and all the stress just seems to go away."

The first year he started to run, Reis completed the Dam To Dam 20 kilometer race near Des Moines. Then it was on to a half-marathon and then to full marathons. After taking a little time off running long distances due to injury, Reis' running passion is back and he is training for three marathons and an ultramarathon (31 miles) this year.

"Distance running is more about setting and exceeding personal goals than about racing against others," he said. "Your time in a race means very little. Finishing and improving my personal best time is what drives me."

Reis said the last four years of training had little to do with weight loss and everything to do with fitness level. "My weight really hasn't changed. I may even be a little heavier now," said Reis. "But even in high school I was not as fit as I am now at almost 60 years old."



Tom Reis (left) and his daughter Rebekah (right)

When asked about his advice for those thinking about starting a fitness routine, Reis said, "Start slow. Don't bite off more than you can chew right off the bat. Slow and steady is the key," he said. "Getting in shape is not going to happen overnight."

- LDL cholesterol can build up on the walls of your arteries and increase your chances of getting heart disease. That is why LDL cholesterol is referred to as "bad" cholesterol. The lower your LDL cholesterol number, the lower your risk.
- When it comes to HDL cholesterol, the higher the number, the lower your risk. This is because HDL cholesterol protects against heart disease by taking the "bad" cholesterol out of your blood and keeping it from building up in your arteries.
- Triglycerides are fats carried in the blood from the food we eat. Excess calories, alcohol or sugar in the body are converted into triglycerides and stored in fat cells throughout the body. A high triglyceride level has been linked to higher risk of coronary artery disease.

Source: WebMD.com

Fitness at your desk

Exercise is simply the act of keeping your body busy, using your muscles and bones while your heart keeps pumping. You may feel you have no time to exercise amid all the rapid-fire emails and six-person conference calls, but there are exercises you can do right at your desk to keep your body moving. While these tips and tricks won't turn you into an elite athlete, they may help you improve your body's flexibility and strength. This workout doesn't take the place of traditional strength training, but offers you a way to keep your blood moving if you can't get away from your desk.

Precautions

See your doctor before trying this workout if you have any injuries, illnesses or other conditions. Make sure the chair you use is stable. If you have wheels, push it against a wall to make sure it will not roll away.

Equipment needed

You'll need a chair and a water bottle or light-medium dumbbell.

Stretches for wrists and arms

Wrist stretch: Extend arm in front, palm up and grab the fingers with other hand. Gently pull the fingers towards you to stretch the forearm, holding for 20-30 seconds. Repeat on the other side.

Wrist and forearm: Press hands together in front of chest, elbows bent and parallel to the floor. Gently bend wrists to the right and left for 10 repetitions.

Lower back stretch: Sit tall and place the left arm behind left hip. Gently twist to the left, using the right hand to deepen the stretch, holding for 20-30 seconds. Repeat on the other side.

Lower body exercises

Hip flexion: Sit tall with the abdominal muscles pulled in and lift the left foot off the floor a few inches, knee bent. Hold for two seconds, lower and repeat for 16 reps. Repeat on the other side.

Leg extension: Sit tall with the abdominal muscles pulled in and extend the left leg until it's level with hip, squeezing the quadriceps. Hold for two seconds, lower and repeat for 16 reps. Repeat on the other side.

Inner thigh: Place towel, firm water bottle or an empty coffee mug between the knees as you sit up tall with the abdominal muscles pulled in. Squeeze the bottle or mug, release halfway and squeeze again, completing 16 reps of slow pulses.

Chair exercises

Chair squat: While sitting, lift up until your hips are just hovering over the chair, arms out for balance. Hold for two-to-three seconds, stand all the way up and repeat for 16 reps.

Dips: Make sure chair is stable and place hands next to hips. Move hips in front of chair and bend the elbows, lowering the body until the elbows are at 90 degrees. Push back up and repeat for 16 reps.

One-leg squat: Make sure the chair is stable and put one foot slightly in front of the other. Use your hands for leverage as you push up into a one-legged squat, hovering just over the chair and keeping the other leg on the floor for balance. Lower and repeat, only coming a few inches off the chair for 12 reps. Repeat on the other side.

