

Connecting the DOTs

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First traffic incident management plan on the way

By Julie Bolding

Traffic incident management (TIM) is important for the South Dakota Department of Transportation and the Department of Public Safety, according to a consultant hired to develop the first statewide TIM plan.

Karen Haas of Manifest Inc. has been in South Dakota working with officials from State agencies, the Federal Highway Administration, law enforcement agencies, fire and rescue professionals, emergency medical services, towing companies, the South Dakota Trucking Association and hazardous materials teams. She provided her recommendations to the Research Review Board by teleconference at its Aug. 12 meeting.

A wide variety of events affecting traffic flow are considered traffic incidents: disabled vehicles, crashes, work zone incidents, winter storms, bridge collapses and other natural or man-made disasters.

Haas said stakeholders at meetings held to develop the plan wanted to clarify the roles of the various agencies that respond to traffic incidents. They also wanted to understand who had what legal authority at incident scenes. She said stakeholders also wanted to avoid detailed and rigid policies and instead encourage teamwork at incident scenes. They wanted to foster TIM partnerships at local and state levels, as well as educate the public about issues such as the “move over” law.

Traffic incident management in South Dakota requires leadership, and potential leaders were apparent as representatives of the various stakeholder groups helped hammer out the draft plan. “There are some people that are pretty well versed,” she said. “You need to nurture champions there.”

The draft plan proposes the creation of a TIM advisory group that will help implement the plan and oversee annual updates.

The project’s technical panel will consider Haas’ recommendations, decide

whether to endorse or alter them, and present the panel’s own recommendations to the Research Review Board at its Nov. 10 meeting.

More news from the August Research Review Board meeting:

* Lance Roberts, assistant professor at the South Dakota School of Mines and Technology, updated the board on progress of the mechanistic-empirical pavement design study. The project will build a database of the properties of various types of South Dakota base and subgrade materials. Using this information, SDDOT engineers can more accurately determine the pavement thickness needed for a specific project and produce more efficient designs.

* Board members authorized a request for proposal for Methods to Identify Needed Highway Safety Improvements in South Dakota.

The study will look at improving SDDOT’s data-driven methods of identifying road safety improvement projects so that the Department can use more of the money allocated to it by the federal government for that purpose. One method might correlate Department of Public Safety crash data to SDDOT road geometry data. Other methods may involve gathering more geometric information about local roads or obtaining information about nonreportable (from a State perspective) crashes investigated by local law enforcement agencies. In summary, SDDOT wants to improve its methods so it can successfully propose safety improvement projects for locations with an accident history and locations that may not have a crash history but do have characteristics that contribute to crashes.

* SDDOT will participate in a study of fiber-reinforced asphalt concrete. The project will incorporate synthetic fibers manufactured by Forta Corp.

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Research Review Board continued

in a Rapid City street project this fall. Dr. Roberts will evaluate the results.

- * Ken Swedeen of the Dakota Asphalt Paving Association and Rick Rowen, Office of Materials and Surfacing, updated the board on their efforts to identify candidate projects and contractors for Evaluation of Warm Mix Asphalt Concrete Pavement in South Dakota Conditions. They said they hope to construct several test sections this fall and next spring. The study will assess warm mix asphalt in overlay, leveling and interim surfacing applications. Warm mix asphalt promises to use significantly less burner fuel, produce less air pollution, and be less sensitive to long haul distances and late-season paving operations.
- * A request for proposal for Energy Use at SDDOT Facilities was postponed because the Bureau of Administration awarded a project to perform similar evaluations at several State facilities earlier this summer. SDDOT will wait until BOA's work is complete and then decide if SDDOT needs to do additional research.
- * The Research Review Board approved Mitchell Region Operations Engineer Jeff Gustafson's request to authorize work to develop a winter severity index. Such an index would provide a measure of a storm's or winter season's harshness or the intensity of winter maintenance required, which would allow a normalized assessment of the effectiveness and efficiency of winter operations.

Irene residents voice SD 46 concerns

South Dakota Highway 46 between Irene and US81 needs safety improvements beyond the resurfacing proposed in the tentative 2010-2014 State Transportation Improvement Program (STIP), area residents said at recent public meetings.

"We don't drive that road anymore because it's too damn dangerous," said John Gunderson of Irene. "It's narrow, it's hilly, there's poor shoulders on it." He made the remarks at the STIP meeting held July 22 in Sioux Falls. Other Irene residents made similar remarks at the STIP meeting held the following night in Mitchell. About 60 people attended each meeting.

