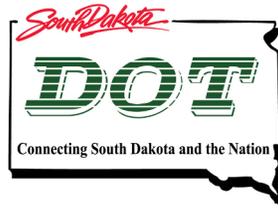


APRIL 2021

Connecting the DOTs



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Lt. Cmdr. John C. Waldron

Memorial Bridge Groundbreaking

On Monday, March 29, SDDOT hosted a groundbreaking ceremony to celebrate the Pierre-Ft. Pierre Bridge project with Lt. Gov. Rhoden, Senator Rounds, Congressman Johnson, and the mayors/city council members from Pierre and Fort Pierre.

The current bridge was constructed in 1962, serving the Pierre and Fort Pierre communities for almost 60 years. It became critical that the bridge be replaced to continue serving the transportation needs as well as the area's economic growth and development.

The concept of a new bridge has been in fruition since 2012. After a detailed bridge study was completed in 2016, the design process started. Countless hours have been spent by numerous DOT employees for planning and development of this long-term infrastructure project.

It isn't possible to thank each person individually who has played, or will play a role. However, please know that the DOT is grateful for the vast amount of time and effort given to this bridge replacement project.

This new bridge will serve as an outstanding example of DOT working side-by-side with local, state, and federal leaders to create transportation infrastructure to benefit generations to come.



**For project information, videos, and photos; visit:
<https://dot.sd.gov/inside-sddot/media/media-kits>**



The Secretary's Corner

***The Future of Rail:
We appreciate the Railroad Board's
thoroughness in fulfilling our mission to
enhance rail transportation throughout
the state by returning the railroad lines
back to private ownership.***

In December 2020, the South Dakota State Railroad Board finalized the agreement for D&I Railroad Co. to purchase the **Sioux Valley rail line** from SDDOT in the amount of \$10 million.

The agreement includes transfer of ownership of the entire 68 miles of the Sioux Valley line from Canton to Elk Point and Beresford to Hawarden, Iowa. The DOT and D & I Railroad Co. equally share in the required 25% match on a federal FEMA grant for repair work as a result of the 2019 flooding, including reconstruction of the bridge on the Sioux Valley rail line in Canton. The DOT and the Board will also support the submission of a future Special Transportation Circumstances grant application for a bridge structure replacement project on the Sioux Valley rail line.

In February 2021, the Board authorized SDDOT to sell the **MRC rail line** from Mitchell to Rapid City to Ringneck and Western Railroad, L.L.C. for \$13 million. The MRC railroad provides critical freight movement for many shippers. The capital investments made in the line provided great benefits to the state in the short term. By transferring ownership to Ringneck and Western Railroad, many additional opportunities will occur for years to come.

Ringneck and Western Railroad will be operated by Watco Transportation Services, the largest privately owned short line railroad holding company in the United States. Watco has a reputation for providing safe and efficient service. We expect this sale to spur development along the line and boost the state's economy.

As part of the purchase agreement, Ringneck & Western committed to spend at least \$2 million per-year for ten years on track maintenance. They also agreed to work with SDDOT to complete construction of a rail siding near Kimball. The project will improve shipping efficiency and is partially funded by a federal grant. Once the siding is completed, the agreement requires Ringneck and Western to pay the department \$1.5 million in three yearly installments of \$500,000.

The sale of these two major short line railroads will be complete very soon. These lines were acquired thru bankruptcy with the intention to retain rail service as a viable transportation mode along these corridors, as well as return them back into private hands one day. Both of these goals have now been achieved, and I am very proud of the hard work by the Office of Railroad and our Legal office to achieve these goals.

The capital investments from the sale of these lines will benefit the state for many years to come. The revenue received will be used to protect the quality of future rail services in South Dakota for this critical transportation mode.

Keeping Work Zones Safe for Motorists and Workers Alike By Mark Peterson, Aberdeen Region Engineer

As we turned the calendar from March to April, we seamlessly shifted focus from winter snowplow operations to spring and summer construction projects. No matter the season or project at hand, our primary focus at the SDDOT is safety in all we do! In April, we bring driver and worker safety to the forefront with our Work Zone Awareness campaign in preparation for another active construction season across South Dakota.

