

Connecting the DOTS

Stimulus project lettings on fast track

Three more stimulus-funded project bids were approved at the Mar. 26 Transportation Commission meeting, bringing the total to six.

The first letting, with three projects, was Mar. 6 and those bids were approved Mar. 10. The second letting of three projects was Mar. 25.

"Asphalt prices continue to come in good. We're seeing a slight decrease," Engineering Supervisor Dean VanDeWiele said of the Mar. 25 stimulus project lettings. "We've been looking to juggle lettings as we see all adjacent states have stimulus work as well. North Dakota let \$29.5 million of asphalt jobs to contractors we utilize. Some of those contractors were reflected in the letting you're seeing yesterday, and we're continuing to get good prices, so we're comfortable we're not overinundating the industry."

South Dakota will get \$183 million for transportation work under the American Recovery and Reinvestment Act of 2009 (ARRA), also known as the

economic stimulus package. Out of this amount, \$5.5 million is earmarked for Transportation Enhancement projects, leaving roughly \$177.5 million for roads and bridges.

Of the \$177.5 million, \$16.2 million has been suballocated by the Transportation Commission to counties and cities. SDDOT is required to obligate \$65 million of the remainder within 120 days, which will be June 30. The Department has obligated \$32.1 million so far.

The current list of stimulus projects is available on the SDDOT Web site. As of this newsletter, there were 16 projects totaling \$107.1 million and over 240 miles. These include asphalt concrete overlays, asphalt concrete resurfacings, portland cement concrete replacements, shoulder rehabilitation, edge drain installation, pavement grinding and epoxy painting. Some projects on the current list will be Phase 2 projects to be let in July or later.

(Continued on page 6)

2009-2010 SDDOT Strategic Plan rolls out

By Kevin Tveidt

Deputy Secretary of Transportation

By now, many of the SDDOT employees have seen the Strategic Plan for 2009 and 2010. The Executive Team worked on this plan for many months in an attempt to provide something both meaningful and useful. Managers and supervisors within the SDDOT have the responsibility to lead some discussions and roll the plan out to employees.

The plan starts with the mission and vision for the SDDOT. Although there are only three sen-

tences in the vision statement, it contains a powerful message. It puts emphasis on our duty to the public, and an agency that is well equipped to provide service because of its skilled and capable employees.

Early in the development of the plan, the Executive Team got stuck on a number of principles which were applicable to all of our work each and every day. We

were struggling to write goals and objectives to principles that were so basic and central to the way we conduct ourselves. The team took a different tack and decided these were our "core values." You can see these values on the back of the plan which come into play regardless of the activity of an SDDOT employee.

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Bob Rohla, Presho Maintenance Shop, drives DJ006 down the center line to clear snow out from the Interstate 90 Exit 251 underpass near Reliance on Tuesday, Mar. 31. See Rapid City Region Operations Engineer Tom Horan's cleanup report for the Mar. 23-24 blizzard on page 2. News from the Mar. 30-31 storm and northeast South Dakota flooding will be in the next newsletter.

Three Regions, National Guard tackle first March blizzard

By Tom Horan

Rapid City Region Operations Engineer

On Monday, March 23rd, blizzard conditions made life difficult for highway workers in western and central South Dakota.

The storm, which dropped 8-30 inches of snow with sustained 50 mph winds, hit the western edge of the state and made its way east. Just prior to the blizzard, heavy snow removal equipment from the Pierre and Mitchell Regions made its way west in anticipation of the storm. The equipment arrived in the Rapid City Region just before the Interstate closed and plows were called in. The storm went from rain, to no travel advised, to road closures in the short span of three hours.

On day two of the storm the Rapid City Region joined forces with the plows and blowers from the east to hit the roads in force. "Having this heavy equipment from

the other Regions and the South Dakota National Guard has made this storm much more manageable for us," Region Engineer Todd Seaman said. The hardest-hit areas were Deadwood, Lead and Spearfish, with more than two feet of snow everywhere. Many units finished their storm cleanup, then combined forces with specialty equipment from the other Regions to converge on the hardest-hit areas.

