

MAY 2021

Connecting the DOTs

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Fallen Hero Bridge Naming Program

The Fallen Hero Bridge Naming Program was created to honor and remember South Dakota's fallen veterans by naming bridges on the state highway system for those who were either killed or are still missing in action while defending our country in any armed conflict.

This year, the Committee (comprised of Department of Military and Department of Veterans Affairs personnel) chose to honor 13 heroes on 12 bridges. The Committee strives to annually award heroes from each era. As many WWII veteran's family members are part of an aging population, the Committee wanted to honor as many WWII veterans as possible this year.

The Transportation Commission approved the designation of the 12 bridges in honor of the 13 fallen heroes at their April meeting. **Two of the chosen heroes are brothers . . .**

First Lieutenant Herbert F. Lyman: (Army Air Forces) P-51 Mustang Pilot shot down over France on June 17, 1944. Buried in France.

Technical Sergeant Lyman M. James Lyman: (Army) Killed March 16, 1945 in Italy while leading charge on machine gun positions. Buried in Italy.

The Lyman brothers will be honored together on S.D. 73 bridge over a railroad north of U.S. 12, near Thunder Hawk.

The DOT will create the sign design. The Department of Veterans Affairs will work with the families to plan and schedule the dedication ceremony. Following each ceremony, DOT maintenance will install the signs at the selected bridge.

Please find the list of the other 11 veterans to be honored (and their memorial bridge location) on page three.

If you're traveling from Rapid City into the Black Hills, you might cross the landmark Keystone Wye Bridge. Built in 1967, designers Clyde Jundt and Kenneth Wilson chose a laminated timber arch structure to harmonize with the natural surroundings.

SDPB provides an interesting documentary, "**Landmarks: The Keystone Wye and the Highway 16 Arch**" at <https://www.sdpb.org/blogs/arts-and-culture/landmarks-the-keystone-wye/>

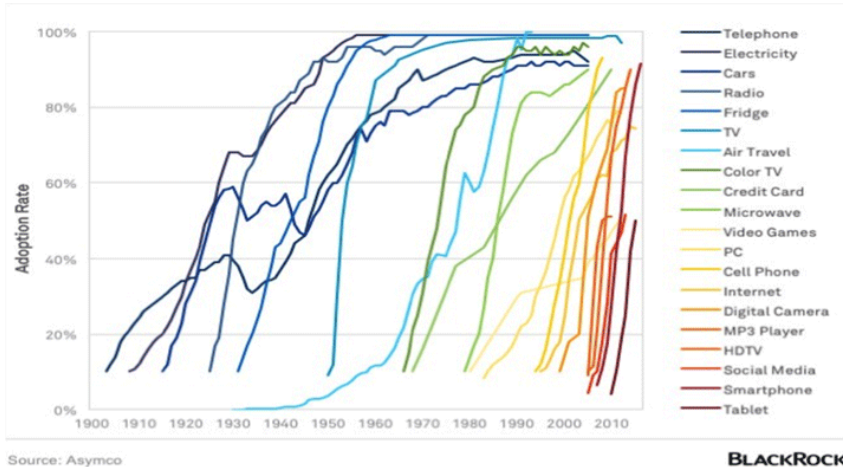


The Secretary's Corner

Intelligent Transportation Systems . . .

I am very excited about the possibilities that these technologies will bring to our everyday lives, and even more excited about our how our department will play a major and integral role in making better lives through transportation as we forge ahead in implementation of these new technologies into our transportation systems.

Our world continues to change and for most of us, we have all experienced technology rapidly transform the world we live in. As the graph reflects, the adoption of recent technical advancements has been accepted by the masses in record time. If you compare the time it took for society to adopt the basic telephone vs. today's Smartphone, the difference is exponential. This is also taking place in the world of transportation.



Connected and Automated Vehicles are already on the market. These vehicles will continue to shape the way we design and operate our transportation facilities. Minimum expected changes include modifying the material used for pavement markings and highway signage. Major changes will include policy modifications for driver and vehicle licensing, law enforcement, and insurance. Protection of data and cybersecurity will also be an issue. Our own vehicle fleet will likely be changing from internal combustion engines to alternative fuels such as electric and hydrogen. All of this is projected to take place within the next 25 years or less.