**Drive Safe.
Work Safe.
Save Lives.**

Using the 2021 National Work Zone Awareness theme, the DOT encourages everyone to **Drive Safe. Work Safe. Save Lives.**

- **Drive Safe.** A reminder that work zones need everyone's undivided attention. When approaching a work zone, motorists should always slow down, follow all posted signs, be alert, and remain calm. Risky driving behavior affects more than just the driver – everyone's lives and families are at stake.
- **Work Safe.** Technology is helping to make work zones safer by collecting data and automating processes, which can remove workers from dangerous situations and provide motorists with important information. It is also a reminder that work zone safety begins with workers who are dedicated to safety.
- **Save Lives.** If we ALL work together, we can achieve zero deaths on our roads and in our work zones!

As the project on U.S. Highway 12 (6th Ave.) and U.S. Highway 281 begins through the city of Aberdeen, it might surprise people that the 2019 traffic count shows approximately 18,000 vehicles travel on sections of Highway 12 daily. The project is designed to improve traffic flow as well as increase public safety measures and ADA compliance.

"Traffic control is a principal aspect of this construction project due to the high traffic daily volume," says Destin Spellman, Project Engineer. "With Highway 12 being the major thoroughfare for the city of Aberdeen, a great amount of planning goes into the traffic control measures to keep the traveling public (and our workforce) safe."

Nationally, work zone fatalities increased 42% between 2013-2019. In 2019, over 115,000 work zone crashes were estimated to have occurred resulting in over 39,000 injuries and 842 fatalities.

In 2020, during the COVID-19 pandemic, work zone crashes and fatalities have increased nationally despite lower traffic volumes. The vast majority of people killed were motorists, passengers and pedestrians.

Those statistics demonstrate the importance of work zone safety and participating in NWZAW to spread the message that everyone plays a role in work zone safety. It is critical for motorists to safely navigate through work zones so they and roadway workers make it safely home to their families each day.

"We spend a lot of time, effort, and money to safely move traffic through a work zone in order to protect drivers and workers," says Bruce Schroeder, Aberdeen Area Engineer. "Nevertheless, with any work zone, there are always changes or unforeseen circumstances, subsequently we need drivers to be attentive and simply slow down."

Statistics from the National Work Zone Safety Information Clearinghouse.
www.nwzaw.org

Determination of Spring Load Limits

By Dan Varilek– Operations Support

SDDOT is not alone in restricting loads during spring thaw. Restrictions are relatively common across the northern tier of the United States, Canada, and northern Europe.

SDDOT'S procedure for initiation of spring load restrictions on the State Highway System is based on South Dakota's Codified Law 32-22-24 https://sdlegislature.gov/Statutes/Codified_Laws/2054828. SDDOT utilizes load restrictions to reduce damage to roadways caused by heavy loads at a time of year when highway pavements are most vulnerable and sets load restrictions as weather and roadbed conditions require and remove these restrictions when roadbeds are stable enough to carry legal weight traffic without damage.

A flexible road normally transfers traffic loading vertically from one structural layer down to the other in such a way that the whole pavement structure bends without rutting or breaking. During winter, water under the pavement freezes from the top down, this condition can temporarily strengthen the subgrade supporting the pavements. However, during the spring thaw, as the frozen soils begin to thaw from the top down, this causes water to be trapped between the pavement and the still-frozen subgrade. The trapped water weakens the soils that are supposed to be supporting the pavement. The overall strength of the pavement is compromised due to the weaker support. Thus, causing rutting, longitudinal cracking and potholes. Reducing loads on the pavement can prevent premature failures.

The Area Office staff primarily review three factors in determination of posting load restrictions on state highways. With this information they can visually inspect and monitor roads for distress and movement due to spring conditions and traffic loading.

Road Weather Information Systems (RWIS) stations monitor current road and weather conditions at point locations using environmental sensors deployed on and about the roadway. RWIS installations include meteorological sensors that measure atmospheric temperature, relative humidity, wind speed and direction, precipitation, and pavement sensors that measure pavement temperature, subgrade temperature, pavement condition (wet, dry, or frozen), and the freezing point of a wet surface. As these temperatures approach 32 degrees Fahrenheit, the SDDOT starts planning the posting of highways with pavement sections that do not have sufficient strength to sustain the transport of heavy loads during periods when pavement base structures are weak.

Maintenance Decision Support System (MDSS) Freztrax when long-range temperature forecasts indicate that low temperatures are approaching the freezing point, with daily highs in the upper 30's or 40's, load restrictions are planned. The start date of the load restriction period for each DOT area is determined using measured and forecasted daily air temperatures for several locations within each DOT area.