"We had equipment coming south from the Belle Area, north from the Custer Area, and west from our guys and the other Regions. Without their help, we wouldn't have gotten the Interstate open when we did. It would have been a day later than it was," said Gary Engel, Rapid City Area Engineer.

I-90 was closed from the Wyoming border to Chamberlain from the afternoon of the 23rd until the evening of the 24th. The Rapid City Region would like to thank all of the

people who helped to manage this storm, especially the National Guard and the following individuals from the Pierre and Mitchell Regions:

Christiaan de Klerk—Murdo
Milton Fedderson —Murdo
Rob Hansen—Salem
John Huber —Menno
Mike Kirkpatrick — Pierre
Nathan Loecker —Yankton
Randy Neilan —Pierre
Gerald Otte —Sioux Falls
Kenny Payne —Plankinton
Mike Pereboom —Mitchell
Kirby Ringling —Platte
Bob Rohla —Presho
Neil Soper —Bonesteel
Curt Theisen—Sioux Falls
Gary Trabing— Mitchell.

Study: unmet local road needs total \$117 million a year

Current funding levels for local government roads and bridges are not enough to maintain them in their current condition, according to an SDDOT study.

County road and bridge needs are underfunded by \$88 million, township needs by \$21 million and city needs by \$8 million each year, said Dave Huft, Office of Research Program Manager. "That means we're going to see the local road network deteriorate," he told the Research Review Board Nov. 18. He made additional presentations of the information to legislative committees.

Those figures are based on a strategy of preventive maintenance combined with capital improvements. The research was done for the South Dakota Legislature's Highway Needs and Financing Committee, which concluded its study in November. SDDOT also studied funding alternatives for transportation for the committee.

Local governments responding to the study stated that sharing facilities and jointly procuring materials and equipment could be ways to save money. Huft added that staff development and the use of asset management tools also deserve consideration.

Asset management systems would help provide better information about overall road system conditions, he said. This would help local entities move toward a more balanced strategy of preventive maintenance and capital improvements, as opposed to the less cost-effective strategy of fixing the worst pavement first. Many individuals in charge of local road networks are new to their positions and could benefit from education and training.

Other Research Review Board highlights:

- Ozone, rather than deicing material, appears to be responsible for discoloration of Ponderosa Pine needles along Black Hills highways, according to Dr. John Ball, a South Dakota State University (SDSU) forestry health specialist. Ponderosa Pines are generally salt tolerant, but can be especially sensitive to ozone

under the drought conditions seen lately. Potential sources of the damaging ozone could be car exhaust and large coal-burning power plants.

- The Scour Rate in Cohesive Soils (SRICOS) method of predicting subsurface erosion around bridge foundations has significant advantages over existing prediction methods, Dr. Francis Ting, an SDSU civil engineering professor, told the Research Review Board. More realistic bridge scour prediction may help SDDOT more accurately design bridge foundations and avoid costs of overly conservative designs.
- Prestressed bridge girders constructed with self-consolidating concrete (SCC) containing limestone coarse aggregate (a common aggregate in western South Dakota) show no mechanical problems and exhibit superior consolidation and surface finish, Dr. Nadim Wehbe, also an SDSU civil engineering professor, reported. This study will produce draft specifications for using SCC with either limestone or quartzite aggregates.
- Board members approved the following:
 - ⇒ A contract with SDSU for a field study of how different pavement markings perform on different road surfaces.
 - ⇒ Creating a technical panel to review elements of the Non-State Trunk Road Inventory (NSTRI) File and the procedures used to collect them. The NSTRI is SDDOT's database for all local roads in South Dakota.
 - ⇒ Creating a technical panel to study S.D. driver education.
 - ⇒ Participating in a multi-state pooled fund study to investigate 14-year-old drivers using in-vehicle cameras.
 - ⇒ Continuing participation in the Midwest Safety Transportation Pooled Fund Study. This research and testing of roadside safety hardware (guardrails and barriers) saves lives, said Bernie Clocksin, Lead Project Engineer in the Office of Road Design.