Upper body exercises

Front raise to triceps press: Sit tall with the abdominal muscles pulled in and hold a full water bottle in the left hand. Lift the bottle up to shoulder level, pause and then continue lifting all the way up over the head. When the arm is next to the ear, bend the elbow, taking the water bottle behind you and contracting the triceps. Straighten the arm and lower down, repeating for 12 reps on each arm.

Bicep curl: Hold water bottle in right hand and, with abdominal muscles pulled in and spine straight, curl bottle towards shoulder for 16 reps. Repeat other side.

Abdominal muscles

Side bends: Hold a water bottle with both hands and stretch it up over the head, arms straight. Gently bend towards the left as far as you can, contracting the abs. Come back to center and repeat to the right. Complete 10 reps (bending to the right and left is one rep).

Ab twists: Hold the water bottle at chest level and, keeping the knees and hips forward, gently twist to the left as far as you comfortably can, feeling the abs contract. Twist back to center and move to the left for a total of 10 reps. Don't force it or you may end up with a back injury.

(Adapted from articles on www.forbes.com and www.About.com).

Family happenings

Motor Vehicle Division

Diann McMillen



Ashley Kafer, driver's license clerk in the Waterloo DL station, and her husband, Aaron, are the proud parents of a baby girl. Harper Jo was born Dec. 18 weighing 6 pounds, 13 ounces and measuring 19 ¾ inches. Congratulations to the Kafer family!

Performance and Technology Division

Lori Pflughaupt



Matt Haubrich, management analyst 4, and his wife, Keri Daddow, welcomed their first child Dec 13. Lloyd Franklin weighed 7 pounds, 13.5 ounces and measured 21 inches long.

Materials

Adriana Reyes



Talynn Griggs, 17-year-old daughter of **Danielle Griggs**, secretary 2 in the Office of Materials and her husband, Kevin, formerly of the Office of Location and Environment, is getting a lesson in politics. The younger Griggs, a junior at Boone High School, is serving as a legislative page in the Iowa House of Representatives for the 2013 session.

On any given day, Talynn's duties include answering telephones, delivering messages, distributing legislation and sorting amendments, among other things. Her parents are very proud of her and Talynn says she's learning a lot.

District 3

MaryBeth Banta



Don R. Gomez, highway technician in the Sioux City-Hamilton garage, retired March 28 after 15 years of service working in maintenance and inspection on construction projects. Gomez says he plans to continue working with his catering business and looks forward to spending time with his family.

Family happenings, continued on page 12

Family happenings, continued from page 11

In memory

Larry Ray Arn 45, passed away at Mercy Hospital in Des Moines, Monday, April 1. He was born in Council Bluffs Feb. 27, 1968, the son of Jerry and Shirley Schwenneker Arn. He was baptized in Christ on March 31, 1968, at St. John Lutheran Church in Adair and confirmed at Zion Lutheran Church on April 4, 1982.

Arn received his education in the Denison Community Schools, graduating with the class of 1986. He furthered his education at Iowa State University in Ames, graduating in May 1991. While still in college, Arn worked part-time for the Iowa DOT. After graduation he continued to work for the DOT and became employed full-time in December 1993. He first worked as a right-of-way agent in the advertising section. In March 1999 he transferred to the appraisal section and earned his certified general appraiser's license in November 1999. He remained in that section and was promoted to a right-of-way agent 3.

Arn spent as much time as he could with his family and friends. The family enjoyed playing cards or taking vacations to Missouri and Minnesota. He was very fond of his nephews and nieces and loved to tease them. His heart never left Denison, and he came home every weekend to the farm where he and his brothers kept busy raising exotic pheasants and quail to sell. Arn enjoyed cooking, especially pheasant, goose and duck dishes. Other activities that occupied his spare time included camping, hunting and fishing, and restoring Model A automobiles. Arn was handy and enjoyed woodworking. True to his alma mater, he closely followed ISU football and basketball games. He was a member of Zion Lutheran Church in Denison.

Survivors include his mother, Shirley Arn of Denison; two brothers: Jeff and Jason (Jean) of Denison; three

sisters: Lori (Mike) Wight of Denison; Kristi (Tim) Herbst of Harlan; Staci (Jim) Neumann of Denison; nieces, nephews, other relatives and friends.