SD46 is heavily used by people driving motor homes and boats down to Missouri River recreation areas and by trucks, people traveling to the new Broom Tree religious retreat center, kids going to school and farmers with slow-moving equipment, Gunderson and others said. Drivers stuck behind the slower vehicles on the two-lane road get impatient and try to pass on

hilly stretches with little sight distance. He recounted details of fatal and other crashes on the road, including a non-fatal crash involving his daughter.

SDDOT has scheduled a \$2.93 million mill and asphalt concrete overlay project on the 12-mile stretch of SD46 between Irene and US81 for next year, to be paid for with stimulus money, but residents advocate flattening the hilly segments. Full reconstruction of the 12 miles is estimated at \$16.54 million.

In response to the concerns raised by Irene residents, the SDDOT found there have been two crash deaths on SD46 between Irene and US81 since Jan. 1, 2001. One in three crashes on rural two-lane roads with these geometric characteristics result in injuries or deaths, according to national data. Only one in 11 crashes on this stretch of SD46 has resulted in injuries or deaths, an SDDOT analysis found. SD46 from Irene west to US81 has a similar accident rate to that portion of



Planning & Engineering Director Joel Jundt talks with a concerned citizen at the STIP meeting.

Irene residents voice concerns (continued from page 2)

SD46 from Irene east 16 miles, which was reconstructed in 2000. Eighty percent of reported crashes on SD46 involve deer.

Officials should consider the many near-fatal crashes on SD46, not just fatal ones, said Charlotte Hinseth of Irene. Her husband was driving a tractor uphill in 2004 when a semi tried to pass him from behind, only to meet another semi coming over the hill. Fortunately, no one was seriously hurt. “We got lucky, but I work in a factory. You report near-misses and whatever. They count. They count on your accident reports,” she said.

Rep. Shantel Krebs of Renner, who chairs the legislative summer study committee on highway funding, said it was difficult to hear about these road needs after the South Dakota Legislature rejected proposals to increase funding for State and local road systems earlier this year. “You are all asking us for funding levels to be increased—or projects to be done—but we have to come up with the money.”

She urged the people wanting more road work to write letters to the editor challenging opinions that the Department is inefficient and to tell their legislators to back efforts to increase funding for roads. “We recognize the concerns that you’ve had and shared with us, and we want to be there for you and help you, but we also need the support. When a vote comes to the legislative body, call your representative and senator and say, ‘You know what, we support a small gas tax increase....’ You have to let them know where you stand.”

Sen. Mike Vehle of Mitchell, vice chair of the legislative summer study committee, also urged residents to support legislators who vote for increased road funding. “I would encourage you to talk to your legislator and tell them why and that you’ll support ‘em, especially when they come home and they get the crap beat out of ‘em because they were voting for a tax increase. That is what will happen, so you do need to support them. I am firmly in support of it.”

It costs less to keep good roads in good condition than to restore bad ones to good condition, he said. “The longer we let this go, the tougher it’s going to get and the more money it’s going to cost you in the long run.”

In addition to Krebs and Vehle, the following State officials were at these two meetings: Rep. Darrell Solberg of Sioux Falls, Rep. Jim Bolin of Canton, Sen. Frank Kloucek of Scotland, Sen. Jean Hunhoff of Yankton, Sen. Russell Olson of Madison, Rep. Noel Hamiel of Mitchell, Rep. Lance Carson of Mitchell, Rep. Bernie Hunhoff of Yankton, Rep. Manny Steele of Sioux Falls, Transportation Commission Chairman Ralph Marquardt and Commissioner John Kranz.

The Transportation Commission will get summaries of all the public input before its members finalize the STIP at the regular Aug. 27 meeting.

Madison perseveres in push for four-lane expansion of SD34

Madison area residents came to the July 22 Sioux Falls STIP meeting and restated their case for a four-lane expressway from Interstate 29 to Madison. That project is not included in the tentative 2010-2014 STIP.

“It will add dollars to the bottom line of companies within the area: manufacturing, the ethanol plant, the trucking companies and also provide for greater abilities to access our lakes and tourism. We’re very much in favor of this as an economic development tool from my office, but safety is also a major concern,” said Dwaine Chapel, executive director of the Lake Area Improvement Corp. The Lake Area Improvement Corp. completed a \$35,000 economic impact/feasibility study last year, which it submitted to the SDDOT.

John Goeman of Madison, representing Highway 34 Four the Future, said the feasibility study determined that two-way truck traffic from the Dakota Ethanol plant on the current two-lane highway is 52,000 semis a year.

Average daily traffic on the route already exceeds the projected 2028 traffic on other four lanes in South Dakota, Sen. Russell Olson of Madison told SDDOT officials. The SDDOT previously said that when traffic passed 5,000 ADT on one stretch at Colman, an expansion project would be put on the STIP, he said. That bar has since been raised to 8,000 ADT, a level not exceed by some segments of Interstate 90, he said.