Falling Weight Deflectometer (FWD). This test provides deflection data, which can be used as an indicator of pavement strength, or the strength values can be calculated from the deflection data. The database, generated by the FWD, in combination with long-range weather forecasts and area-wide moisture conditions, provides the basis for lifting load restrictions.

It has been the SDDOT'S experience that the most significant pavement damage occurs during the first four weeks after the onset of spring thaw. This aspect has moved the SDDOT towards close monitoring of weather forecasts and sub-base temperatures to allow posting of load restrictions on short notice with the overall objective of limiting damage to the highway system.

April Mentoring Minute

By Brad Norrid & Rick Walton



Small Deposits Compounding to Big Results

Have you ever heard the words continual improvement? Now stay with me . . . I know in the department we all focus on the need to continuously improve. At times, improvement is difficult or doesn't even seem possible. However, part of continuous improvement is really about a change in our own habits. Consider the hundreds of decisions, followed by hundreds of actions, you take every day. Some small, some big; but every decision affects our daily work, our daily life.

In James Clear's book [Atomic Habits](#), he discusses several ways to make daily habit improvements. Some of the changes include habits that have become so automatic, we don't even realize we do them. This may take considerable awareness and time to change. The proposed changes may even cause a sense of pain or a feeling of anguish if we are too abrupt.

Clear states, if we make small improvements over a series of time, they add up and the cumulative effect can lead to big improvements. Over the course of a year, if you make small improvements, the potential change can be noteworthy at the end of the year. Think of it in statistical terms, if you improved even 1% per month, that is an amazing 12% gain at the end of the year. If your financial advisor called and said your investment was earning a 12% return, you would be grinning ear to ear.

What habit could you improve within the workplace? What seemingly little improvement could you strive to achieve on a daily (or weekly) basis, that has the potential to be a 12% return by the end of a year? Remember, your results aren't just about saving the department money! Your actions may be focused upon saving rework time or operating more efficiently. Your actions may be centered around improving customer satisfaction or even team morale!

Here's an example relating to intentional continuous improvement or changing habits for the better. Let's say your family wants to start a Christmas fund. When Christmas comes in December, your family feels good about buying gifts with the money saved versus the need to take out a loan. Now the "easy" way to save would be to take a chunk of money and tuck it safely away. Let's say we want \$1,200 in our Christmas fund. If we stick the whole \$1,200 in the Christmas fund, then technically we've achieved our goal. However, in this scenario, we might struggle because we've shorted ourselves someplace else. Honestly, most of us do not have \$1,200 extra lying around to "tuck" away. If we took a different approach of making small deposits of \$25 per week into our Christmas fund, the process will not hurt nearly as much during the year; and we will still meet our goal of saving \$1,200 by Christmas. This intentional and incremental approach does not feel like a burden.

Continued . . .

Small Deposits Compounding to Big Results . . .

What if we approached continuous improvement in the workplace with the same mindset?

If we make small changes each month, the results will include:

1. Reaching small routine wins that compound,
2. Making small changes that feel less painful, and
3. Achieving our long-term goals (like the Christmas Fund).

Once this new habit gains momentum, it shows us (and others) that small changes are bearable and can ultimately lead to big results.

Mentoring, both formal and informal, can be a great opportunity to work on making some habit changes in your professional career. While mentoring is on hiatus, due to COVID19, don't wait.

Look at your daily habits and consider some simple changes for improvement. Take five minutes and write down a list of things that you feel the need to improve. From your list, pick one item that you have daily control over or could have impact on. What could you do to make it 1% better in a month's time?

Can you see the power of compounding small gains into a big success? There are endless opportunities for each of us to make a small change to improve our professional and personal habits to continuously improve every day.