Jerrold Goodman, age 50, of Alta, died March 23 the result of a farm accident near Spencer. Goodman was born Dec. 11, 1962, in Algona, Iowa the son of John and Mary (Hanson) Goodman. He was baptized, received First Communion, and was confirmed at Saint Cecelia Catholic Church in Algona. Growing up, he attended school in Algona, where he graduated in 1981.

In October 1995, Jerrold was united in marriage to Kathy Wollesen at the All Saints Episcopal Church in Storm Lake. Goodman worked as a mechanic and truck driver for many years. He had been an Iowa DOT mechanic in the Storm Lake garage since October 2008.

He was a member of the Buena Vista Blizzard Busters and the Albatross Rugby Team. Goodman loved snowmobiling and riding motorcycles. In his spare time, he enjoyed bowling. Family was very important to him and he treasured spending time with them. Those left to cherish his memory include his wife, Kathy Goodman of Alta; daughter, Kasey Goodman; stepson, Josh Fischer; granddaughter, Aneissa Grace; brother, Mike Goodman of Algona; sister, Jeanne Goodman of Jacksonville, Fla.; extended family and many friends.



Robert L. Cassidy, age 69, of Ames, died Feb. 21, at his home. Cassidy, the son of Marshall and Doris (Delbridge) Cassidy, was born in Gilman, Ill., Feb. 4, 1944. At the age of 7, Cassidy moved with his family to Storm Lake. Cassidy was a graduate of the Storm

Lake High School and continued his education at Nettleton College in Sioux City where he received his Associate of Arts degree. He completed his formal education by graduating with a bachelor's degree from Buena Vista College in Storm Lake.

Cassidy had various employment opportunities throughout his lifetime. From 1967 to 1972 he was employed at the Hy-Grade Plant in Storm Lake and then worked at the Harbor House from 1972 to 1976. Cassidy moved to Columbus, Neb., and worked for his brother at Don's Livestock and Well Drilling for the next six years. In 1988, Cassidy moved to Ames where he spent the remainder of his professional career in the financial department of the Iowa DOT. He retired in 2010.

His life is honored and remembered by his family that includes his brother, Don of High Point, N.C.; sister, Pat Millard of Spencer; nieces, nephews, cousins and friends.



Robert Rigler, 90, a New Hampton banker and a force in state government in the Iowa Senate, an Iowa Transportation Commissioner and then as State Banking Commissioner, died Wednesday, Feb. 27, at his winter home in South Carolina.

Beginning in 1955, Rigler represented Bremer, Chickasaw and Howard counties in the Iowa Senate. In the 1960s, he was Republican majority leader during the terms of Govs. Harold Hughes and Robert Ray.

From 1971 to 1986, he was chairman of the Iowa Highway Commission and its successor, the Iowa Transportation Commission, when those bodies had final executive power over Iowa's highway program. Rigler

Family happenings, continued on page 12

Family happenings, continued from page 12

served as Iowa's Superintendent of Banking from 1989-1991.

As Transportation Commission chair, Rigler fought for more money for the state's new freeway system, but also joined in the seemingly endless political battle against longer, double-bottom trucks. The issue was finally decided in favor of the truckers by the U.S. Supreme Court in the early 1980s.

Widely respected for his knowledge of government and ability to work political deals, Rigler was also known for his witty demeanor and stylish dress that frequently included bow ties.

Rigler is survived by his wife Virginia, and four children.



John Thomas Schafner, 69, passed away March 1, after a long battle with Parkinson's disease. Schafner was born on Feb. 19, 1944, in Milwaukee, Wis., the son of Anthony and Mary Schafner. He graduated in 1962 from St. Pius High School in Milwaukee, and went on to graduate from St. Ambrose University in Davenport, where he met his wife, Marjorie 'Margie' Elliott of Independence, Iowa. On Oct. 15, 1966, they were united in marriage. The Schafners lived in Postville and Ankeny before moving to Altoona in 1974.

Schafner started his career teaching social studies and government in Postville. He then worked for the State of Iowa, spending 32 years in public administration for various state agencies including the departments of Public Safety, Economic Development, Transportation and Inspections and Appeals, as well as the Iowa Racing and Gaming Commission. He also spent many years as an adjunct professor at Des Moines Area Community College.