For this reason, SDDOT recently created a new office called the **Intelligent Transportation Systems (ITS)** Program. The program will be led by Dave Huft who is actively involved in the transportation world of ITS - both at the state level and at the national level. Dave is very well respected in the industry and will continue to advance SDDOT into the future as we enhance our transportation assets, so they are capable of safely accommodate these new transportation technologies.

Dave will be stepping away from his involvement in the Research program and will concentrate solely on this new area. In addition, Patrick Brueggeman, who also works in the Research office, will now work along side Dave and play a major role in developing this new program. Finally, we will be creating an ITS position to take on the role of maintaining the many different assets that we have installed throughout the state as well as many more still to come.

List of Fallen Heroes to be honored (in addition to the Lyman Brothers):

WWII Veterans:

Captain Elmer A. Rusch: (Air Corps) D-Day Invasion June 7, 1944 - Glider pilot who landed in enemy territory and was killed.

~Bridge on U.S. 14B over the east branch of Six Mile Creek, just west of Medary Ave. in Brookings

Private Bruce E. Ruby: (Army) Killed in combat Nov. 9, 1944, in France. Buried in France.

~Bridge on U.S. 12 over the Missouri River in Mobridge

Private Richard R. Bertram: (Army) Died April 10, 1945, as a result of combat injuries suffered in fighting on Okinawa. Died on ship and buried at sea.

~Bridge on U.S. 183 over the Keya Paha River near Wewela (just north of the Nebraska border)

Private First Class Delmar W. Westerman: (Marine) Died Feb. 22, 1945, from injuries sustained while fighting on Iwo Jima, on February 21, 1945.

~Bridge on S.D. 44 over the Vermillion River west of Chancellor

Sergeant William L. Christensen: (Air Force) Died April 8, 1944 while serving as a Bombardier on board a B-25 Bomber. Shot down by Japanese planes.

~Bridge on S.D. 44 over Pony Creek, approx. 0.5 miles west of intersection with S.D. 37 in Parkston

Korean War Veteran:

Private First Class Robert C. Rand: (Army) Killed in action near Heartbreak Ridge, Korea Oct. 3, 1951.

~Bridge on S.D. 42 over the East Fork Vermillion River, northeast of Monroe

Vietnam War Veterans:

Captain Charles Lane: (Air Force) F-4D Phantom pilot in Vietnam. One of only seven remaining SD MIAs from Vietnam. Fate Determined Status declared in 2006.

~Bridge on U.S. 81 over the James River at Yankton

Specialist Mark R. Horner: (Army) Killed on Feb. 15, 1970, while on foot patrol in Vietnam; shot while attending to wounded.

~Bridge on SD 20 over the Lake Kampeska Outlet on the NE side of the Lake in Watertown

Lieutenant Corporal Kenneth R. Jamerson: (Marine) Died on April 5, 1967, from injuries from a landmine while on patrol in Vietnam.

~Bridge on SD 63 over the Grand River south of Little Eagle

Operation Iraqi Freedom and Operation Enduring Freedom Veterans:

Staff Sergeant Gregory A. Wagner: (SD Army National Guard) Killed May 8, 2006, in Baghdad, Iraq, when an IED detonated near his HUMVEE.

~Bridge on S.D. 38 over the James River east of Mitchell

Staff Sergeant Jeremy D. Vrooman: (Army) Killed on July 15, 2008 from injuries sustained by explosion, while clearing buildings; saving teammates lives in the action.

~Bridge on S.D. 11 over the Sioux River between Sioux Falls and Brandon

Being a Good Mentor

By Greg Rothschadl



When I think back through my life, I can come up with a decent sized list of important people in my life who helped give me direction and guidance. I have come to know them as mentors. Among them are coaches, teachers, friends, co-workers, and family members. When I think about the vast list of mentors I've had along the way, two people stand out from the rest. First and foremost would be my dad, Harv, who I am blessed to still have mentoring me today. The other mentor that had a significant impact on me was my first supervisor at SDDOT, Ron Peterson. Ron mentored me for over 25 years until he retired.