Olson said Lake and Moody counties have come together to ensure cor-

ridor preservation on that route, as the State requested. The counties, the cities of Madison and Colman, and the Santee Sioux Tribe want SD34 expanded to four lanes. “Again, I’d like to have our project considered. We’ve submitted a formal request to your office,” he said.

You can listen to presentations by Secretary Bergquist, Planning and Engineering Director Joel Jundt and the Region Engineers at each STIP meeting on the SDDOT Web site. The audio includes all comments made by residents, local officials and legislators.

http://www.sddot.com/pe/projdev/planning_stip.asp

DOT says good bye to more retirees

The Department of Transportation has again said good bye to more retirees. Summer must be in full swing and those eligible for retirement want to get out and enjoy the beautiful summer days while they last.

Those retiring include:

- * Larry Schnabel, Mitchell Region Business Manager, retired July 8
- * Hal Rumpca, Central Office - Research, Transportation Research

Engineer, retired July 8
* Cliff Reuer, Central Office - Project Development, Traffic and Safety Engineer, retired August 8
These three individuals hold a wealth of knowledge and expertise that will be hard to replace. They will be greatly missed, but we wish them well on the next chapter in their high-way of life.

Congratulations gentlemen!



Hal Rumpca receiving congratulations, thank you and best wishes from long time supervisor Dave Huft during his retirement party.



Larry Schnabel retires after 45 years of service with the Department of Transportation.



Cliff Reuer receiving his "Cliff Reuer Day" proclamation from Secretary Darin Bergquist during his retirement party.

Highway of Life

SIGNIFICANT EVENTS IN THE LIVES OF SDDOT EMPLOYEES



The Mobridge Area has selected its Triple A winner for the 3rd quarter of FY09, and the winner is Brian Hintz, Equipment Technician from Mobridge. Brian was nominated “for going beyond the call of duty and coming (to Eagle Butte) to help fix 2 trucks on a stormy day on a Friday afternoon and getting home really late that night. He is the man! Brian was also selected from the four annual winners to receive the annual award AAA award. Congratulations Brian!

South Dakota Board on Geographic Names Appointed

PIERRE, S.D. – Gov. Mike Rounds today announced the appointment of five members to the South Dakota Board on Geographic Names, which was created by the 2009 Legislature to recommend revision of offensive names for geographic places.

Appointed to the board, as specified in the statute:

- * Roger Campbell, Director of the Office of Tribal Government Relations
- * Joe Nadenicek, Department of Environment and Natural Resources representative
- * June Hansen, Department of Transportation representative
- * Jay Vogt, State Historical Society representative
- * Rick Jorgensen, Department of Tourism and State Development representative

“The process of changing offensive geographic names began with legislation in 2001, but some names that are offensive to people in South Dakota still remain and need to be replaced,” Gov. Rounds said. “This new board will continue those efforts.”

The board will meet at least once a year to consider issues related to geographical place names and make recommendations to the appropriate local, state, and federal agencies. Recommendations made in 2001 to the U.S. Board on Geographic Names resulted in several changes of offensive place names in 2008, but other names identified in 2001 have not been renamed.

Geographic names, words, or phrases that are considered harmful and insulting will be replaced with new names that will be used by all state and local agencies in South Dakota in future publications, maps, or other reference materials.

State Sen. Jim Bradford and Rep. Larry Lucas were the prime sponsors of the legislation that calls for the new board. The measure became law July 1.



Coach Burshiem and his 13-14 Teeners State Championship team. John is the Lead Highway Maintenance Worker at Flandreau.



DOT Maintenance Workers Jeff Heidebrecht and Lyle Norling decorated one of the DOT trucks and drove it in a parade in honor of Beresford's 125th anniversary celebration.

Highway of Life continued

SIGNIFICANT EVENTS IN THE LIVES OF SDDOT EMPLOYEES

New Employees



John Tanner, Highway Maintenance Worker, Gettysburg, July 9.

Travis Sparks, Highway Maintenance Worker, Platte, July 13.

Michael Wittmeier, Highway Maintenance Worker, Mound City, July 13.

Megan Wynja, Program Assistant I, Local Transportation Programs-Pierre, Aug. 3.

Bernard "Barney" Frankl, Transportation Engineer, Bridge Design-Pierre, Aug. 10.

Travis Hardie, Highway Maintenance Worker, Sioux Falls, Aug. 14.

Ruth Howell, Wildlife Biologist, Project Development-Pierre, Aug. 24.