Indiana DOT says MDSS saving millions its first year

Budget pressures pushed the Indiana Department of Transportation to implement a statewide maintenance decision support system (MDSS) earlier than planned, and the result has been savings—and some organizational resistance to the change involved.

Tony McClellan, who heads INDOT's statewide MDSS implementation, says the bottom line so far this winter has been a savings of \$5 million in salt costs from a \$500,000 investment in equipment. Fuel and man hours have been about the same, when considering FY08 and FY09 costs for an equivalent number of hours of snow and frozen rain.

"We've obtained some savings that we need here for this year," he said. McClellan gave a slide presentation to the Research Review Board Feb. 10 by teleconference.

Indiana's initial success stems from the work it has done with 13 other states over the past six years in the Maintenance Decision Support System Pooled Fund Study. The South Dakota Department of Transportation has been the lead state in the

study and also is in the process of implementing MDSS.

McClellan said INDOT emphasizes that MDSS is a tool to help people make decisions, not a decision maker itself. One aspect of MDSS use that required greater understanding were the weather forecasts. Maintenance staff needed to think in terms of probabilities when weighing decisions involving MDSS weather forecasts.

INDOT hasn't analyzed accident rates since the statewide implementation of MDSS but will at the end of the year, McClellan said. The goal has been to use less snow and ice control material, not drop the "black road" level of service, he said, but the accident rates in some areas may have gone up slightly.

He also thought the public's reaction to winter maintenance this year has been the same as previous years. "I'm not going to tell you that it's all perfect."

The major issue in implementing an MDSS was organizational change, he said. "When you go through the DOT cultures, there's always a resistance to change." INDOT dealt with resistance by offering

follow-up training after initial training and has a QA/QC program to identify problems before end users did.

McClellan concluded by saying that the \$5 million in savings did not come from the MDSS, but mainly from a realization by INDOT maintenance staff that salt use was going to be managed. The MDSS was a resource management tool.

Also during the February Research Review Board meeting, members authorized a review of SDDOT's Non-State Trunk Road Inventory (NSTRI) and cultural inventory. This review will assess the value of NSTRI dataset elements and work to resolve problems involving the definition of a public road in various contexts, such as federal reporting and section line access.

Board members heard a proposal by the Office of Bridge Design to analyze compound channel flow with two-dimensional models. After a funding plan is finalized, the technical panel will return to the Research Review Board to ask for approval. This effort is related to another SDDOT study of scour rate in cohesive soils.

SDDOT implements its Sustainable Government Action Plan

By Brian Moore
Internal Services Program Manager

SDDOT employees are being asked to help the State budget and the environment by reducing energy consumption in State buildings and vehicles.

The Sustainable Government Action Plan was initiated last year by the Governor's Office in response to high energy prices. Representatives from SDDOT programs and the Regions then looked at the plan's general goals and brainstormed specific ways our agency can save energy.

You're already seeing changes in some of your buildings. Videoconferencing equipment is being used more. Newspapers, magazines and catalogs are being collected in separate recycling boxes.

Some parts of the SDDOT's Sustainable Government Action Plan still have to be figured out. For example, we'd like to put stickers on light switches that encourage people to flip lights off when they leave rooms. The trick is finding a sticker that

can be removed later without pulling paint off or leaving a cruddy mess.

Some lights around Becker-Hansen, such as the west stairwell, will be motion activated.

Buildings in the Capitol Complex currently run off a few electric meters, so energy savings by specific agencies are hard to measure. The Bureau of Finance and Management is looking at ways to track energy consumption by agency.

Below are some of the suggested actions in our Sustainable Government Action Plan. Click on <http://intranet.dot.sd.gov/employee.aspx> for the complete plan and the list of plan representatives.

