

Recently Awarded Contracts

Sedalia Airport
Contract Amount \$3.3M

City of Trimble, MO
Contract Amount \$27K

City of Independence, MO
Contract Amount \$3.7M

Shoal Creek Parkway
Contract Amount: \$2.4M

Wheeler Airport
Contract Amount: \$4.1M

Route 59, Holt County MO
Contract Amount: \$163K

Tiffany Springs Parkway
Contract Amount: \$2.4M

Route D, Cass County
Contract Amount :\$739K

Current Projects

Route 169, Clay County
Contract Amount: \$19.8M

US 24, Jefferson County
Contract Amount: \$8M

Route I-35 Flintlock Flyover
Contract Amount: \$1M

Route 45, Platte County
Contract Amount: \$843M

Route 23, Johnson County
Contract Amount: \$2.2M

Route 69, Johnson County
Contract Amount: \$892K

Route 435, Johnson County UBAWS
Contract Amount: \$746K

Route 78, Jackson County
Contract Amount: \$4.3M

Route 2, Cass County
Contract Amount: \$1.6M

I-70, Dickinson County
Contract Amount: \$20.1M

Route 43, Dickinson County
Contract Amount: \$334K

Grandview Road (Sub to Phillips Grading)
Contract Amount: \$504K

Route 92, Clay County
Contract Amount: \$5.5M

Route 273 & 169, Platte & Clay County
Contract Amount: \$2.9M

Various Routes in Dekalb & Clinton
Contract Amount: \$1.6M

Route 169, Buchanan County
Contract Amount: \$3.5M

Route 13, Lafayette County
Contract Amount: \$1.6M



Ideker INK

Second Edition, Summer/Fall 2013

Welcome to Ideker INK, our annual newsletter. It contains articles that update you on what's new at Ideker Inc, our accomplishments, some of our people, industry news, and our plans for the future. We hope Ideker INK will be of interest to our customers, vendors, friends, and primarily to all the dedicated men and women who work for Ideker giving it their all each and every day.

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KDOT shares ownership of SWPPP

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Ideker achieves smoothness bonus

New Quality Management Process
Ideker adapts to new MoDOT requirements

Mosby Rock Quarry
New quarry starts supplying Ideker projects

Letter from Chairman Roger Ideker
Setting the standard

St. Joseph, MO 64507
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Ideker INK
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I-70 Project Feels Impact of KDOT/EPA Consent Decree



Stormwater erosion control

Project Leadership

Project Manager
Cody Phillips

Project Superintendent
Scott Lene

Concrete Paving Superintendent
Brandon Kendall

Contract Amount
\$20.1M

Location
Near Abilene, Kansas
Dickinson County

Estimated Completion Date
Fall 2014

The expansive I-70 project is located just east of the K-15 interchange near Abilene, Kansas and extends eastward for eight miles inclusive of three interchanges. Earlier this year Ideker subcontractors began work consisting of grading, milling, patching and bridge work with an expected completion in the fall of 2014. The project started with an unusual emphasis on stormwater erosion primarily due to a new mandate from the Kansas Department of Transportation (KDOT) to develop a

Stormwater Pollution Prevention Plan (SWPPP).

The erosion control plans are extremely specific and therefore caused an increase in the time spent inspecting and reporting on erosion control devices. Ideker Vice President & Project Manager Cody Phillips comments, “We have always included erosion control in our planning, but never to this extent. This adds a whole new dimension to the project.”

These new mandates and changes of ownership of course took time for all parties to adapt to. “Developing the SWPPP slowed us down in the beginning,” Project Superintendent Scott Lene stated. “This was new to us and new to KDOT. We went back and forth with several revisions until the SWPPP was finally approved.”

The SWPPP was an outcome of a consent decree with the EPA and is now a prerequisite necessary to obtain NPDES permit coverage for stormwater discharges from construction activities. This summer the Kansas Department of Transportation agreed to pay \$477,500 in civil penalties to settle alleged violations of federal and state

"This adds a whole new dimension to the project"

stormwater runoff requirements. The U.S. EPA alleged the violations were on three Kansas highway construction projects between 2008 and 2012. None of the violations involved Ideker projects.

Under the agreement, KDOT has taken several internal and external measures to ensure compliance of the plan. They have established an internal position for a statewide stormwater compliance manager, designated a stormwater inspector for each project, and increased stormwater compliance training for all KDOT employees in related positions. The KDOT District Engineer is to inspect each project and administer fines to KDOT, if necessary.

