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June 2016

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CYBER Security

A Hotel Scam You Should Be Aware Of

Scenario:

You arrive at your hotel and check in at the front desk. Typically when checking in the hotel requires that you keep your credit card on file in case you would acquire any additional charges.

After checking in you go to your room and settle in. All is well.

Shortly after, the hotel receives a call and the caller asks for (as an example) room 620 - which just so happens to be your room.

The phone in your room rings. Upon answering, the person on the other end explains "This is the front desk. When checking in, we encountered an error with your charge card information. Would you mind please re-reading me your credit card number and verifying the last 3 digits on the back of your card?"

Unaware that this is in fact a scam by someone calling from outside of the hotel and believing this call is actually coming from the front desk of the hotel, you oblige. The thought of someone calling your hotel, randomly picking a room number, and asking for your credit card information never crossed your mind.

How to protect yourself:

If you ever encounter this scenario on your travels, tell the caller that you will be down to the front desk to clear up any problems. Then, go to the front desk or call directly and ask if there was a problem. If there were none, inform the manager of the hotel that someone tried to impersonate a front desk employee and scam you of your credit card information.

http://bitsocialmedia.blogspot.com/2016/06/a-hotel-scam-you-should-be-aware-of.html

TABLE OF CONTENTS

MENTORING EVENTS

July 19 (Tuesday), 10 a.m.-Noon, VC Sites
Challenges Faced by People with Disabilities
Kristi Eisenbraun, Ms. Wheelchair SD 2016

July 19 (Tuesday), 1:30-3:30 p.m., VC Sites
Extra Mile Mentoring - Ethics in Leadership
Karla Engle, John Forman & Doug Sherman

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Electronic Plan Reviews

by Brian Raecke, Road Design Engineer

Collaboration, the other "C" word that works together with the ever important process of communication. It might seem obvious, but one of the keys to successful collaboration is providing every member in your team with all of the information that they need by communicating effectively. If everyone isn't on the same page ideas can be missed and the potential for collaborative success decreases. The goal—and the power—of collaboration technology is to help people share information in the easiest way possible by:

1. Engaging people by providing the best collaboration tools to connect with peers and other organizations
2. Helping people innovate to develop ideas and solve problems
3. Bringing people together anytime, anywhere, on any device
4. Saving time, simplifying workflows, and increasing workforce interaction and productivity

Electronic Plan Reviews are a relatively new collaborative environment. Many governmental entities are placing a high priority on moving to an electronic approach to reviewing plans for the four reasons stated above. An electronic plan review system also seeks to eradicate today's common paper-based review process along with all the costs associated with paper plans. Time savings, increasing reliability and efficiencies can be gained through an ability to handle multiple plan reviews in parallel instead of sequentially as they pass through the various reviewers.

How is SDDOT implementing this new collaboration technology of electronic plan reviews? The department is already using the Adobe Acrobat Pro software to create PDF's (Portable Document Format) of the project plans and then sending the plans out for a shared review internal to our State firewall. A copy of the review plans is transferred by way of the File Transfer Protocol (FTP) site to FHWA, Local Governments and consultants external of the State firewall. These external entities all do their own reviews independent of each other and the SDDOT review. Internal and external reviewers can use the free Adobe Reader to review the plans. When completed the external reviews are then transferred back through the FTP site and combined with the SDDOT review. This electronic review process was a major change from marking up paper plans sequentially from reviewer to reviewer and writing review letters that consumed many hours of the reviewers time. The existing internal Adobe Acrobat Pro shared review system is stable and has been working very well, however, there are better and more efficient ways of doing plan reviews. A goal was set to develop an electronic plan review system for both internal and external customers to collaborate in real time without requiring our external customers to buy expensive software to partake in our plan reviews.

In our first attempt, to achieve our goal, we worked with the Bureau of Information and Telecommunications (BIT) to create a Microsoft SharePoint Site external to the State firewall. Adobe Acrobat Pro and Microsoft SharePoint have the capabilities to work together to allow external and internal reviewers to collaborate on the same set of PDF plans. Small scale testing on this new system showed promising results however large scale testing showed synchronization issues between the two sets of software on random computers. The occurrence of these random errors could not be prevented since the problem was integral to the software so we could not proceed with implementation of this review system.