These two men were exceptional mentors to me, seemingly without even trying to be. Looking back, I can say that they shared a lot of the same traits, and a few big ones stand out in my mind. They had vast knowledge and life experiences that they were willing to share with me. They were good listeners and communicators, which in turn made it easier for me to communicate my thoughts and concerns with them. They were inspirational and encouraging which really helped me to understand that they cared about my wellbeing. Don't get me wrong it wasn't all peaches and roses, they would offer constructive criticism when needed, but they would also let me make decisions, wrong or right. Dad and Ron both lead by example with hard work ethics, high standards, and morals. They used the above traits to mentor me and guide me towards the same exceptional standards they lived by. They would not settle for anything less than what they expected of me, and I appreciate their hard work on this to this day.

A good mentor has many of the traits mentioned above, but more importantly knows how to leverage those traits to engage, challenge, and encourage their mentee. It is my belief that the most important trait that a mentor exhibits is genuine care for his/her mentee. If the mentor cares about the mentee, any obstacles that arise, whether work or personal related, the mentor has a vested interest in wanting to see the mentee succeed. Honestly the rest of the traits listed just follow along when you are actively trying to help support your mentee.

When I heard about the Mentoring Program, I was eager to get involved. When I was matched with my first mentee, I was both excited and nervous. I had experienced good mentors throughout my life, and I wanted to make sure to provide guidance and support just as my previous mentors had done for me. Since then I have had several mentees and I find that I learn something new from each session. It is somewhat unexpected, but that is the great thing about being a mentor, it's important to realize that there is plenty left to learn. As a mentor, I have tried to learn from each pair and better my mentoring ability by thinking back on my experiences with my Dad and Ron.

My experience had come full circle when I was asked to be on the Mentoring Committee a few years back. I was excited for the opportunity to guide and support our next generations of mentors. Being on the Mentoring Committee was another way to pay it forward by continuing to help others as my previous mentors helped me. The moral of this story is that everyone needs mentors and good mentors are important for helping to shape their mentees. Now that I am older and look back on everything, I am very appreciative of all the work all my mentors put into me and my wellbeing. In retrospect, both these men are a large part of who I am today.

Whether you want to be or not, we are all mentors in life. We are mentors to our kids, our coworkers, younger friends, etc. Think about the traits listed above and others that you think a good mentor should exemplify. I will end this article with a challenge. Think about people you interact with and challenge yourself to become a better mentor to them. Take the time to listen, provide feedback, and support. Being a good mentor takes hard work, time and practice. Most important yet, is to always remember to make time for mentoring.

It may be a picture, but it isn't always perfect The fallacy that imagery is always right By Roger A. Brees, GIS Specialist

To begin with, we need to explain what is meant by accuracy in imagery. Spatial accuracy is the degree or closeness to which the information on a map matches the values in the real world. An image is made up of individual pixels. How close that pixel is to its true location on the earth is noted as plus or minus (+/-) a distance. The most widely used imagery in the DOT is the Farm Service Agency (FSA) imagery available on DataHound. In 2009, the USDA documented that FSA imagery has an accuracy within 6 meters at a 95% confidence level. That's a big box that a one-meter pixel can be located in. For the most part FSA imagery is closer to the real-world location than in the disclaimer, but it can be and is off in many locations. This most noticeable is in different collection years.



This picture shows FSA imagery from 2020 and 2012. The misalignment north of the U.S. 83 and U.S. 14 junction is apparent but is within the documented spatial accuracy.



The left picture shows SDDOT CAD data overlaid on 2017 City of Rapid City imagery. The true location of the imagery is +/- 12 inches. The right picture is SDDOT CAD data on 2020 imagery from the City of Sioux Falls. The true location of the image is +/- 3 inches.