It is now also required that the project contractor designate a “Water Pollution Control Manager.” This manager acts as a point of contact with KDOT on stormwater compliance, must be trained to standards required by KDOT, and is responsible for

developing and updating the SWPPP documentation.

Lene has taken on this additional responsibility. “On this project alone, there are over 160 devices to inspect and report on within 24 hours after a rain event. Every 14 days, inspections have to be completed and reported no matter if it has rained or not,” Lene said.

In the past, KDOT solely developed and owned the SWPPP and consequently were responsible for any penalties/fines if the plans were not followed. As an effort for protection, KDOT has transferred partial ownership of the SWPPP to the contractor and requires the contractor to pay 50 percent of any fines handed down by the EPA if the approved plan is not followed on the project. All Kansas highway contractors are feeling the impacts of the consent decree. “We have a lot more at stake now and do not want to risk being fined,” Lene stated. “We are extremely mindful of our erosion control plan and make every effort to stay in compliance,” continued Lene.

Phillips spoke highly of Lene and the work he has done to ensure Ideker is protected. “This has not been an easy task. Scott jumped in and took control. He attended the KDOT training, managed training the subcontractors, and getting the rest of the company up to speed. He has done an exceptional job,” Phillips stated.

Ideker will be removing two inches of the existing roadway and replacing it with a 3 ½ inches bonded concrete overlay. Even with the additional responsibilities, crews are scheduled to complete the eastbound lanes and interchanges by November. Next year, Ideker will reconstruct the westbound lanes and interchanges to complete the two-year project.

A special welcome to those new to Ideker!

Adam Miljavak
Controller

Mark Allegri
Water Pollution Manager/Project Manager

Justin Dew
Quality Control Technician - Asphalt

Wendy Sowards
Administrative Assistant

Employee Profiles



David Wilson

Position: *P.E. Engineer/Quality Control (Asphalt Division)*

Years with Ideker: *4 years*

City of Residence: *Kansas City, Missouri (Liberty area)*

Motto: *Treat people the way you want them to treat you.*

Favorite movie: *Caddyshack & Hunt for Red October*

Favorite band: *Staind*

Hobbies/Interests: *Projects around the house, and golf when I get a chance*

Work experience/background: *First job was working for my parents when I was 8 years old at their painting business. I've also worked at Ken's pizza, Garber Surveying Service, BG Consultants Inc., and APAC-Kansas Shears Division.*

Accomplishment I am most proud of: *Getting my license as a Professional Engineer*



Adam Brooks

Position: *Quality Control (Concrete Division)*

Years with Ideker: *2 years*

City of Residence: *Pomona, Kansas*

Spouse's name: *Emily, married 9 years*

Kid's names & ages: *Mason 4, Garrett 2, and Natalee 6 months*

Motto: *You have to take care of yourself so you can take care of your loved ones*

Favorite movie: *Man on Fire*

Favorite band: *Metallica*

Hobbies/Interests: *Spending time with my kids, hunting*

Work experience/background: *I previously worked for Kleinfelder before coming to Ideker.*

Accomplishment I am most proud of: *Earned a Bachelor's degree in Biology from Ottawa University*



Erin Roberts

Position: *Staff Accountant/Payroll*

Years with Ideker: *1 year*

City of Residence: *Fillmore, Missouri*

Spouse's name: *Happily not married*

Kid's names & ages: *Keifer 14, Chloe 11, Kayten 4*

Motto: *Always have a goal. You cannot accomplish anything without having something to work towards.*

Favorite movie: *The Wizard of Oz*

Favorite band: *I like anything from George Strait to Aerosmith to Hank Williams Jr to The Beatles*

Hobbies/Interests: *Anything that allows me to be outside (when it's warm)*

Work experience/background: *I was a stay at home mom, photographer's assistant, a bank teller/loan rep and a college student*

Accomplishment I am most proud of: *My kids are by far my greatest accomplishment. I am amazed by them daily and I can't wait to see the people they will grow into.*

Ideker teams up with Ames Construction on Design-Build Project

The Kansas Department of Transportation announced in May the three most highly qualified design-build teams chosen to compete for the Johnson County Gateway project set to kick off in 2014. The Johnson County Gateway project will address the congestion and safety concerns around the interchanges where I-35, I-435, and K-10 meet near Lenexa, Kansas. It is one of KDOT’s largest funded projects ever at \$285 million.

Among the three teams, Ideker Inc. has been chosen by Ames Construction to be the primary local contractor partner for the project. Ames is a national full-service heavy civil and industrial general contractor based out of Minnesota. Ideker was chosen by Ames because of their many successful projects in the Kansas City area and their reputation as a quality contractor. Ideker’s role on the design-build team is to perform

all of the concrete and asphalt paving operations.