Other options to use Adobe Acrobat Pro for a collaborative review with our internal and external customers were not available. This led us to look at other available software options to achieve our goal. Other state DOT's were contacted and one PDF software company was always mentioned - **Bluebeam Revu**. Bluebeam Revu is very similar to Adobe Acrobat Pro, with one major difference. Bluebeam Revu makes use of Amazon Web Services, commonly referred to as the Amazon Cloud, to host the plan reviews. The use of the Amazon Cloud allows all customers, both internal and external, to collaborate easily on a single PDF plan set.

continued on page 3

TRAC Teacher Training

by Ann Campbell, Training Coordinator

SDDOT recently hosted two TRAC program training sessions during the first week of June. Each training session was two days from 9 a.m.-4 p.m. The Associated General Contractors, a SD TRAC Program partner, provided the working lunch. Teachers representing Custer, Kadoka, Pierre, Chamberlain and Mitchell attended. Several SDDOT engineers also attended. The instructor, Tim Barron, is a Physics teacher from Gladstone High School in Michigan. Tim conducts training for the AASHTO TRAC Program in different states across the country.

Tim and Harry build their bridge with balsa wood and hot glue.

Throughout the workshop, the teachers and engineers worked together on the hands-on activities provided in the TRAC modules that could be used in their classroom. The training helps the teachers learn how to adapt the resources to their existing curriculum. The resources are developed for flexibly so they can be used at different grade levels and in different subjects. The instructor explained how to use the activities to enforce Math, Science and Physics concepts. One of the most beneficial aspects of the training was the discussion between the engineers and teachers and included examples of the day-to-day responsibilities of an SDDOT engineer and the diversity in the civil engineering profession.

As noted in previous newsletters, there are eight modules the teachers can choose from. In order to receive a TRAC module, teachers are required to attend training so they understand how to use the resources effectively. Following the training each teacher is allowed to select one TRAC module to implement in their classroom.

A survey was given to participants following the training. Some of the survey comments from the teachers are noted below.

The following teachers attended the training: Lisa Bahe, Mitchell, Kathy Bradeen, Custer, Kelly Brandt, Pierre, Carrie Cox, Chamberlain, Mindy Dooley, Custer, Tim Elseman, Custer, Julie Hermann, Kadoka, Chris Swiden, Pierre. The following staff also attended: Rick Brandner, Mitchell, Tammy Williams, Belle Fourche, Jason Froelich, Road Design, Bryce Kampa, Soils, Tim Wicks, Custer, Harry Johnston, Rapid City, Brad Norrid, Winner and Paula Huizenga, Administration.

"This training was one of the best training I've attended as a high school teacher. All modules are very applicable to many high school classrooms. I'm very excited about transferring the knowledge I received into the classroom. In addition, I greatly appreciated having the engineers present. Their input was great and now I have a contact!!! The only idea I had for improving the project is the idea of intern position during the summer between high school graduation and college. I think getting this students experience earlier might help them stay with the program and/or influence their decision towards engineering". (*anonymous response*)

Tammy and Kathy design their city with sidewalk chalk!

continued from page 2

Bluebeam also has a free version of the software called Bluebeam Vu that can be downloaded from their website so anyone can be involved in the plan reviews. Bluebeam tailors its software to the Architecture, Engineering, and Construction (AEC) industry which makes the software more intuitive to use.

At present we are testing the Bluebeam Revu software and working with BIT to calm any concerns with the Amazon Cloud Security. We are optimistic we will be able to implement this new software very soon. By achieving our goal, we will ensure increased collaboration on our projects, streamline the review process and we will be working smarter, not harder.

Pierre Region Ponderings

by John Forman, Pierre Region Engineer

As I began to decide what this article should be about, I reflected back on other recent articles by my esteemed colleagues (to you, the other Region Engineers). A couple of things stand out in our day-to-day work lives. We are always trying to be innovative, we are always looking to improve safety, and we always want those things to be cost effective.

With winter behind us, now is the time to be thinking about how we can improve our winter operations for the upcoming winter. Ever since I've been involved in Operations, 15 years of my DOT career, road salt availability annually becomes an issue. Most people don't realize that South Dakota is a very small user of road salt in the grand scheme of things. The majority of our salt comes from mines in Kansas. Because we are a small user, we are really at the mercy of the markets and what other states, or combination of states, require for amounts of salt. An example would be if the states of Missouri, Iowa and Illinois have a huge blizzard, their needs for salt will increase dramatically. Quite often the salt mines will put their distributors, often trucking companies, on a quota, for example 30 truckloads per week. The end result could be that we have problems securing enough salt for our needs.