Many cities and states have invested heavily in remotely sensed imagery. Sioux Falls and Rapid City have ongoing efforts to regularly acquire precise and accurate imagery. As you can see, the above pictures from SDDOT Road Design CAD files are also precise and accurate. SDDOT Road Design CAD files have a spatial accuracy of 1/1000th of a foot on newer DGNs and +/- 1/100th of a foot on older DGNs. The original SDDOT LRS wheel path data collection had an accuracy of +/- 3-5 meters (that was pretty darn good in 1995). Over the years the SDDOT GIS team has realigned the wheel path road track to a centerline road track where higher accuracy reference data is available.

Training Notes:

Take a couple minutes to watch a great video from Training Specialist, Amy Klein-Greba. She provides tips to use the new navigation tools available in the LMS.

Find Amy's presentation on our Intranet site (see yellow highlighted area).

Or connect directly at this link:

<https://intranetdot.sd.gov/LMS Updated NavigationCC.mp4>



SDDOT Logo Launched

As we roll out our new logo, please check out the **SDDOT Brand and Identity Guidelines** page on our website for new resources to be added weekly!

<https://www.dot.sd.gov/inside-sddot/media/branding-and-identity-guidelines>

One of our first steps was email updates. If you need assistance with formatting your email, or have other branding questions, please let us know!

taylor.brusven@state.sd.us or bret.mattice@state.sd.us

Our Logos

The SDDOT Logo



The Wordmark



The Icon



Color Palette



Spearfish Formation Red
Process: 79/2/10/11
Pantone PMS: 7624 C
RGB: 117/17/19
WebHex: 751113



Missouri River Blue
Process: 85/52/29/6
Pantone PMS: 7699 C
RGB: 47/107/141
WebHex: 2E6B8D



South Dakota Sunflower Yellow
Process: 0/29/98/0
Pantone PMS: 7408 C
RGB: 253/186/23
WebHex: FD8A17

Main Typefaces

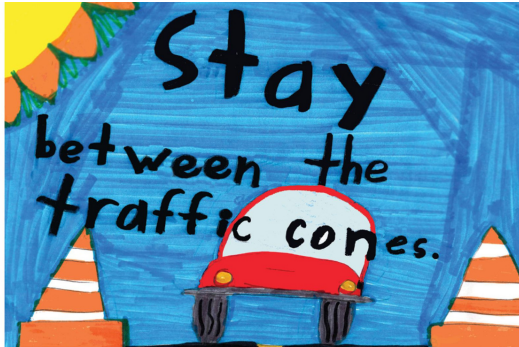
Calibri Light Bold
(For Headings and Subheadings)
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abcdefghijklmnopqrstuvwxyz
1234567890

Calibri
(For all body copy)
ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

Industry Partnerships for Safety AGC and DOT Presentations

AGC 4th Grade Work Zone Safety Billboard Winner

Makayla
St. Elizabeth Seton Elementary



Simon Contractors - Billboard Sponsor

Billboard Design Winner:

Rapid City – St. Elizabeth Seton School

Teacher: Krysia Kjerstad

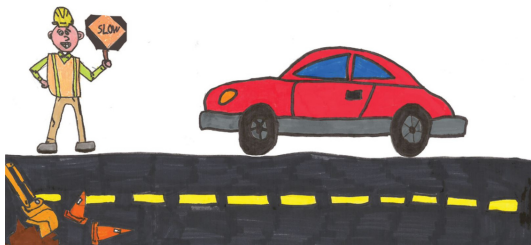
Student: McKayla Schmidt

Contractors Pictured: Julie Penney and Cheryl Diechert of Simon Contractors

DOT Employee: Bret Mattice



SLOW FOR WORKERS



AGC 4th Grade Work Zone Safety Billboard Winner

Mya
Bridgewater-Emery Elementary School



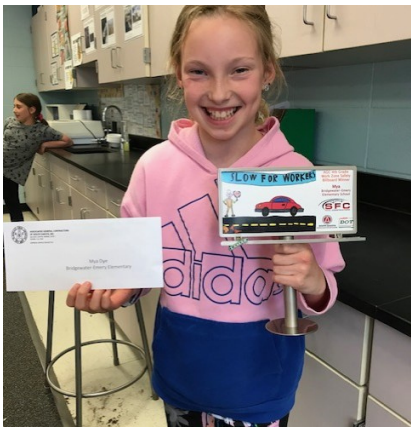
SFC Civil Constructors - Billboard Sponsor

Billboard Design Winner:

Bridgewater/Emery

Teacher: Mary Ernster

Student: Mya Dye



AGC and SDDOT Presentations Continued . . .