1. Steps to curtail travel by reducing mileage 10 percent and reduce fuel use.
 - ⇒ Car pool
 - ⇒ Limit use of larger vehicles
 - ⇒ Limit amount of time trucks idle
 - ⇒ Promote the use of State-operated fuel sites

- ⇒ Increase use of video conferencing.
2. Steps to curtail power consumption:
 - ⇒ Log off your computer at day's end
 - ⇒ Shut your monitor and speakers off when not in use
 - ⇒ Turn off your office lights if you'll be gone more than 15 minutes
 - ⇒ Lights off, door closed when gone for the day
 - ⇒ Use 50 percent of lighting when possible.
3. Turn the lights off by 6 p.m.
 - ⇒ Look for volunteers
 - ⇒ Clerical staff responsible at 5 p.m.
 - ⇒ If you work later or come in on weekends, turning the lights off becomes your responsibility
 - ⇒ Each program designates someone to shut lights off.

Federal and tribal officials commend SDDOT safety achievements at 4th Transportation Safety Conference in Pierre

Federal highway officials are praising South Dakota for having the highest percentage drop in road fatalities—38%—in the United States for 2006-2008.

“Congratulations on a job well done,” Bill Watada, Regional Administrator for the National Highway Traffic Safety Administration, told the Transportation Safety Conference attendees during his Feb. 25 opening remarks. “It has been significant, even at a national level,” and South Dakota’s 2009 statistics are promising as well, he said.

One-hundred ninety-one people died in South Dakota crashes in 2006. That dropped to a tentative total of 118 in 2008. Fourteen people died on state highways in Jan.-Feb. 2008. Fatalities in Jan.-Feb. 2009 total nine, a year-over-year drop of 36% so far.

Some say the nationwide drop in fatalities and crashes is due to less driving because of the poor economy and reduced speeds be-

cause of high gas prices. John Rohlf, the Federal Highway Administration’s South Dakota Division Administrator, said that explanation doesn’t quite fit South Dakota, because vehicle miles traveled (VMT) remain relatively steady and high gas prices haven’t significantly lowered average speeds. Despite these, the fatality rate per 100 million VMT has gone from 2.38 in 2004 to 1.4 in 2008, a drop he calls “tremendous.”

Something bigger is responsible, he said, and “that’s your efforts.” He gave specific credit to the South Dakota Dept. of Public Safety, the Dept. of Transportation and the Roadway Safety Advisory Committee. South Dakota is not doing as well with seat belt usage, Rohlf said. Seat belt usage dropped in 2008 to 71.8% from 73% in 2007. Getting people to buckle up is the most important way to improve highway safety, and it costs nothing, he said.

Watada went on to say that the primary



John Rohlf

safety belt law being considered by the Legislature during the 2009 session could save 10 people on South Dakota highways from needless deaths and prevent 90 serious injuries each year.

Safety advocates need to remain vigilant, or crashes will rise again, said Tom Dravland, Secretary of the Dept. of Public Safety. “Sometimes I know the work can be frustrating,” he said. “Remember this one thing: We’re saving lives. The work that you do out there every day is saving lives.”

Rohlf said he likes to look at five-year trends when assessing highway safety. Even if South Dakota should experience a spike in crashes in the future, it is still moving in the right direction and should continue efforts to reduce crashes.

An all-time high of 160 people attended the conference, which was held at the Ramkota in Pierre. Forty-seven of those were from the Dept. of Transportation. Other attendees represented the counties, law enforcement, cities, social service agencies, FHWA and the tribes.



Pete Red Tomahawk, transportation director for the Standing Rock Sioux Tribe, presented a plaque to Secretary Darin P. Bergquist during the Transportation Safety Conference banquet Feb. 25. The plaque honors SDDOT’s efforts to improve traffic safety on the Standing Rock reservation. Noting that some legislators were in the audience, Bergquist said, “There is often the perception that relations between State agencies and tribal governments are strained, so I’m glad they have the opportunity of seeing that tribal government and State agencies can and do work well together in a cooperative manner.”