Employee Spotlight - April New Hires

Jared Denke, Highway Maintenance Worker (Wall)

Brent Morford, Engineer II (Pierre)

Jonathan Oberlander, Highway Maintenance Worker (Wall)

Hunter Dalton, Journey Transportation Technician (Driller) (Pierre)

Daniel Lauritsen, CAD Technician (Pierre)

Bryan Wipf, Journey Transportation Tech (Brookings)

Misty Berg, Journey Transportation Tech (Winner)

Gary Vernon, Lead Highway Maintenance Worker (Wall)

Shane Jung, Journey Transportation Tech (Aberdeen)

Christopher Dudley, Journey Transportation Tech (Belle Fourche)

Emily Calhoun, Environmental Scientist II (Pierre)

Kyle Weinman, Management Analyst (Pierre)

Bobbi Buxbaum, Sr. Right of Way Specialist (Rapid City)

Amy Mosley, Journey Transportation Tech (Brookings)

Tanner Lafferty, Highway Maintenance Worker (Mission)

April Transfers and Promotions:

Joe Dietmeier, Land Surveyor-in-Training - Road Design (Pierre)

Pete Hughes, Journey Transportation Tech (Winner)

Andrew Harvey, Survey Crew Chief (Rapid City)

Brent Valandra, Lead Highway Maintenance Worker (Winner)

Bruce Holmquist, Journey Transportation Tech (Mitchell)

Thomas Beetem, Journey Transportation Tech (Rapid City)

Employee Spotlight - April Longevity:

Tim Wicks, Project Engineer Supervisor - 30 years (Custer Area)

Danny Martell, Region Traffic Engineer Supervisor- 35 years (Aberdeen Area)

Mark Nagel, Hwy Maintenance Worker - 35 years (Mitchell Region)

Tom Burt, Lead Hwy Maintenance Worker - 20 years (Mitchell Region)

Darren Griese, Region Traffic Engineer Manager - 30 years (Pierre Region)

Brian Hipple, Chemical Lab Technician - 20 years (Central - Materials Lab)

Local Celebrations:

Winner Area employee, Mark Peppel (Engineer III), celebrated 25 years with the DOT. Winner Area Engineer, Doug Sherman presents Mark with his pin!



Custer Area employees Brett Rice and Tim Wicks celebrated reaching the 30 year milestone with the DOT! Brett is a Project Technician and Tim is an Engineering Supervisor.

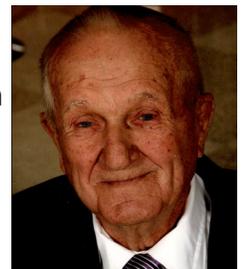


Our thoughts and prayers are with our SDDOT co-workers and family members who have experienced passing of loved ones.

John Hipple, father of DOT employee Brian Hipple, passed away in March. When John, and his twin brother George, graduated from Yale, they returned to Pierre to work at the Capital Journal, the family's newspaper business.

Frank Eich, a SDDOT retiree passed away in March. When Frank retired from the DOT, he worked in Project Development. Prior to that, he worked in the Right of Way office.

George Nikolas passed away in March. He had an immense impact on SD railroad systems. He was a member of both the Railroad Board and Railroad Authority. His son Paul is a current SDDOT employee. George gave more than 75 years of service to railroading in the state.



SDDOT employee, Joyce Gilkerson, passed away on April 1, 2021. Joyce worked as the Secretary for Operations Support in the Central Office for 3 years.

Employee Spotlight - Family News



Pictured from Left to Right is **Rita Lolley, Kelsey Morrison, Jim Lolley, and Remedy Morrison.**

Kelsey and Remedy are the granddaughters of Jim and Rita and both were integral members of the White River Lady Tigers - the 2021 Class B Champions!

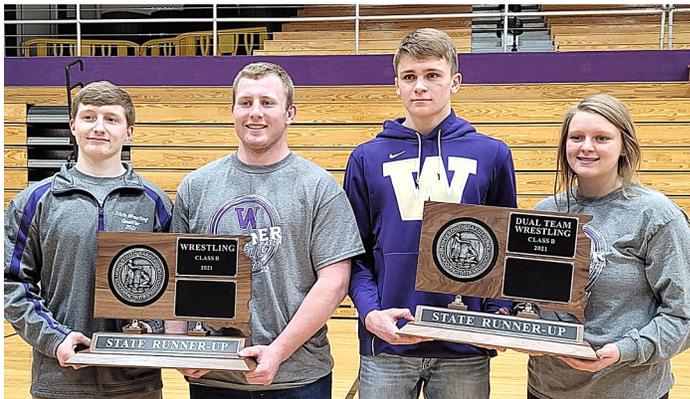
Kelsey is a Junior and Remedy is a Senior.

Proud Grandpa Jim is the Highway Maintenance Supervisor for Unit 391 in Murdo, Kadoka, and Presho.