AGC 4th Grade Work Zone Safety Billboard Winner

Andrea
St. Lambert Elementary



BX-CC - Billboard Sponsor

Billboard Design Winner:

Sioux Falls (St. Lambert Elementary)

Teacher: Tammy Lauer

Student: Andrea Dvoracek

Contractor: Riley Schmidt of BX-CC

DOT Employee - Harry Johnston



AGC 4th Grade Work Zone Safety Billboard Winner

Allison
St. Joseph's Elementary School



Jensen Construction & Morris Inc. - Billboard Sponsors

Billboard Design Winner:

Pierre (St. Joseph's Elementary)

Teacher: Becky Walsh

Student: Allison DeMers

Contractor: John Morris of Morris, Inc.

DOT Employee: Dean VanDeWiele

Allison is the daughter of DOT employees - Lance and Leah DeMers!





EDC-6 Innovations (2021-2022)

Crowdsourcing for Advancing Operations

Crowdsourced data can be obtained whenever and wherever people travel, allowing agencies to capture in real time what happens between sensors, in rural regions, along arterials, and beyond jurisdictional boundaries.

Agencies at all levels can use crowdsourced data integrated from multiple streams to optimize roadway use for reduced congestion and increased safety and reliability.

e-Ticketing and Digital As-Builts

Converting paper-based materials ticketing systems and as-built plans into electronic (e-Ticketing) workflows and digital as-builts enhances the accessibility of highway project data. e-Ticketing improves the tracking, exchange, and archiving of materials tickets. Digital information, such as 3D design models and other metadata, enhances the future usability of as-built plans for operations, maintenance, and asset management.

Next-Generation TIM: Integrating Technology, Data, and Training

Traffic Incident Management (TIM) programs aim to shorten the duration and impact of roadway incidents and improve the safety of motorists, crash victims, and responders. New tools, data, and training mechanisms are available that can benefit both new and existing TIM programs, including local agency and off-interstate applications.

Strategic Workforce Development

The demand for highway construction, maintenance, and operations workers is growing, while at the same time, emerging technologies require these workers to have new skills. The Highway Construction Workforce Partnership has developed new resources and innovative strategies for identifying, training, and placing individuals in the Contractors' workforce filling the construction jobs that support the Nation's highway system.

Targeted Overlay Pavement Solutions (TOPS)

Pavement overlays represent a significant portion of highway infrastructure dollars. State and local highway agencies can maximize this investment and help ensure safer, longer-lasting roadways by employing innovative overlay procedures that will improve pavement performance, lessen traffic impacts, and reduce the cost of pavement ownership.

UHPC for Bridge Preservation and Repair

Ultra-high performance concrete (UHPC) is a new material for bridge construction that has become popular for field-cast connections between prefabricated bridge elements. Bridge preservation and repair is an emerging and promising application for UHPC. UHPC-based repair solutions are robust, and offer superior strength, durability, and improved life-cycle cost over traditional methods. State and local agencies can deploy UHPC for bridge preservation and repair to maintain or improve bridge conditions.

Virtual Public Involvement (VPI)

Public engagement during transportation project planning and development helps agencies identify issues and concerns early in the process, which can ultimately accelerate delivery. Virtual public involvement strategies supplement traditional face-to-face information sharing with technology platforms that increase the number and variety of methods agencies use to inform the public, receive feedback, and collect and consider comments.

Every Day Counts Round 6 overview: <https://www.youtube.com/watch?v=uKKZpTv3bQ>.