Through the years, many different options have been weighed. We have done a good job of filling our sheds during the summer and being prepared as best we can. But most sites do not have enough total storage available to carry them through an entire winter. Of course, we never know what Mother Nature is going to throw at us, or even what a "normal" winter really is.

One option that has been considered is building large storage facilities at each end of the state along railroad lines where salt could be railed in, off-loaded and stored until our needs required it. Then we could hire trucking to the various maintenance shops or potentially even haul it ourselves. This concept has been around as long as I have, but it is expensive and presents some logistical problems as well. Another concept that was kicked around 10-15 years ago was the use of grain bags for storage. We have all seen these huge white plastic bags in farmers' fields holding grain or silage. Again, we really never got beyond the discussion stage.

This spring, Brad Norrid, Winner Area Engineering Supervisor, did more than just talk about it. He did some research – the internet is wonderful!! He found a manufacturer of the machines that fill these grain bags from Hector, Minnesota, who actually had a representative in Freeman, S.D. Brad contacted them and explained what we were thinking about and did they think this would work. They jumped at the chance! It turns out that their down time of the year is the time that we would most likely want to be filling bags with salt. They had never done this with salt, but had filled bags with fertilizer before. One thing lead to another and a demonstration was scheduled to see if and how this could be done. It was a learning experience for both the manufacturer and DOT as well.

A demonstration was done on May 17, in Winner, with a set up day on the day prior. First thing everyone learned was that the hopper the salt would be dumped into was not built to fit a DOT loader bucket. These hoppers are built to be fed by an auger from a grain cart or combine, and therefore are not nearly wide enough. [As a side note, the manufacturer is already designing a different hopper to accommodate salt loading.] Salt also has a different characteristic from grain or fertilizer, as it does not "flow" like those materials. Salt tends to stand at a much steeper slope than either grain or fertilizer. All this aside, the demonstration was very successful. Two bags were constructed in the Winner yard. One was filled and left to see if any degradation from the salt or combination of the salt and ultraviolet (UV) radiation will happen to the bag. The bags themselves are supposed to last around two years exposed to UV rays. The other bag was opened and a couple different methods of unloading it were tried. Knowing the innovation of our maintenance staff, I'm sure other methods will be tried and a best practice will evolve should we decide to go this direction.

For a few hundred dollars, we could have reserve salt storage for that emergency situation when salt is not forthcoming from our suppliers for whatever

continued on page 3

Innovations in Salt Storage

continued from page 4

reasons. We don't foresee this being something that we would store a whole winter's worth of salt at a facility, but rather emergency use only for when suppliers can't keep up. Each shop would have to look at the average annual use, event use and determine what they might want to have on hand in these bags. I can see some shops not having any emergency salt, and some shops having, perhaps, 200 tons on hand. By the way, a bag containing 200 tons of salt would only be about 100 feet long. Bags can be of any length dependent on the size of bag purchased. Below you can see some analysis of what might be done to help determine what quantities might want to be stored.

Shop	ShopDesc	EVENT 11-29/12-01	12-14/12-15	12-16/12-18	1-20/1-22	1-24/1-26	2-29/3-2	TOTAL	Avg Event (tons)
393	Mission	70.75	28.82	25.1	11.6	20.37	0	156.64	26
394	Murdo	84.5	76	63	7.5	52	42.25	325.25	54
395	Presho	161.61	49.5	118.95	12.5	49.82	61.75	454.13	76
396	White River	42.8	41.5	44	8.5	29.1	0	165.9	28
397	Winner	78.5	75.56	103.69	32.56	37.29	35.85	363.45	61
398	Kadoka	166.5	113.25	117.75	2.5	58	14.5	472.5	79
399	Martin	49.3	31.8	39.4	21.5	27.3	0	169.3	28

The Pierre Region is looking to do a small scale trial of this for the coming winter. Should it be successful, then more widespread use of these grain, no salt bags will be entertained. We feel these are cost effective, no significant safety risks associated with them and could solve a problem that we have encountered for many years.

DOT Enhances Safety on Peter

by Rich Zacher, Custer Area Engineer

The Peter Norbeck Scenic Byway in southwest South Dakota forms a 70-mile loop as it follows South Dakota Highways 87, 89, 244 and U.S. Highway 16A. All listed highways are two-lane paved roads suitable for most vehicles. These routes have many curves and narrow tunnels along with short radius pig-tailed bridges. The Peter Norbeck Scenic Byway travels through forests of pine and spruce and groves of aspen as it twists and turns through the beautiful Black Hills. Overlooks along the byway provide spectacular vistas of the surrounding mountains and rugged rock outcrops. Highlights include Mt. Rushmore, Harney Peak, Sylvan Lake, the Needle's Eye and Cathedral Spires rock formations.