Top, from left to right: Pete Red Tomahawk, transportation director for the Standing Rock Sioux Tribe, presents a tribal plaque to Sharon Johnson, safety and traffic engineer, and John Rohlf, Division Administrator, both of the South Dakota Division of the Federal Highway Safety Administration. The award was in appreciation of FHWA's help with a road safety audit on the Standing Rock reservation..

Below, from left to right: Bill Watada, Region VIII Administrator for the National Highway Traffic Safety Administration, and John Rohlf, South Dakota Division Administrator for the Federal Highway Administration, talk with Cliff Reuer, SDDOT traffic and safety engineer, between sessions at the safety conference.



2009-2010 Strategic Plan

(continued from page 1)

Secretary Bergquist has included a letter in the Strategic Plan. He talks about the importance of transportation to South Dakota. Transportation is so basic it is taken for granted by many citizens, but if it was gone the state would be crippled. Secretary Bergquist also talks about the inflation and funding challenges and problems facing all of us, plus he outlines much of what is contained in the Strategic Plan. "The best way

to determine the future is to create it" is a strong statement telling each of us we are in charge and responsible for this important task.

The initiatives in the Strategic Plan are actions that enable the SDDOT to achieve desired results. These initiatives address employee development, fiscal responsibility, preservation and maintenance of the transportation system, and long-term planning to provide the best system possible with available resources.

The Strategic Plan next contains "goals" outlining what we want to achieve, and "objectives" defining how those goals will be achieved. This brings us to the most important part of the plan. These goals and objectives are just a start. Each of us needs to look at this plan, and then as individuals or groups write goals and objectives which are specific for our jobs at SDDOT. You can next individualize this plan for your job and "create" objectives to meet the vision and initiatives of your SDDOT.

Stimulus progress

(Continued from page 1)

Fencing, signing and additional pavement marking projects also will be let this year, but will be paid with SDDOT's regular federal funding, not stimulus money.

The Department's goal this year was to prepare a wide variety of projects to impact the construction industry as a whole and not limit funding to a few work types, said Joel Jundt, Planning and Engineering Director.

The ARRA has allowed projects to move forward in the 2009-2013 State Transportation Improvement Plan (STIP), prompting regular STIP revision requests at recent commission meetings. There have been changes to the long-range plan, too.

"The Division of Planning and Engineering as well as field design staff have been working extra hours to get projects designed, plans ready to go, and contracts let in order to meet the deadlines for spending the ARRA funds," Jundt said.

"This has been a Department-wide effort. The individuals performing this work need to be commended for their hard work and willingness to put forth the extra effort to get our plans completed and let to bid. Because of

their effort, we will have no problem meeting the 120-day requirement. In addition, because we started working the plans early, we will have a number of projects that will start this spring and work will be completed this year. This puts these dollars to work right now—which was the intent of the ARRA bill—to stimulate the economy."

The first six approved stimulus projects are:

- A \$14.3 million project to remove and replace 14.5 miles of portland cement concrete pavement (PCCP) on the southbound lane of I-29, north from SD20 in northern Codington County, through Grant County and into Roberts County, just north of US12.
- A \$4.2 million asphalt surfacing and resurfacing project on SD20 in Perkins County, from Prairie City to 2.6 miles west of Bison.
- A \$1.3 million asphalt concrete surfacing project on SD53 in Lyman County, from I-90 to eight miles south.
- A \$8.2 million nonreinforced PCCP pavement, ramp and crossroad overlays, and guardrail project on the I-29 northbound lane in Union County, from south of Volin (Exit 38) north 9.5 miles

to just south of Beresford (Exit 47).

- A \$1.5 million asphalt concrete resurfacing and guardrail project in Charles Mix County, on SD1804, from SD44 south eight miles.
- A \$2.5 million cold milling asphalt concrete and asphalt concrete resurfacing project in Haakon County on SD34 from east of the Cheyenne River to near the SD73 east junction.

Should some states be unable to spend all their transportation-related stimulus money, South Dakota and other states might have a chance to put it to good use. "The Department is working on selecting the remainder of the projects to utilize the ARRA funds as well as additional ARRA funds that would be available through redistribution. We hope to finalize this list by the end of April and get this information out," Jundt said.