After years of dedication to the State of Iowa and various departments,

he retired in 2001. In his retirement, still eager to work, he went back to his teaching roots and was a substitute teacher for the Southeast Polk, Bondurant, and Ankeny Community School districts.

Schafner is survived and lovingly remembered by his wife of 46 years, Margie of Altoona; four daughters and their husbands; 10 grandchildren and many other relatives.



John R. Jacobs, age 76 of Ionia, died Wednesday, March 6, in Waterloo. Jacobs was born Sept. 4, 1936, on the Jacobs family farm near North Washington, the son of John G. and Johanna M. (Hoffman) Jacobs. When he was 17, he was inducted into the United States Air Force, serving from 1953 to 1957. Jacobs married Beverly Watkins Feb. 15, 1958. To this union one daughter, Connie, was born. The couple farmed the Jacobs farm from the time of their marriage until 1974 when they moved into Ionia. Jacobs had worked for several years at the former White Farm Tractor Co. in Charles City and also for Rausch Brothers Trucking. He also worked for the Iowa DOT, working in the Charles City maintenance garage from 1988 to 1993 and New Hampton maintenance from 1993 to his retirement in 1999. His family will remember him for his quick wit, jokes and the stories he loved to tell.

Survivors include his wife, Beverly; daughter, Connie (Jim) Flick; three grandchildren; three great-grandsons; three sisters; a brother-in-law, three sisters-in-law and other family and friends.



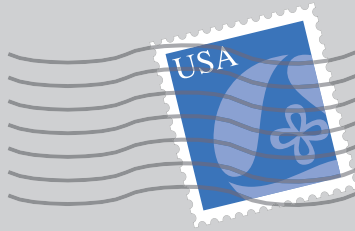
Charles L. "Chuck" Swanger, 83, of Mapleton passed away March 23 in Mapleton. He was born May 10, 1929, at the family farm in Miffenburg, Penn., to John and Chattie (Lee) Swanger.

The family moved to Iowa after the passing of his father and Swanger graduated from Danbury Public High School in 1947. He was very proud of the fact that he played on the Danbury Maroons basketball teams of 1946 and 1947. The Danbury Maroons went to the Iowa high school basketball state championship tournament both years and came home with a third and fourth place finish.

Swanger then attended Wayne State College in Wayne, Neb., on a basketball scholarship. He was drafted and served in the Korean War. He was honorably discharged. Swanger returned to Danbury, where he married Edna Copp Dec. 26, 1954. He worked for various county and city offices before joining the Iowa DOT in 1958. He worked as an equipment operator in the Mapleton shop for 30 years, retiring in 1988. Also during these years, he worked part-time for several farmers at harvest time (the best time of the year according to him) and weekends for Little Joe's TV and Appliances, helping to fix and set up TV antennas and appliances.

He was a member of American Legion Loren Hollister Post 496 of Mapleton for more than 50 years. He served as the Legion's treasurer for more than 10 years. He was also a member of the Mapleton Volunteer Fire Department for more than 10 years.

Survivors include his wife, Edna; son, John (Michelle) Swanger; daughter, Laura "Laurie" (Mark) Weber, son, Carl Swanger, five grandchildren and one sister.



Kudos!

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

To: Steve McMenamin, rest area administrator
From: Gabi von Roedern

On March 1, I was traveling from Denver, Colo. to Iowa City, when I got a flat tire. I pulled off at the Iowa rest area on eastbound Interstate 80 (mile marker 19) around 4 p.m. The women who worked in the welcome center were both wonderful, but Melody really went out of her way to help me receive the assistance I needed. It's not very often that people go above and beyond, and I just wanted to acknowledge that I really appreciated the help.

To: Iowa DOT Twitter
From: Tara Clark

Thank you! Awesome job using social media - so nice to know you're there for stranded motorists!
(March 11 snowstorm)

To: Iowa DOT 511 Twitter
From: Kelly Fuemmeler Lee

I wanted to give a huge shout out to the employees who are working too hard to keep I-35 cleared! I was headed from Columbia, Mo., to Minneapolis March 11 and decided to stay the night in Ames after driving past Des Moines and seeing several cars in the ditch. The next morning, I headed north and to my amazement, the roads all the way to Minnesota were almost completely clear! Thanks so much for all you do.