The promotional efforts featuring the byway as a great place to travel has been very effective. At the same time as the increased usage of the byway, there has been an infestation of mountain pine beetles that have attacked the Black Hills ponderosa pine trees. Infected trees along the byway continue to be removed to prevent them from toppling onto the roadways.

Bug infested trees line the highway.

The trees that once lined the roadway served to slow traffic and acted as natural barriers preventing runoff the road accidents. The trees visually narrowed the roadway and created a shy distance that kept motorists attentive and cautious.

The increased traffic, the loss of the natural traffic calming feature, and the creation of additional views led to an increase in run of the road crashes. The Department of Transportation has been involved in two outside of the norm projects unique to the routes of the Custer Area.

One such segment existed in the northwest section of Custer State Park near the Hood Tunnel on SD 87. This 0.7 mile segment included two switchback curves, narrow road widths and steep grades. This portion of SD 87 remains open all winter and has been the Custer Area choice of routes for snow plow training, greatly reducing the length of the learning curve.

SD87 switchbacks with bug infested trees removed

With the trees removed, the 18' roadway appeared to become even narrower. Rapid City Region Engineer, Todd Seaman, saw this as an opportunity for the DOT to not only mitigate a potential traffic safety concern, but to do something unique.

In contrast to long-standing practices in transportation design that place primary importance on moving traffic, the context sensitive solution process emphasizes that transportation facilities should fit their physical settings and preserve scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility.

To do something out of the ordinary would take an additional funding source. The DOT applied and was awarded a $1.3 million National Scenic Byway Grant to be used to address safety concerns.

continued on page 7

continued from page 6

With this grant multiple options were looked at to provide guardrail adjacent to the fill slope to provide for a safer driving experience. Part of the condition of the grant was to utilize context sensitive barriers to enhance the scenic byway. Stones were chosen from a local quarry to match those of the surrounding outcroppings, and used to face a crash-worthy concrete barrier.

Several types of slope stabilization and guardrail options were looked at for this project in order to provide 2 - 10' lanes with 2' shoulders and guardrail. It was determined that a 1:1 reinforced slope would be constructed north of the tunnel on the first and second tier of the switchbacks. The stone masonry guardrail was installed north and south of the tunnel and also along the 1:1 reinforced slope.

On October 24, 2014, the highway was closed and work began. An unusually mild fall allowed for grading operations to continue into late December. As the mild weather continued, concrete and stone masonry work began in February and March. Landscaping included the placement of boulders, tree planting, and scattering of dead trees to recreate the original scenery. The project was finished and opened to traffic one month ahead of the scheduled July 24th, 2015 completion date. The features designed into this 0.7 mile reconstruction project not only increase the safety of the highway, but add to the many landmarks you will find along the byway.

While there are many landmarks, visitor's unfamiliarity with the landscape of the Black Hills makes it difficult to provide meaningful assistance when reporting the need for emergency services. Prior to the 2014 Sturgis Motorcycle Rally, the South Dakota Highway Patrol came to the South Dakota Department of Transportation with a request to place signs at the tunnels identifying their names. The DOT provided signs stating county, route and mileage reference marker. This effort, though accurate, did not make the needed impression to greatly improve location identification.

Research into the tunnel names proved that while some tunnels had very commonly used names, only the Highway 87 Hood Tunnel was officially named. The Peter Norbeck Scenic Byway Tunnel Naming Group was formed to research and recommend names for the remaining five tunnels on the Peter Norbeck Scenic Byway. The group is made up of members from both Federal and State Parks, business owners along the routes, chamber and emergency service representatives from the cities of Custer, Keystone and Hill City, the South Dakota State Historical Society, and local historians.

The focus of the Peter Norbeck Scenic Byway Tunnel Naming Group was to accurately assign tunnel names that captured the history and geography of the tunnels, while achieving the original objective of providing directional assistance to emergency services personnel.

continued on page 8

PNSB - Tunnels, tunnels, tunnels

continued from page 7

On S.D. Highway 87, the names being proposed for the Needles Highway tunnels came from strong geographic features immediately adjacent to each of the tunnels. These names are currently commonly used names when describing the tunnels: Iron Creek Tunnel, Needles Eye Tunnel and Hood Tunnel.