Winston the Warrior poses along with the Winner High school Student Section. Winston is actually

Justin Hausmann who is the **son of Mike Hausmann** from the Winner Area.



Pictured 2nd from the left is **Preston Norrid, son of Brad Norrid.** Preston is a senior at Winner High School,

He placed second in the State Class B Wrestling Tournament at the 220 weight class, and was an integral part of the Winner Wrestling Team that placed second overall in the State in 2021.

Employee Spotlight - Family News Continued



Navy James Kerr was born March 29, 2021.

7lbs 14oz and 20.25 inches long

Parents are Steve and Allison Kerr.

Steve is a squad leader in the Office of Bridge Design.



Kade Roger Sherman was born March 15, 2021.

9 lbs 5 oz. and 20.5 inches long

Grandparents are Doug Sherman, Winner Area Engineer, and his wife Val.



Aurora Nova was born on March 12, 2021.

8 lbs, 20 inches long

1st great-grandchild of Jerri Williams who works in Right of Way.

Aurora is the daughter of Jerri's grandson Austin and his girlfriend Desarae.



Ryker Johnathan Small was born Jan. 8, 2021.

7 lbs. 14 oz. and 20 inches long

Ryker is the son of Tyler Small in the Junction City shop in the Yankton Area.



Harrison Rae Bittle was born Feb. 26, 2021.

8 lbs. 7 oz.

Son of Krystal Marquardt, Bridge Secretary, and Heath Bittle

Wildlife Crash Mitigation Efforts



This photo is from SDDOT, Environmental Scientist, Kit Bramblee's recent camera trap checks in the Ft. Meade area. Kit has been collecting data for wildlife movements at this box culvert structure for almost a year.

He also has cameras in other areas such as Pleasant Valley Creek, Sturgis, and the Tilford Port of Entry as part of his DOT research project. Watch for more information this summer about the scope of Kit's research.

Promoting SDDOT through Career Development

Jeff Brink and Bryce Olson (both of the Watertown Area) presented to the Institute of Transportation Engineering (ITE) students at SDSU.



SDSU asked if the DOT would be interested in giving a presentation to the ITE group. Bryce and Jeff gave a presentation on the Roundabout project that was constructed in Watertown in 2018.

Stacy Bartlett, Engineer with the Pierre Region, visited with the Highway/Transportation 310 class at South Dakota School of Mines and Technology to talk with students about the intersection of U.S. 16 & U.S. 16B/Catron Blvd in Rapid City.

Stacy explained how SDDOT uses the concepts students learn in their collegiate courses to determine improvements to the transportation system.

Last month, **Kimberly Zerr (GIS coordinator for SDDOT)** participated via Zoom in the 52nd annual South Dakota State Geography Convention.

The convention brought together geographers from across the United States and featured a panel of alumni, including Kimberly, who discussed opportunities in the field of Geography and GIS. Kimberly showcased the GIS work within the DOT by highlighting the Department's increasing use of mobile and web-based GIS.

Kimberly and fellow panelists are alumni of SDSU's Department of Geography.





Stronger Coverage, Better Benefits with Wellmark

The Bureau of Human Resources has selected a new partner to deliver our health benefits. While our plan is self-insured – meaning the state assumes all financial responsibility – we need a partner to administer claims payments and negotiate network discounts. Effective July 1, 2021, Wellmark Blue Cross and Blue Shield of South Dakota will administer our benefits. Based in Sioux Falls, Wellmark of South Dakota offers the largest health care provider network in the state. Approximately 386,000 South Dakotans have healthcare coverage through Wellmark, and they're in good company: One in every three Americans is covered by a Blue Cross and Blue Shield plan. As a Wellmark member, you'll enjoy access to a broad range of doctors, hospitals, and telehealth benefits.

To learn more about our new health insurance administrator, visit [Wellmark.com](https://www.wellmark.com).

After you participate in FY22 Open enrollment and select your benefits, your Wellmark ID will be mailed to your home.

As a Wellmark member, you'll see significant benefit enhancements, including:

- Deeper network discounts.
- Coverage at 95% of doctors and 100% of hospitals in South Dakota.
- Access to the nationwide Blue Cross and Blue Shield network.
- Pregnancy and health condition support.