South Dakota's Port of Entries and Rest Areas Offer Innovation and Information for Recreational and Commercial Travelers

SDDOT has incorporated the most innovative features into our state's port of entry system. These features aim to improve commercial vehicle safety, time savings, port of entry congestion, and cost savings for freight vehicles. An example of these innovative features is the **Valley Springs Port of Entry and Rest Area** on the eastern border of the state on Interstate 90.



The Valley Springs Port of Entry and Rest Area was identified as a priority by the South Dakota Rest Area Revitalization Plan. Reconstruction of the welcome center, port of entry, as well as a new commercial vehicle inspection building were completed. The SDDOT worked in conjunction with the Minnesota Department of Transportation to install e-screening systems east of the port on the Minnesota side of the border. These e-screening systems check trucks' brakes, tires, registration, fuel tax status, and weigh the moving vehicle in advance of the port. The ability to pre-screen commercial vehicles allows 95% of the trucks in good standing to bypass the port.

The new port of entry allows operators who are registered in the program to save substantial time and money which in turn is then passed on to the consumers. These operators utilize electronic transponders to mount on the inside windshield of their trucks. As a registered truck approaches the port of entry, a roadside Automatic Vehicle Identifier reads the transponder and the motor carrier's safety rating and credentials are checked. The vehicle is also weighed by the weigh-in-motion sensors. If the vehicle is compliant, the transponder flashes a green light and the vehicle can proceed without stopping.



The innovation did not stop at the port of entry. A new welcome center was reconstructed with modern amenities and a large display area for the Department of Tourism to welcome travelers to the state. Minnesota is the number one arrival state for tourism in South Dakota and with many of these travelers entering our state via I-90, making a good first impression and providing them with the information they need was important.

Valley Springs Port of Entry and Rest Area is one of many examples of the way SDDOT is using innovation to improve both the recreational and commercial traveler's experience.

There are currently six South Dakota weigh stations that are capable of e-screening, two with in-pavement sensors, and countless revitalized and modern rest areas for those visiting the Mount Rushmore State.



Local members of the South Dakota Division of Criminal Investigation (DCI) are pictured with the new sign honoring two fallen heroes – Dave Malcolm and Tom Matthews – who were killed in the line of duty while pursuing a dangerous suspect 75 years ago.

Photo courtesy of Black Hills Pioneer Newspaper

SDDOT Places Signage along U.S. Highway 85 to Honor Fallen Law Enforcement Officers

In the late afternoon on Thursday, January 24, 1946, George Sitts, a fugitive from a Minnesota prison fueled his car in Meade County, and drove off without paying for the gas. Butte County Sheriff Dave Malcolm and South Dakota State Investigator Tom Matthews pursued Sitts at the Highway 85 – Highway 14 wye north of the city of Spearfish.

In 1946, Interstate 90 had not yet been constructed, and Matthews began driving north while Malcom pursued the suspect south from Belle Fourche. Eventually, Sitts stopped driving the stolen car he was operating when the officers flanked him from each direction about a mile north of what is now known as Exit 10 on I-90. When Sitts exited the vehicle, he brutally shot and murdered both officers and escaped. Sitts hid for several days before making a break for Wyoming, where he was captured. He was brought back to South Dakota, convicted for the murders, and executed in 1947.

On Monday, May 10, 2021, the SDDOT, local law enforcement, elected officials, and family members gathered for the unveiling of memorial signage honoring both Dave Malcolm and Tom Matthews, the two law enforcement officers murdered on duty 75 years ago.

Tim Velder, one of the event's organizers, had approached the SDDOT about the possibility of signage to honor the law enforcement officers along the highway where they gave their lives.

"I think now, more than ever, it's important to remember our law enforcement and show them our appreciation," Velder said, adding a special thanks to the DOT for their efforts.

The signage was placed along U.S. Highway 85 between Belle Fourche and Spearfish, serving as a remembrance to the two individuals who made the ultimate sacrifice in the line of duty. The SDDOT erected two signs, one on each side so that both northbound and southbound travelers will be reminded of the two lawmen's sacrifices.