Promotions



Donald Boyd, Lead Highway Maintenance Worker, Mission, Aug. 9.

Chad Erk, Survey Crew Chief, Belle Fourche, April 9.

Transfers



Kevin Corkins, Highway Maintenance Worker, Redfield, Aug. 24. Kevin transferred from DHS.

Retirements



Hal Rumpca and Larry Schnabel retired from DOT on July 8.

Richard Peterson and Cliff Reuer retired from DOT on Aug. 8. Richard will be coming back as a seasonal.

Anniversary Milestones



20 years

Dennis Maciejweski, July 22.

Steven Rhoades, Aug. 7.

Greg Putnam, Aug. 20.

25 years

Bernard Hermans, July 2.

30 years

Terry Hoffman, July 2.

David Voeltz, July 13.

John Moor, Aug. 6.

Jerome Janssen, Aug. 13.

35 years

Gary Engel, July 1.

40 years

Don Skinner, Aug. 11.

Our Condolences



Brian Hipple and family for the passing of his mother, Dawn Hipple.

Wayne and Audrey Nelson and family for the passing of Wayne's mother, Erna Nelson. Erna is a former (retired) DOT employee.

Everett Lawver and family for the passing of his aunt Lurdene Anderson, who raised him after the death of his parents.

New Arrivals



Paul Speer welcomed a daughter, Trey



Joy, to the world. Trey weighed 7 lb., 9 oz. and was 20 in. long. Paul works out of the maintenance shop in Kadoka.

Gregg & Shawn Ulmer are the proud grandparents of a baby boy,



Dylan Shane Ulmer. Dylan was born June 8 and weighed 7 lb., 13 oz. and is 21 in. long. Gregg works at the Winner maintenance shop.

Dave & Connie Johnson welcomed their first grandchild, Aydan Joshua Johnson, on June 14. Aydan weighed 7 lb., 14 oz and is



19.5 in. long. Connie works in Project Development.

Neil & Linda Schroeder are the proud grandparents of a baby boy, Caleb Jonathan Schroeder. Caleb was born June 21 and weighed 8 lb., 5 oz. and is 21 in. long. Neil is a Highway Maintenance Worker in Winner.

Lyle & Rose Hertel are the proud grandparents of a baby boy, Micah Josiah Mueller. Micah was born June 23 and weighed 8 lb., 6 oz. and is 21 in. long. Lyle is a Transportation Project Engineer in Pierre.



Steve & Gretchen Palmer welcomed a baby girl, Adeline Pearl, on June 28. Adeline weighed 7 lb., 3 oz. Steve is the Rapid City Area Engineering Supervisor.



June & Justin Kepler are the proud parents of a baby boy, Chase Daniel born July 13. Chase weighed 7 lb. and is 19.5 in. long. June works in the Finance Office in Pierre.



News briefs

DOT Secretary testifies at U.S. Senate Surface Transportation Hearing

South Dakota Department of Transportation Secretary Darin Bergquist testified today on rural transportation needs before a U.S. Senate subcommittee in Sioux Falls.

U.S. Sen. John Thune chaired the Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety and Security to gather testimony from national transportation experts.

“The importance of transportation in and across rural states is sometimes underappreciated,” said Secretary Bergquist. “We need a funding increase because rural states serve as a bridge for truck and passenger traffic between other states, metropolitan areas and the nation as a whole, as well as serving agriculture, tourism and local transportation needs.”

Secretary Bergquist was invited by Sen. Thune to testify because of Gov. Mike Rounds’ efforts to promote South Dakota’s interests in the next surface transportation funding bill.

The Governor has been very active as a member of the National Governors Association and during his term as chairman of the Midwestern Governors Association in supporting South Dakota’s transportation needs. Under Rounds’ leadership, MGA prepared a special report promoting “Surface Transportation Recommendations” for the Midwest. In the report, Gov. Rounds said: “We must invest in the transportation system in both rural and urban areas to promote accessibility, connectivity and mobility.”

The current draft surface transportation bill in the U.S. House proposes a significant increase in federal funding, but apparently none of the increase would go to address the needs of rural states. As currently framed, the draft directs most of the new funding to



programs for large metropolitan areas, large urban projects and other high priority projects in more urban locations.

The needs of rural states should not be overlooked, Secretary Bergquist testified today.

“South Dakota needs to receive at least its current share of national transportation funding,” he stressed.

“There have been many meetings where urban and metropolitan areas could highlight their needs, but there have not been many for rural areas to share their needs,” Secretary Bergquist added. “Sen. Thune’s hearing is a great opportunity, and one of the few opportunities, for South Dakota to get rural transportation needs discussed in a national forum.”