To: Iowa DOT Facebook page

From: Chris Wiley-Tomford
You're doing a great job on road reports. To all state/county snowplows, be safe out there.
(March 10 snowstorm)

To: Driver Services
From: Jennifer Vondracek

Hello. I am writing to express my gratitude for the outstanding service and prompt attention I received when I visited your Davenport driver's license station Friday, Feb. 8. The women who assisted me that day were incredibly patient and knowledgeable about my new resident needs, and I must say that I have never been in and out of a licensing location so quickly, which is so cool because my toddler was with me. Thank you for all you do; you run a great operation.

To: John Wilson, District 6 maintenance manager
From: Suzanne Jordan, Lost Nation

Thank you to the Iowa DOT road crews in both Clinton and Scott counties during the Feb. 26-27 storm. I travelled U.S. 61 and U.S. 30 Feb. 27, and they were in great shape. Job well done!

To: Marybeth Still, Office of Vehicle and Motor Carrier Services
From: Mike Reynolds, Reynolds Unlimited

Thank you for the fax and invoice report for Reynolds Unlimited. My kudos go out to the Iowa DOT. Without question this is the best, most user-friendly government entity that I have ever worked with.

Personnel updates

Due to a change in the computer program used to process personnel actions, personnel updates are not available this month. We expect to be able to report these updates again in the near future.



Service awards

Information supplied by the Office of Employee Services for April and May 2013

45 years

Dennis Wright, Bridges and Structures

40 years

Jeffrey Franzen, Motor Vehicle Enforcement

35 years

Roxane McCaskey, Highway Division; **Janet Tribolet**, Finance

30 years

John Adam, Highway Division; **Lonny Barker**, Adair garage; **Claude Frazier**, Carlisle garage; **Arthur Gourley**, District 6 field staff; **David Maach**, Design; **Douglas Manley**, District 3 Office; **Kevin Martin**, Information Technology Division; **Jerry McClain**, Bridges and Structures; **Jeffrey McCollough**, Traffic and Safety; **Bradley Osborne**, Maintenance; **Cy Quick**, District 1 field staff; **Thomas Reis**, Highway Division; **Cynthia Smith**, Motor Carrier Services; **Donald Stevens**, District 4 Office; **William Tucker**, Bridges and Structures

25 years

Kent Dzuris, Jefferson construction; **Todd Frank**, Missouri Valley garage; **Rick Gustoff**, Maintenance; **Ronald Meyer**, Bridges and Structures; **Kevin Muxfeldt**, Bridges and Structures; **Raymond Prado**, Mount Pleasant construction; **Rodney Rhiner**, Motor Vehicle Enforcement; **Frederick Schmidt**, District 4 materials; **Renee Shirley**, Support Services; **Neal Torneten**, Adair garage; **Lori Wilmes**, Finance

20 years

John Alexander, Des Moines DL station; **Charlotte Bentley**, Information Technology Division; **Daryn Hamilton**, District 5 field staff; **David May**, Support Services

15 years

Dawn Hackleman, Motor Vehicle Division; **Theresa Kern**, Driver Services; **Jason Kohl**, District 4 Office; **Jared Laermans**, Des Moines construction; **Debra Landuyt**, General Counsel

10 years

Ronnie Dykstra, Newton garage; **Vicki Elscott**, Traffic and Safety; **Elizabeth Fiala**, Council Bluffs DL station; **Jamie Hoefer**, Missouri Valley garage; **Patrick Ketchum**, District 4 bridge crew; **Doreen Lee**, Ames DL station; **Robert Lehmann**, Ames garage; **Shannon McGowan**, Burlington garage; **James Phillips**, District 5 field staff; **Brian Pribyl**, Maintenance; **Jeremy Rouse**, Dubuque garage; **Rhonda Ruark**, Support Services; **Cynthia Watkins**, Clinton DL station