You'll also have access to free tools and resources, including:

- myWellmark®, your secure member portal for access to all your health benefits information at home or on the go.
- Wellmark's Blue365® program for discounts and deals on healthy purchases.
- BeWell 24/7SM, a free phone line to answer your health questions and help you navigate the healthcare system 24/7.
- IDX Identity® for identity theft protection.

With the free [myWellmark](#) mobile app, you can:

- Log in securely using fingerprint or facial recognition technology*
- View in-network doctors and hospitals.
- Get health answers over the phone.
- Connect directly to your provider's office or another health professional.
- Find the closest doctor or facility and get driving directions.
- View and email your mobile ID card for easy, on-the-go access.

*if supported by your mobile device

For more information, visit <https://bhr.sd.gov/newplans/>.

The State Plane Coordinate System

It's Cartesian!!

By Roger Brees, GIS Specialist

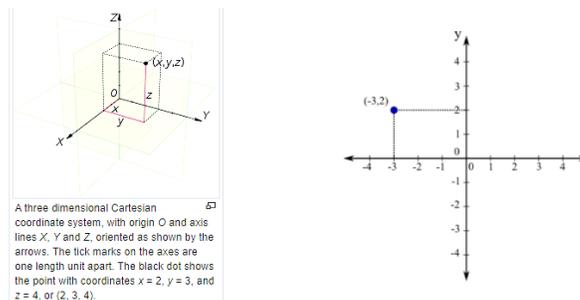
In last month's edition of GIS Tips and Tricks, we stated that the SDDOT uses the State Plane Coordinate System for GIS, CADD, surveying, and mapping. We didn't discuss what it is . . .

The State Plane Coordinate System (SPCS) was designed for large-scale mapping in the United States. It was developed in the 1930s by the U.S. Coast and Geodetic Survey to provide a common reference system to surveyors and mappers. Uniformity and consistency, good idea. Now a coordinate system is a way to measure something, it's not a projection. How did they determine the best projections for different states with so many shapes and sizes?

They decided on three different projections: the Lambert conformal conic for states that are longer east-west, such as Tennessee, Kentucky, and South Dakota; the Transverse Mercator projection for states that are longer north-south, such as Illinois and Vermont; and the Hotine Oblique Mercator projection for the panhandle of Alaska, because it lays at an angle. Ok. We get the reason for the projections and SPCS is a local coordinate system which makes it easy to map data, but what's the purpose of all the zones?

Simply, to maintain accuracy. To maintain overall accuracy, it was necessary to divide most states into zones. Each zone has its own central meridian or standard parallels to maintain the desired level of accuracy. The boundaries of these zones follow county boundaries. Smaller states, such as Connecticut, require only one zone, while Alaska is composed of 10 zones and uses all three projections. All zones display coordinates in positive numbers in their zones.

The SPCS uses a Cartesian (or rectangular) coordinate system. The Cartesian plane is named after the French mathematician and philosopher René Descartes, who introduced the coordinate system to show how algebra could be used to solve geometric problems. Without getting all math-y, a cartesian system locates something on an X and Y axis (represented below). The most important thing to remember is that the SPCS measures are always positive X and positive Y within a zone.



South Dakota has two zones: the northern half is 4001 and southern half is 4002. If I have a statewide dataset created using zone 4001, I'll have negative coordinates displayed in the southern half of the state. It's not great, but it's not that bad because the projection is the same for all of South Dakota. Ideally it would be best for statewide datasets to be in the same coordinate systems, but when GIS was started in South Dakota almost 30 years ago, data re-projection on the fly was not possible. The SDDOT GIS team settled on SPCS Zone 4001 for all the GIS datasets. In today's world, our GIS software can handle multiple projections and coordinate systems on the fly. Data can be mapped and analyzed without altering the data's projection or coordinate system. Even using CAD in its native format isn't a problem for the GIS software, if you know the CAD's projection.

Congrats to all recognized with a Safety Award!

Here is the complete list once again (as first published in March). Included are a few photos that weren't available for the March newsletter edition.