The names for the tunnels on U.S. Highway 16A, Iron Mountain Road, were chosen to recognize those individuals that most aided Peter Norbeck in the design and construction of the route. These three gentlemen made significant contributions while working directly with Peter Norbeck on the vision, design and completion of the route: Charlie Smith Tunnel, C.C. Gideon Tunnel and Doane Robinson Tunnel.

The final tunnel is located on the east side of Keystone on U.S. Highway 16A, this three-lane tunnel lies in the middle of one of the Black Hills most historic mining areas. Gold, silver, tin, copper and beryllium were just a few of the many minerals mined in the Keystone area. This is the reason the group is recommending the name, Miner's Gateway Tunnel.

The third project is a 4R safety driven intersection project located at the intersection of US16A and SD87 in Custer State Park. It was identified with the help of the intersection safety module and based on crash frequency and the predictive crash frequency difference.

The rock formation in the middle is the unique feature of the intersection that needs to be retained, but this rock creates multiple points of conflict. The two way movements in each leg create confusion, and lead to inefficiencies during snow removal operations.

Traffic counts were completed and showed that the major traffic movement was on US16A. The intersection was reconfigured to tie one-way segments of SD87 into US16A at right angles splitting the rock in the middle allowing for it to remain in place. There are so many destinations in the immediate area, placing them all on highway signs is not feasible. The intersection design included 8' shoulders for approaching traffic to safely get off the road to check the map.

The DOT believes the byway's namesake, Peter Norbeck, would approve of the efforts to improve the safety of the corridor while providing context sensitive solutions. This former U.S. Senator and Governor of South Dakota said: "You're not supposed to drive here at 60 miles per hour. To do the scenery half justice, people should drive 20 or under, to do it full justice they should get out and walk."

Mentoring Corner

by June Hansen, Civil Rights Compliance Officer

One of the best kept secrets at the SDDOT is that the mentoring forums are open to anyone to attend. The forums are designed to enhance the formal mentoring program but aren't an exclusive club that only those in mentoring can attend. The topics discussed in the forums are designed to benefit a wide range of employees. That's why the forums are presented via video conference and recorded so staff can view them at a time that fits into their schedule.

What are mentoring forums? The forums are two hours in duration and are focused on a particular topic or event. Typically there are one or more presenters who enlighten the participants on the topic for about an hour and a half and then open it up for questions from the group. It's important to note that not all forums follow the standard presentation style, there have been panel discussions and video driven presentations.

The forums are recorded and stored on the Mentoring Intranet page: http://intranet.dot.sd.gov/mentoring.aspx. Over the years there have been forums on a variety of topics such as leadership, conflict resolution, financial planning, legislative process, SDDOT's strategic plan and goal setting. The past forums are available any time for you to view. Maybe someone in your office talked about the recent Leadership Forum that Bob Sutton presented and you wished you could see it – it is online for you to view any time.

The July forum is unique because the department is fortunate to have Ms. Wheelchair South Dakota 2016, Kristi Eisenbraun, as our speaker. Ms. Eisenbraun shared her concerns about Interstate Rest Areas with staff from the SDDOT and also the Department of Tourism. The staff that met with her found her first-hand knowledge of the challenges she faces when traveling to be eye-opening. The Mentoring Committee is honored that Kristi has agreed to speak to the group on July 19. Kristi will share her goals as Ms. Wheelchair South Dakota and bring awareness to many things we take for granted.

Kristi Eisenbraun
Miss Wheelchair, S.D.
(Facebook photo)

Also a new component of the mentoring program this year is Extra Mile Mentoring – Six Signs of Leadership. This program is designed for those who want to enhance their leadership skills or those looking to take on more of a leadership role at the DOT. In July, Karla Engle (Chief Legal Counsel), John Forman (Pierre Region Engineer) and Doug Sherman (Winner Area Engineer) will share their thoughts on Ethics in Leadership and will touch on conflict of interest. This event is also on July 19 and will be presented via video conference.

Feel free to participate in any mentoring forum or extra mile mentoring event. If your video conference site has not been reserved for an event, contact June Hansen or Brad Remmich to get your site added. Currently the only sites reserved are ones with active participants in the mentoring program.

Rapid City Area Interns on their way to the Governor's Intern Picnic

John Matthesen, Engineering Supervisor; Brandon Richardt; Tige Thorman; Justin Peebler; John Lucas; Tony Sherman; Skylar Larson; Emily Newton; Allison Smith; Casey Skillingstad; Mike Carlson, Area Engineer

Retirements!

Kevin Goeden, Chief Bridge Engineer, retired on June 3, after 34 years and 7 months of service.