Design-build projects are not competitively bid in the traditional sense. For the Johnson County project, KDOT has selected three teams based on Statements of Qualifications that were submitted by each prospective team. Each team is competing to provide the best project solution for the \$285 million.

The design-build team is responsible for designing and constructing the entire project. This method allows for improved efficiencies because there is one single point of accountability.

Design-build has been around since the 1980’s but has become more popular especially on large complex projects as governments try to save money and get

projects done faster. This is Ideker’s second involvement on a design-build team. Back in 2007, Ideker teamed with Pittsburg based American Bridge and Chicago based Walsh Construction to provide design build plans for the Kit Bond Bridge in Kansas City. “Although the American Bridge/Ideker team was not awarded the project, it was a great opportunity for us to gain experience in this arena,” President Paul Ideker stated.

The winning design-build team will be announced by KDOT in early January 2014 with construction beginning soon after. “We are fortunate to be able to team up with such an experienced and great company, in Ames Construction. Their experience and knowledge with design builds is second to none and we feel they are a good fit with the culture of our company. I am confident we will present a competitive proposal and am extremely excited about this opportunity,” Ideker added.

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Project Leadership

Project Superintendent
Brandon Kendall

Location
Northeast of Topeka
Jefferson County

Contract Amount
\$10M

Completion Date
September 2013

Production Leads to Smooth Ride on Route 24

Last year Brandon Kendall and his crew installed over five miles of new 9" concrete pavement on the eastbound lanes of U.S. Highway 24. This year, crews have completed the westbound lanes for the same highway. Their work on both sides of the highway earned the company \$330K of bonus award money for the smoothness, strength, and thickness of the newly paved highway.

"The profile index averaged 13 in/mi which is exceptional for concrete pavement," Vice President Cody Phillips stated.

The five-mile section of U.S. Highway 24 is just northeast of Topeka, stretching from Grantville, Kansas to east of K-237 in Jefferson County. The two-year, two-phase project consisted of removing the existing roadway and paving a new, nine-inch thick, wider four-lane highway with paved shoulders. The older, deteriorating roadway was narrow with rock shoulders and in need of repair. In order to keep the original roadway design of 1977 additional base rock was added to level out the profile, increasing the project total to approximately \$10M.

Ideker crews completed the job using the advanced technology of a stringless paver-a GOMACO 2800 4 track, averaging around 4,200 linear feet of mainline paving per day. "The stringless paving system is more efficient

and makes it easier for us to maintain consistent quality," Kendall stated. The paver is controlled by an automated control system and not by stringline. The paver was one of many factors that helped Kendall's crew achieve the bonus award. "The consistency of the concrete delivered to the paver and the smoothness of the aggregate base subgrade contributed as well," added Kendall.

The project was completed on time despite the unusually wet spring and design changes requested by the Kansas Department of Transportation.

Kendall boasts of his crew, "They laid over 13,000 linear feet of baskets in one day. I was amazed at the amount of work they were able to do in a short amount of time. This crew is so dedicated and has lots of pride in the work they do."



Asphalt Plant Supplies Projects in South KC



Behind the shiny new storage silos at Ideker's asphalt plant in South Kansas City you will find one of the highest quality and most efficient asphalt production facilities in the area. The plant, opened this past fall, utilizes advanced technologies and equipment designed to increase the volume of production while maintaining a high quality mix of asphalt.

The plant produces all types of asphalt mixes utilizing warm mix, recycled asphalt shingles, and recycled asphalt pavement. Several projects, such as 71 Highway in Missouri, 69 Highway in Kansas, and Route 2 in Harrisonville, have taken advantage of the advanced mixes and convenient location. "Having access to asphalt mix closer to our projects has strengthened our position in the growing area south of Kansas City

and allowed us to bid area work at a lower cost," Plant Manager Marty Bingham stated.

Several factors have enabled this south plant to be so efficient including the three 200 ton heated silos, the state of the art quality control lab, and the double deck screen used for quick changes in the mix. "Customers also seem to like our automatic ticket printer. The truck drivers don't have to get out of their trucks and come into the office. They can just grab the ticket from their truck and go." Bingham stated.

"The plant has been a positive investment so far. We hope to continue to grow our commercial sales to contractors in the area as well as increase our competitiveness on self performing projects," President Paul Ideker stated.