FY 20 Safety Award Winners Maintenance

Best Region State Wide: Aberdeen
Best Unit State Wide: 191 Huron - Clark - DeSmet
Best Region Maintenance: Aberdeen
Best Area Maintenance: Huron

Best Maintenance Unit by Region

Aberdeen Region: Huron - Clark - DeSmet
Mitchell Region: Platte -Bonesteel - Armour
Pierre Region: Herreid- Selby - Mobridge
Rapid City Region: Bison - Faith - Lemmon

FY 20 Safety Awards Engineering & Operations

Safest Operations State wide: Pierre
Safest Engineering State wide: Watertown

Safest Area Engineering by Region

Aberdeen Region: Watertown Area
Mitchell Region: Yankton Area
Pierre Region: Winner Area
Rapid City Region: Belle Fourche

Safest Area Engineering by Region: Winner Area

L to R: Jason Humphrey and Doug Sherman



Safest Operations state wide: Pierre Region

L to R: Jason Humphrey and Jim Henderson



Please welcome our interns starting with DOT this spring/summer:

Cooper Kutcha, Transportation Engineer - Yankton
Sam Caba, Transportation Engineer - Watertown
Matthew Glines, Transportation Engineer - Watertown
Dennis Brooks, Engineer - Sioux Falls
Mali Rohit, Engineer - Brookings
Aidyn Feldhaus, Transportation Engineer - Brookings
Noah Buseman, Transportation Engineer - Brookings
Carly Bowman, Transportation Engineer - Pierre
Carson Tschetter, Carson Transportation Eng. - Pierre
Jacob Beckers, Transportation Engineer - Winner
Logan Vojta, Transportation Engineer - Mobridge
Tyrese Morris, Transportation Engineer - Rapid City
Louis Ratcliffe, Transportation Engineer - Custer
Ella Murray, Transportation Engineer - Belle Fourche
Vincent Massoni, Guardrail Inspection Eng. - Pierre
Mason Karpen, Engineer - Sioux Falls
Natalie Pinske, Engineer - Rapid City
Natalie Poppens, Engineer - Sioux Falls
Beau Rothschadl, Engineer - Yankton
Katrina Burckhard, Transportation Eng. - Brookings
Logan Tunnissen, Transportation Eng. - Winner
Thomas Massa, Transportation Engineer - Custer
Thomas Dale, Transportation Engineer - Mitchell
Scott Miller, Geotechnical Engineer - Pierre
Colter Huseby, Transportation Eng. - Belle Fourche
Kirby Hurlbert, Geotechnical Engineer - Pierre
Amy Gilkerson, Pavement Mgmt. - Pierre
Andrew Undt, Bridge Design Eng. - Pierre
Eli Gibbs, Transportation Engineer Intern Pierre
Jacob Cleveringa, Transportation Eng. - Sioux Falls
Raef Briggs, Materials & Surfacing Engineer - Pierre

Kate Sieverding, Region Traffic Engineer - Rapid City
Parker Kraenzlein, Materials & Surfacing Eng. - Pierre
Parker Riddle, Transportation Engineer - Watertown
Cody Nicklason, Engineer - Brookings
John Kubal, Engineer - Brookings
Matthew Katz, Field Transportation Aide - Huron
Jeremiah Yeaman, Transportation Eng. - Winner
Dylan Nelson, Transportation Engineer - Pierre
Gage Watson, Transportation Engineer - Winner
Sydney Ferrie, Transportation Engineer - Winner
Sean Campbell, Transportation Engineer - Pierre
Paul Anderson, Transportation Engineer - Yankton
Eric Goodnough, Transportation Eng.-Belle Fourche
Shad Qurashi, Guardrail Inspection Engineer - Pierre
Drew Dison, Region Bridge Engineer - Aberdeen
Levi Cahoy, Engineer - Yankton
Bayden Schneider, Engineer Intern Sioux Falls
Brandt Newberg, Engineer - Yankton
Severin Boe, Transportation Engineer - Pierre
Caleb Ehrisman, Transportation Engineer - Pierre
Blake Kennington, Transportation Eng. Sioux Falls
Mohd Qadyarizwan bin Kalana, Tr. Eng. - Mitchell
Thomas Dau, Transportation Engineer - Mitchell
Derek Hunstad, Transportation Eng. - Aberdeen
Teya Trujillo, Transportation Engineer - Aberdeen
Andrew Bierne, Andrew Pavement Mgmt - Pierre
Josie Tornberg, Pavement Mgmt. - Pierre
Sawyer Lee, Transportation Eng. - Pierre
Andrew Klinrodt, Transportation Engineer - Mitchell
Austin Lu, Transportation Engineer - Mitchell
Nicholas O'Connor, Transportation Eng. - Watertown