The federal government is requiring SDDOT and other states to report monthly on stimulus project progress. This information will be made available on <http://recovery.sd.gov/> and the federal ARRA Web site: <http://www.recovery.gov/>.

One more project was let Apr. 1 and four more are scheduled for Apr. 15.

SDDOT news updates

18 snowplow hits so far in 2009

Eighteen SDDOT snowplows have been hit so far this year, including four crashes in March, while working to clear and maintain State highways.

Most of these accidents were caused by people overdriving conditions and closing in on plows too quickly, or trying to pass plows when visibility was poor.

Drivers who are found at fault for crashes involving snowplows can be charged with misdemeanors such as careless driving, overdriving road conditions and following too closely.

Hall of Honor June 22

A South Dakota Transportation Hall of Honor banquet will be held Monday, June 22, to induct K.C. Wilson.

The banquet will be in conjunction with the Associated General Contractors Summer Fun Days in order to make the event more convenient. The banquet will

be in Pierre at the Ramkota convention center from 5:30 to 7:00 pm. Be watch-

ing for more information about ticket purchases.



Yankton Area Engineer Ron Peterson (left) accepts the Outstanding Area Construction Award from Operations Support's Bob Hofer (right) on behalf of the South Dakota Dept. of Transportation. Back row, from left to right: Joe Sestak, Brian Wenisch, Rod Gall, Kevin Heiman and Brian Gustad. Middle row, left to right: Josh Pavlish, Jim Arens, Janelle Kribell, Greg Putnam and Greg Rothschadl. Not pictured: Brian Huber and Orlando Maldonado.

2009 South Dakota Legislature Session Scorecard



Measures involving SDDOT

Bill no.	Outcome	Description	Comments
SB 23	Signed by governor	Revises the State Trunk Highway System to reflect a transfer of jurisdiction for SD134 near Mina Lake from SDDOT to Edmunds County.	DOT initiated
SB 30	Signed by governor	SDDOT no longer required to file a copy of the official State Trunk Highway System map with every county auditor whenever changes are made.	DOT initiated
HB 1023	Signed by governor	Authorizes SDDOT to lower speed limits on the Interstate when there's head-to-head traffic in construction areas.	DOT initiated
HB 1024	Signed by governor	Authorizes Transportation Commission to ban off-road vehicles from segments of State highway ditches.	DOT initiated
SB 32	Signed by governor	Increases regular driver license fee to \$20 from \$8. \$5 of this fee will go to the Highway Patrol. Commercial driver license fee is raised to \$25 from \$15. An additional \$1 Highway Patrol fee will be collected on all vehicles registered and licensed in South Dakota.	
SB 10	Failed	Would have increased excise tax on motor vehicles from 3% to 4%.	From last year's summer study of highway funding.
SB11	Failed	Would have repealed the 25% reduction of motor vehicle license fees for vehicles 5 years and older.	Also from last year's study of highway funding.
SB 79	Failed	Primary seat belt law would have allowed law enforcement officers to stop and cite motorists for not wearing seat belts without other violations.	This came close to passing this year.
SB 129	Signed by governor	Revises certain conditions that must be met before an extension of SD53 in Tripp County is added to the State Trunk Highway System.	
SB 201	Failed	Last of various efforts to increase road revenue, this one by increasing motor vehicle license fees for counties while also increasing the gas tax by 3 cents a gallon for the State Highway Fund.	
HB 1121	Signed by governor	Removes certain speed restrictions for certain vehicles hauling agricultural products or livestock.	
HB 1140	Signed by governor	Appropriates \$2.5 million for a railroad siding near Napa Junction, Yankton County.	This construction completes one of the conditions of the sale of State-owned track to BNSF in 2005.
HCR 1001	Adopted by House, Senate concurred	This concurrent resolution urged Congress to pass a well-funded, multi-year federal highway program in a timely manner.	
SB 21	Signed by governor	Removes 20-cent tax on gasohol (E10) and now taxes ethyl alcohol at 8 cents a gallon.	Allows all fuels to be taxed at the rack/wholesale to eliminate confusion with blender pumps.