5 years

Joseph Albright, District 5 Office; **Wade Bartz**, Traffic and Safety; **Marshall Berg**, Grimes garage; **April Concepcion**, District 2 Office; **Georgette Detrick**, Driver Services; **Jeffrey Dybvik**, Systems Planning; **Charles Goll**, Williams garage; **Thomas Hamski**, Design; **Carol Iske**, Motor Carrier and Vehicle Services; **Richard Letner**, Ashton garage; **Matthew Lund**, Neola garage; **Steven Messler**, Design; **Randy Moser**, Manchester construction; **Derek Peck**, Location and Environment; **Mellisa Peters**, Dubuque DL station; **Aaron Schwarz**, Cherokee construction; **Drew Smith**, Rock Valley garage; **Joseph Snakenberg**, Sigourney garage; **Andrew Sterba**, Coralville garage; **Brent Terry**, Materials



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

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

On the cover: Work zones like this one last year on U.S. 30 near Ames will be popping up all over Iowa.

April I-Spy clue: Watch out for mythical creatures crossing.

March I-Spy solution: One of the domes on the capital is missing.

“Share the Road” campaign highlights mutual safety responsibilities of all highway users

In recognition of May as Motorcycle Safety Awareness Month, the Iowa DOT reminds motorists and motorcyclists alike to “share the road” conscientiously and courteously to help prevent motorcycle crashes, which with 56 deaths in 2012, remains one of the most prevalent causes of death and injury on Iowa highways.

The safety campaign, initiated by the U.S. Department of Transportation’s National Highway Traffic Safety Administration, state and local safety officials nationwide, and motorcycle safety groups everywhere, stresses the mutual responsibilities shared by all users of the road to prevent motorcycle crashes.

Toni Kerkove, Iowa DOT motorcycle rider education administrator, said, “Safety is a mutual responsibility for motorists and motorcyclists alike. Motorcyclists are about 30 times more likely to die in a crash than passenger vehicle occupants. So whether you are driving the family sedan, a SUV, a school bus, a delivery van or an 18-wheeler, drivers should always be on the lookout for motorcyclists. Drivers must be aware that a motorcycle, as one of the smallest vehicles on the road, can be ‘hiding’ in your vehicle’s blind spots. Always check blind spots, use mirrors and signal before changing lanes or making turns.”

Kerkove added, “Motorcyclists have responsibilities too. Riders should obey all traffic laws and be properly licensed, alert to other drivers, conspicuous at all times, never ride impaired or distracted, and always wear a U.S. DOT-compliant helmet and other protective gear.”

This safety advice is particularly timely as motorcycle fatalities in 2011 showed a continued increase to 4,612 nationally. Motorcycle fatalities accounted for 14 percent of total highway deaths for the year despite motorcycle registrations representing only about 3 percent of all vehicles in the United States. Kerkove offered the following tips for drivers to help keep motorcyclists safe on our roadways.

- Remember, a motorcycle is a vehicle with all of the rights and privileges of any other motor vehicle. The person under that helmet could be a mother, brother, doctor or friend.
- Always allow a motorcyclist the full lane width — never try to share a lane.
- Perform a regular visual check for motorcycles by checking mirrors and blind spots before entering or exiting a lane of traffic, and at intersections.
- Always signal your intentions before changing lanes or merging with traffic.
- Don’t be fooled by a flashing turn signal on a motorcycle — motorcycle signals are often not self-canceling and riders sometimes forget to turn them off. Wait to be sure the motorcycle is going to turn before you proceed.
- Allow more following distance — three or four seconds — when behind a motorcycle to give the motorcyclist time to maneuver around obstacles in the roadway, or stop in an emergency.
- Never drive distracted.

Kerkove said motorcyclists can increase their safety by:

- Wearing a DOT-compliant helmet.
- Using turn signals for every turn or lane change, even if the rider thinks no one will see it.
- Signaling intentions by combining hand signals and turn signals to draw the attention of other drivers.
- Wearing brightly colored protective gear and using reflective tape and stickers to increase conspicuity.
- Positioning themselves in the lane where they will be most visible to other drivers.
- Never riding while impaired.

“Our message to all drivers and motorcyclists is: Help to share in the responsibility of keeping all road users safe and do your part by safely sharing the road,” Kerkove concluded.