Tom Matthews, Jr. spoke briefly at the event honoring his father and Malcolm. "I'd like to thank everyone who's come today to honor my father and sheriff Malcolm," he said. "I also want to thank those who worked on this to make this happen."

Rapid City Maintenance Crews Save the Day with Mastic!

By Matt "Rip" Rippentrop

On April 1, the Custer Area crew began a ten-mile construction project on the Heartland Expressway north of Oelrichs. Two-way traffic was initiated using two existing median crossovers. However, later in the month, Custer Area construction staff, Ryan Hannah and Brett Rice, noticed the existing median crossover was showing advanced wear due to the traveling public usage. After discussing with Bituminous Paving, the prime contractor for the project, estimates for the potential change order to place an asphalt blister over the median crossover were \$25,000. In addition, no asphalt plants could produce asphalt mix for a two-week timeframe. The Custer Area staff was concerned that the crossover wouldn't hold up for two weeks.

The idea arose to ask the Rapid City maintenance crew to use their mastic machine to repair the crossover's broken asphalt areas. Custer Highway Maintenance Supervisor, Clarence Bowman called Bob Smith, Rapid City Highway Maintenance Supervisor to inquire. Bob did not hesitate to offer assistance. Within two days, the Rapid City, Hot Springs, and Oelrichs maintenance crews teamed up to get the repair completed in less than two hours. This time-span included the establishment of a temporary traffic control, flagging, and placing the Mastic material on the crossover.

This solution demonstrates outstanding teamwork from DOT's maintenance and construction employees. The contractors, Bituminous Paving and Traffic Control Services (TSC), also expressed appreciation for the DOT's innovative problem solving to avoid potential down time for their crew members on this project.

We want to sincerely thank the following maintenance employees for clearly demonstrating DOT's strategic objective of focusing on our strengths and resources to overcome our challenges. This collaborative effort saved everyone time and money.

Rapid City Maintenance Crew Placing Mastic:

Steve Theunissen

Chris Cline

Chris Novak

Marcus Roth



Hot Springs Maintenance Crew:

Shane Stewart (Coordination)

Todd Benzel (Flagger)

Matt Hughes (Flagger)

Oelrichs Maintenance Crew

Rick Matsamas (Mob Equipment)



Veterans Parkway (Rice Street to I-90) Project Wins ACPA American Concrete Pipe Association Project Achievement Award

By Travis Dressen, Mitchell Region Engineer

In February, representatives from SDDOT, the city of Sioux Falls and South Dakota's Congressional delegation joined Governor Noem to mark the opening of the Rice Street to I-90 segment of Veterans Parkway. The benefits that this project offers to the traveling public, and the economy of the region and state, was noted by all.

In a story by KELO, Representative Dusty Johnson, a member of the Transportation Infrastructure Committee said, "This is going to unlock a lot of investment from the private sector and it's going to improve people's lives, safety, and the economic vitality of this part of the state. This is a much bigger day in the history of both Sioux Falls and South Dakota than most citizens realize."

SDDOT and HDR Engineering used innovative techniques and products to complete the Veterans Parkway - Rice Street to Interstate 90 project. The adaptability and dependability of the precast concrete products used on this project provided a way to solve complex drainage solutions in order to make the project successful.

Congratulations to all SDDOT team members who have worked on the Veterans Parkway project as this monumental project was recently named as the recipient of the ACPA Project Achievement Award! We also appreciate our partnership with Ray Pierson of Hancock Concrete Products, who took the lead on the award submittal. Below is a segment of the award letter from Josh Beakley, Vice President of Engineering for the American Concrete Pipe Association.

It is with great pleasure that I write to inform you that South Dakota's submittal of the Veterans Parkway - Rice Street to Interstate 90 Project is the winner of this year's American Concrete Pipe Association Project Achievement Award. This project used precast products in a variety of ways to achieve an environmentally friendly enhancement to the economic vitality of the Sioux Falls area. The "adaptability and dependability" of precast products, along with the ingenuity of the South Dakota DOT and HDR Engineering resulted in a project that will improve people's lives.