For more information about these pieces of legislation, or to see the text of the measures that became law, go to:
<http://legis.state.sd.us/sessions/2009/QuickFind.aspx>

Highway of Life

Significant Events in the Lives of SDDOT Employees

New Employees



Schon Fillingim, Highway Maintenance Worker, Philip, Mar. 9.

Bryon Booth, Transportation Engineer, Rapid City, Apr. 13. Previously was an intern.

Austin Harris, Journey Transportation Technician, Rapid City, May 11. Previously was an intern.

Richard Wineteer, Highway Maintenance Worker, Rapid City, Apr. 9.

Michael Volesch, Highway Maintenance Worker, Watertown, Mar. 30.

Jake Peters, Highway Maintenance Worker, Sioux Falls, Mar. 24. Previously seasonal.

Kyle Young, Transportation Project Engineer, Road Design, Mar. 9.

Douglas Oelkers, Highway Maintenance Worker, Aberdeen Area, Feb. 22

Daniel Vockrodt, Transportation Lead Project Engineer, Materials and Surfacing, Mar. 21.

Laurie Gustafson, Labor Law Compliance Officer, Mar. 31.

Kaishia and David Anderson are the proud parents of Logan David, born Mar. 16. He weighed 7 pounds, 15 ounces, and measured 21 inches. Kaishia is a secretary in Finance and Management.



Logan David Anderson

Departures



“As most of you have heard, my last day with the DOT will be 3/26/09. I have really enjoyed my 10+ years with the State, met some great people and gained a lot of knowledge. I am looking forward to the new career path that I have chosen and look forward to working with the State in the future. Thanks.”

—Tim C. Davis, P.E.
Lead Project Engineer, Huron Area

Way to go!



Received Mar. 31 via the State Web site's feedback form:

My son is traveling to Montana to work and got stranded in Spearfish. I went on the South Dakota site and was amazed how efficient the road info is. It was a great help to me and my being able to relay messages to him there. Thanks so much and keep up the wonderful work to keep the citizens of your state as well as travelers safe.

Regards,
Sheila Johnson
Minor Hill, Tenn.

Promotions



Tom Lehmkuhl, Transportation Engineering Specialist, Project Development, Mar. 9.

Andrew Vandel, Transportation Engineering Specialist, Local Transportation Programs (Pierre), Mar. 24.

Alvin Olson, Lead Highway Maintenance Worker, Winner, Feb. 24.

Evan Edinger, Lead Highway Maintenance Worker, Chamberlain, Feb. 24.

New Arrivals



Jason Kraft, Lead Highway Maintenance Worker in Mobridge, and wife Tonya are

the proud parents of Bailey Mae, born Nov. 24, weighing 6 pounds, 10 ounces, and measuring 19.5 inches.



Bailey Mae Kraft

Krystl and Jared Vermundson welcomed a son, Alex Jared, Jan. 23. Alex weighed 9 pounds, 2 ounces, and was 20 inches long. He joins sister Lexus and brother Jaxon. Krystl is a Senior Secretary for Rapid City Region.



Alex Jared Vermundson

Transfers



Bryan Parks, Region Operations Technician, Rapid City, Mar. 24.

Anniversary Milestones



30 years

James Semple, Lead Highway Maintenance Worker, Aberdeen Area, Feb. 17.

Terry Keller, Engineering Supervisor, Project Development, Feb. 28.

20 years

Bruce Lindholm, Program Manager, Local Transportation Programs, Feb. 20.

Connecting the DOTs

is the employee newsletter of the South Dakota Department of Transportation.

This and previous issues are available on the DOT Web site:

<http://www.sddot.com/pub.asp?mode=list&Ty pe=5>

To report news/events: Contact Amy Brady at 773-5103 or amy.brady@state.sd.us