Linda Wood, Secretary in the office of Road Design, retired on June 8 with almost 19 years of service.

Mary Vandel, Secretary in the office of Bridge Design, retired on June 8, 2016 with more than 16 years of service.

Doug Droz, Pierre Region Operations Coordinator, retired on June 8, after working for the DOT 12 years. Doug started work for the DOT in the Pierre Area Office in 2004 as a Journey Tech. Doug then transferred to the Central Lab and eventually took the position of Pierre Region Operations Coordinator where he retired.

Blake Neu, project technician in Sioux Falls, retired on June 8 with 35 years of service. He started in 1980 as a Hwy. Maint. Worker in Madison and moved into a project tech position in 1990.

On June 8, 2016, Eugene Helms (left) and Bruce Barnett (right) retired from the Wall Maintenance Shop.

Eugene was a Highway Maintenance Worker and retired after 11 years of service.

Bruce was a Lead Highway Worker and retired after retired after 27 years of service.

Glenda Bruch, BHR, retired on June 8 with 33 years of service, most recently as the Human Resources Officer for SDDOT.

267+ Combined Years

Gary Hovey, Hwy. Maint. Worker began his career in Reliance on March 29, 1976. When the Reliance shop closed, he was transferred to Presho where he retired on tired on June 8, 2016. His career spanned 40 years, 2 months & 11 days

The ROW office celebrated the retirements of Audrey Nelson (26 years 7 months) and Dave Mensch (16 years) on June 6, at Audrey and Wayne Nelson's home.
Front Row – Jennie Bucholz, Donnie Webster, Fred Leetch, Nicholas Ramos, Al Haugen, Ben Brown (former ROW staff), Jim Roberts (retired ROW staff), & Dave Mensch
Middle Row – Coleen Kusser, Jerri Williams, Emily Stewart, Audrey Nelson, Joel Gengler, Ken Brilz, & Peggy Brilz
Back Row – Dave Hempel, Dave Parker, Carole Binger (retired ROW staff), Doug Drake (retired ROW staff), & David Karl

Jack Stuchl - Aberdeen Region Operations, Region Operations Tech
March 15, 1965 to June 8, 2016.
51 years, 2 months, and 25 days

Dean Skatvold, project technician in Sioux Falls, retired from the SDDOT on June 17 with 25 years of service.

Paul Behrend, Project Technician in the Mitchell Area office retired on June 8. Paul started as a summer seasonal in 1984 and joined the department full-time on Jan. 6, 1986. Pictured Jay Peppel - Mitchell Area Engineer, Paul, center, and Steve Weisz - Mitchell Area Engineering Supervisor, right.

Employees

Longevity

Wade Dahl	25	06/10/1991	Engineer III	DOT-75
Brian Vandam	25	06/10/1991	Transportation Specialist I	DOT-22
Eric Stroeder	25	06/24/1991	Engineering Mgr II	Mobridge
Dave Huft	45	06/30/1971	Exempt Eng Mgr I	Research
Steven Palmer	20	07/03/1996	Engineering Mgr II	Rapid City

Steve Palmer, right, celebrating 20 years with the SDDOT with Mike Carlson, Rapid City Area Engineer.

Jim Schwartz, ROW field agent, shown here with Andy Jackson and Joel Gengler with his 45 years of service commemoration.

New Employees

Howard, Chad	Engineer IV	Pierre	06/06/2016
Hudecek, Robert	Transportation Analyst	Pierre	06/09/2016
Haar, Myron	Equipment Technician	Aberdeen	06/09/2016
Haugh, Evan	Intern	Pierre	06/13/2016
Wuebben, Nick	Region Operations Tech.	Rapid City	06/13/2016
Buono, Richard	CAD Technician	Pierre	06/13/2016
Bergstrom, Dustin	Journey Transportation Tech.	Yankton	06/24/2016
Johnson, Kathryn	Transportation Specialist	Pierre	06/24/2015
Marcouiller, William	Engineer II	Pierre	06/24/2015
Endorf, Doug	Project Technician	Mitchell	06/24/2016
Dunlavy, Scot	Equipment Mechanic	Pierre	06/27/2016
Palmer, Jarvis	Lead HMW	Faith	06/27/2016

Condolences

Simon Kusser, father of Jan Talley (Finance) and uncle to Coleen Kusser (ROW), passed away May 11.

Rock Gillaspie of Midland, passed away on May 25, 2016. He was an Equipment Tech in Murdo where he began work in 1998.