This project will be on the cover of a future ACPA CP News Magazine, and highlighted on our website. Additionally, we will work with SDDOT, and the individuals from Hancock Concrete Products to establish a date and location when we can come to your great state and present the award to SDDOT in person.



Employee Spotlight and News

May New Hires:

Wyatt Ewing, Engineer I (Aberdeen)
Trevor Sik, Engineer I (Pierre)
Sam Caba, Engineer I (Yankton)
Thomas Lindstrom, Project Engineer (Brookings)
Daniel Bothwell, Highway Maintenance Worker (Custer)
Kara Simmermon, Consultant Management Engineer (Pierre)
Jerry Janvrin, Highway Maintenance Worker (Buffalo)
Christian Orr, Engineer I (Sioux Falls)
Mark Myton, Highway Maintenance Worker (Custer)
Keith Gall, Highway Maintenance Worker (McIntosh)
Michael Hauptman-Magee, Engineer I (Pierre)

Intern:

Isaak Rombough, Materials & Surfacing Intern (Pierre)

Transfers:

Aaron Storms accepted the Senior Secretary position in the Materials and Surfacing Program.

May Longevity:

Rick Brandner, Program Engineer III – 30 years (Mitchell Area)
Lance Demers, DBE Program Coordinator – 20 years (Central Office)
Shanda Schunot, Bridge Inventory Analyst – 20 years (Central Office)
Jan Fleckema, Grading CAD Technician – 20 years (Central Office)
Randy Gossard, Road Design Engineer– 30 years (Central Office)
Donny Bartscher, Region Operations Technician – 30 years (Mitchell Region)

**Our thoughts and prayers are with our SDDOT co-workers
and their family members who have experienced the recent passing of a loved one.**

Janice Pollreisz,
Mother of Greg Pollreisz (Pierre)

Ronald "Ron" Heidt
Father-in-law to Scott Eisenbeisz (Aberdeen)



Clyde Pietz, of Pierre, died on Monday, April 19 in Mesa, Arizona.
Clyde started with the SDDOT in 1962 as an Engineer Assistant.
He retired as Division Director of Operations in 1997.
Clyde was a 2004 Hall of Honor Recipient.

Employee Celebrations

Congratulation to Donnie Boyd on his retirement as a Lead Highway Maintenance Worker in the Winner Area! Donnie retired with 25 years of service.



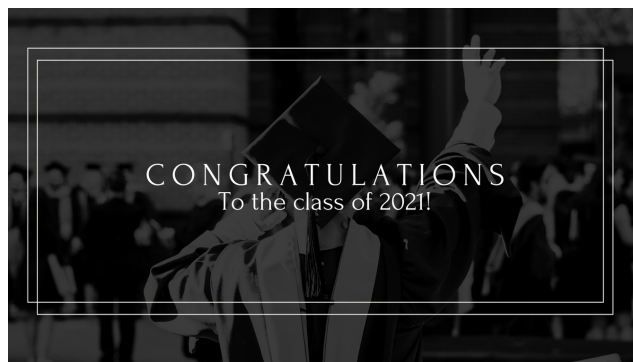
Congrats to Ben Orsbon on his retirement! Joel presented Ben with an Executive Proclamation, proclaiming April 23, 2021, as Ben Orsbon Day. Ben began his career with the state in 1977 with the Bureau of Administration. He joined the SDDOT in 1985 as a Transportation Planner and completed his career as our Federal Funding Specialist. Ben retired with 44 years of service.



Congrats to **Les Winsell**, Highway Maintenance Supervisor in the Pierre Area, who received his 15 year pin from Dean VanDeWiele



Earl Holben, and his wife Dana, finalized the adoption of their daughter Bonita this week! Her smile says it all. Earl and Dana also have an adopted son JP, who turns 17 in June. They adopted JP when he was three!



Click here to watch our 2021 video. Thanks to everyone who sent photos and information!
<https://dot.sd.gov/inside-sddot/of-interest/2021-graduates>

It's not too late to share a grad photo! Send photo/information to Julie Stevenson by June 11.

We will update and share this grad slide show again in the June newsletter!