Accelerated Work Schedule Pays Off on Route 92

Route 92 is an important roadway for the school buses in Kearney, Missouri. The project, located at the intersection of I-35 and Route 92 consists of replacing two 4-way stops with roundabouts, widening and repaving the existing roadway as well as adding new turn lanes.

In addition to the large scale of work, the city requested the road to be opened back up to traffic no later than August 8, 2013- just prior to school starting. If the date was missed, Ideker faced paying costly penalties, although a max bonus of \$100K would be given if completed on time. The highly accelerated time frame plus the unusually wet spring had project superintendent Mike Wilson and team working seven days a week for six weeks



straight. Utilities also became a challenge as often happens when working in a commercial area such as this one. Several occasions had crews at a standstill after unmarked utility lines were hit. "Randy Cox and his pipe crew did an excellent job adjusting to these delays and not letting it effect the critical path," stated Project Superintendent Mike Wilson.

With lots of long hours and hard work, the roundabouts were completed and traffic was allowed through prior to the deadline and Ideker received the max bonus of \$100K.



Project Leadership

Project Superintendent
Mike Wilson

Asphalt Project Manager
Jack Neel

Pipe Superintendent
Randy Cox

Location
Kearney, Missouri
Clay County

Contract Amount
\$5.5M



Office personnel goes on jobsite tour
(Wendy Sowards, Don McCamy, Erin Roberts, Theresa Blair, and Adam Miljavac)

Safety Training Courses

Winter is the ideal time for training and recertifying any DOT requirements. A wide variety of training courses are offered. Please contact Rusty Thielmann for more details.

Did you know?

Ideker was awarded the **MAPA 50,000 Tons or More Quality Pavement Award** two years in a row!

Ideker employs over 130 people during peak season.

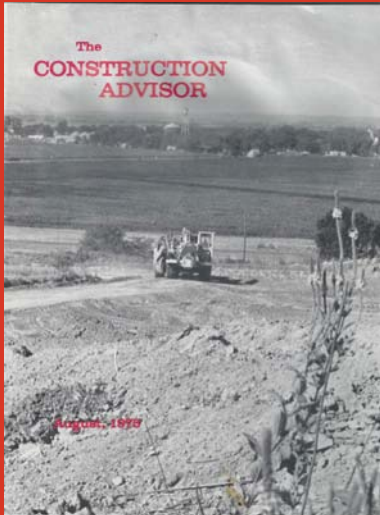
Ideker achieved over \$500K in SuperPave Bonus and \$350K in bonus for thickness, strength, and profilograph in 2013.

This season Ideker crews paved over 423 lane miles and 124 miles of shoulder widening. In addition, they constructed 5 roundabouts!

Ideker team receives national recognition at the ACPA Annual Awards Program. Ideker received the 2012 award for "Excellence in Concrete Paving" for work completed on the Charles B Wheeler Taxiway Rehabilitation Project



Project Flashback



An Ideker scraper working to construct I-29 overlooks Craig, Missouri. This photo was on the cover of 'The Construction Advisor' in 1975. Craig is the small Northwestern Missouri town where Ideker, Inc. founder Welton Ideker was born and raised.

From the Chairman's Desk



You may recall at our company meeting, I mentioned that Ideker Inc. is your company. I see that ownership attitude everyday as you fight through heat, long hours, juggling of project schedules, bid lettings, and all the things we do as contractors. We should all take great pride in our work and “can do” spirit.

As I reflect on the many successful years we have enjoyed at Ideker, I know the essential ingredient has always been its skilled and dedicated employees; individuals who are willing to do their very best to ensure that their company reflects the highest level of quality and dedication. Our company history is filled with those kinds of people. Darwin Keaster, Rice Long, Lenny Blecha, and Phil Schaefer are just a few that laid the ground work of our company today. These men never met a job they couldn't do, a schedule that was too accelerated, or a personal sacrifice they were unwilling to do. I know we have these same types of people working for Ideker today.

The challenge for all of us in the months and years that lie ahead is to not only maintain this great work tradition, but most importantly to reach out to new people and insist that they perform their work to the standards we all expect. It is essential to your company's future.

Roger Ideker

Mosby Rock Quarry Takes First Blast

After several years of planning and preparation, the rock quarry in Mosby, Missouri is up and operational. The quarry began supplying rock for Ideker projects in September. By supplying rock for internal sourced projects, other contractors, as well as the general public, the quarry will quickly start providing value by reducing costs and increasing revenues.