South Dakota completes its first highway stimulus project

Gov. Mike Rounds says the first highway project in South Dakota has been completed with funds from the American

Recovery and Reinvestment Act (ARRA), otherwise known as the federal economic stimulus program.

The \$5.9 million project involved asphalt resurfacing on 35

miles of SD Hwy 20, from the junction of SD Hwy 45 to Brentford.

The Department of Transportation has received \$178 million of ARRA funds for highway projects. About \$82 million has been awarded to contractors, and more than \$30.4 million of that amount has been expended so far.

Thirteen ARRA-funded projects are under way, and an estimated 140 jobs were created or saved.

“A significant amount of construction activity is occurring across South Dakota,” Gov. Round said. “The state wasted no time awarding bids for shovel-ready projects.”

Remaining stimulus funds will be contracted, beginning this fall.

“ARRA is a one-time federal stimulus program and does not solve the state’s long-term highway funding shortfall,” said Darin Bergquist, secretary of the Department of Transportation.

“Declining fuel consumption and increased construction costs have had a significant impact on construction projects,” he said.

“Congress is currently discussing the long-term highway bill. We hope Congress is able to develop a plan to begin addressing the ongoing shortage of funds,” Bergquist said. “In the future, it’s important that rural states get significant federal transportation funding to preserve our existing transportation system and make needed improvements that will keep South Dakota and the nation well-connected.”



TRB develops new transportation research database

The Transportation Research Board (TRB) has developed a new TRISworld database as an exclusive benefit to South Dakota Department of Transportation employees and other TRB sponsor organizations. TRISworld combines the TRIS database that transportation professionals have come to know and love with the English-language records of the International Transport Research Documentation (ITRD) Database. TRISworld provides access to more than 720,000 records of published transportation research.

TRISworld provides users with both simple and advanced search screens. In addition, users are able to browse recent publications by mode. Selected records can be printed, downloaded, or directly e-mailed to others. Access to TRISworld is controlled by IP authorization. No logins or passwords are required. You can get into TRISworld from your BIT-connected computer at <http://trisworld.trb.org>.

Aeronautics Commission wants aircraft warning lights on all wind turbines

All wind turbines within a group of the energy-producing structures should have aircraft warning lights, according to a recent South Dakota Aeronautics Commission resolution.

The commission has been hearing about near-misses of the turbines by crop-spraying planes. The panel is concerned the Federal Aviation Administration requirement for lighting on only turbines on the perimeter of a group is inadequate.

Commissioners chose to make their position clear when a request from the Prairie Winds development near Highmore came before the commission.

Did you Know?

The Office of Project Development, Planning office has recently updated their webpage to include the Highway Needs and Project Analysis Report (a.k.a. Needs Book 2009). This book is published yearly and uses a system to determine which improvement projects provide the maximum benefit to cost ratio until available funds are expended. Web site: http://www.sddot.com/pe/projectdev/planning_needs.asp

Honor Flight Fundraiser Results

Once again DOT employees have stepped up to the plate to help others. Statewide, DOT raised nearly \$1,600 during the Governor's honor flight challenge. Thank you to everyone that contributed to another successful fundraiser. Your generosity is greatly appreciated by the veterans that will benefit from this fundraiser.

Policy Update

"Supply Administration," has been revised. The revised policy number is DOT-OS-IS-2.2. <http://intranet.dot.sd.gov/policy/docs/DOT-OS-IS-2.2.doc>
Here are the highlights:

Added:

- Internal Services Transportation Analyst (Tony Wieser) to monitor SDDOT fuel activity and correct quantity discrepancies between above- and below-ground fuel tank quantities and perpetual inventory quantities with the goal of maintaining accurate fuel inventories.
- Storeroom Technicians required to destroy fuel keys collected from surplus equipment and to notify the Internal Services Transportation Analyst when vehicle operators lose fuel keys and need replacements.
- Lead Maintenance Workers required to perform quarterly preventive maintenance on fuel pumps, tank monitoring systems, sumps on tank filler necks and tank probe inlets.

Deleted:

- Region Engineers, Operations Engineers, Area Engineers, Highway Maintenance Supervisors, Sign Shop Manager, Chief Pilot and Traffic Supervisors required to furnish written documentation to the Internal Services Program Manager when justifying annual inventory variances of three percent or more.
- Requirement for Storeroom Technicians to return and monitor fuel system hardware sent for repair, also requirement to make sure the fuel inventory is accurate.
- Requirement for Lead Maintenance Workers to make sure fuel inventories are accurate.

Connecting the DOTs

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This and previous issues are available on the DOT Internet site: www.SDDOT.com

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