Ideker hired a team of experienced miners to handle the efforts. Gary Lloyd and his sons, Jake and John Lloyd do everything from the drilling and blasting to the excavating and crushing. Ideker spent months drilling into the earth across the 125 acres of land located less than a ½ mile north of the Ideker asphalt facilities off U.S. 69 in Mosby, Missouri. Determining the location, quantity and quality of the rock proved to be a lengthy and intense process. Stripping operations began in the spring of 2013, which proved to be

difficult after a very wet April and May.

Ideker is no stranger to the aggregate business. In the early 90's, Ideker quarried land in Amazonia and Newpoint, Missouri. They managed the operations until the quarries were sold in 2004. “We capitalized on a opportunity to exit that business at the right time,” stated Vice President Ken Ideker.

The Mosby rock quarry gives Ideker a competitive advantage over other contractors who may have to depend on other companies to supply their construction projects. Purchasing rock from suppliers can be expensive and one lacks control over quality and timing of deliveries. “You are relying on someone else to get you the rock you need exactly when you need it. The more we can control, the more competitive and efficient we can be. It fits our business very well,” Ken Ideker stated.

Ideker Adapts to MoDOT's New Quality Management Process

MoDOT is transitioning the Quality Management role to the contractor.

Quality management is an imperative part of every Ideker project. Recent process changes mandated by the Missouri Department of Transportation have placed additional reporting requirements on the shoulders of the contractor adding to the already important obligation.

In an effort to reduce government costs and eliminate redundancy of work, MoDOT is transitioning the entire Quality Management role to the contractor. The contractor is responsible for performing all of the quality control inspection and testing. In addition, MoDOT now requires the contractor to provide extensive documentation; quality management and testing plans prior to the project start, checklists for when various components of the job are completed, as well as daily inspection reports to just name a few. The cost of any additional inspection, testing, and documentation required by MoDOT is requested to be incorporated into the contractor's bid.



Bruce Suito completes asphalt testing reports in the Mosby lab

Quality Control (QC) and testing has always been completed by Ideker crews to avoid costly tear outs and re-work. Over a decade ago, Ideker's internal Quality Management Planning was enhanced to include additional extensive testing and procedures. Ideker performed one of the first concrete QC pilot projects in Missouri on Route 71 in Cass County in 2002-2003. Ideker has also completed numerous Army Corps of Engineer projects, which have extensive Quality Management programs.

Under the original MoDOT process requirements, the contractor would complete the quality control work while MoDOT would be responsible for the inspection and quality assurance testing. With this new process, MoDOT will only be responsible for the Quality Assurance verification rather than the day-to-day quality management thus creating a more hands-off approach and allowing the contractor to have more control. “We have always done a high level of quality control, but MoDOT kept track of all of it. Now it's just more documenting of the work we do,” stated Chance Hollingsworth Quality Manager for Ideker. The superintendents and foreman on the projects have taken on

more responsibility as well. “In essence, they are in charge of inspecting their own work now” Hollingsworth added.

To assist in managing the changes, Ideker has hired additional quality control staff. David Wilson, who joined the Ideker team four years ago, has taken on additional Quality Management responsibilities in addition to being in charge of quality control for each asphalt project. Wilson's support team includes three QC Technicians; Bruce Suito, Shaun Gentry and Justin Dew. Adam Brooks oversees the QC for the concrete division and is supported by Kevin Johnson. Chance Hollingsworth is the Quality Manager responsible for Quality Management planning and direction for all Ideker jobs including being the point of contact for MoDOT and all sub-contractors. “We are learning a lot as we adapt to the new QM process. We have been in somewhat of a “survival mode” getting used to the new procedures and we are looking forward to the off-season to regroup and further streamline the process,” stated President Paul Ideker.

The additional time spent reporting has its benefits. “Overall it makes us a better company. It holds us accountable for the testing plan and helps us track and document what we do. This comes in handy if there are discrepancies down the road,” Hollingsworth commented. “We are rolling out these changes with our sub-contractors and have seen an increased level of planning and overall communication with them before and during the project.”

Several other State DOT's have rolled out this process change and have proven to be successful. Ideker is now working side by side with MoDOT during this transition phase. It is expected for MoDOT inspectors to eventually move to periodic checks of each jobsite.



Adam Brooks drilling a concrete sample to be tested on Route 24

Awards & Recognitions

Congratulations to David Wilson for the 2012 MVP award and Theresa Blair for the 2012 Heart of a Champion Award presented at this year's annual meeting in February.

Missouri Asphalt Pavement Association 2012 Quality Paving Award 50,000 tons or more - I-70 and Route 40, Jackson County

Missouri/Kansas Chapter, ACPA, Excellence in Paving In recognition of the high quality construction performed on Route 169 Clay County