

Prepare For The Holidays With Yearly Flu Vaccination

PIERRE — Holiday travel for family gatherings and intense shopping can mean increased influenza activity so now is a good time to get vaccinated, says a state health official.

"We've had just five lab confirmed cases of influenza so far this season but we know virus activity often picks up as people travel for the holidays," said Dr. Lon Kightlinger, State Epidemiologist for the South Dakota Department of Health. "Getting vaccinated now can help protect you and your loved ones from the flu."

During the 2010-2011 flu season, South Dakota reported 22 influenza-associated deaths, four of whom were children.

While yearly flu vaccination is

recommended for everyone, it is particularly important for those at higher risk of complications — very young children, pregnant women, people over 50 years and people with chronic medical conditions. Health-care workers and household contacts of high risk populations, especially those with young infants in the household, should also be vaccinated.

People can check with their medical provider, retail pharmacy, or department Community Health Services offices for the vaccine. The vaccine is available free from the state for kids from age 6 months through 18 years. Some schools are offering school-based flu clinics or parents can check with their usual provider. While the vaccine is free, some providers may charge an

administration fee.

South Dakotans can also prevent the spread of the flu with these tips:

- Wash hands often with soap and water or use alcohol-based hand gel;
- Cover your mouth when you cough or sneeze;
- Don't touch your eyes, nose or mouth;
- Stay home if you're sick.

Influenza is a viral respiratory illness marked by the sudden onset of fever, headache, extreme tiredness, dry cough, sore throat, runny or stuffy nose and muscle aches. It spreads when an infected person coughs, sneezes or talks, sending the highly contagious virus into the air. Learn more at <http://flu.sd.gov>.

Road

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said. "It's similar to the insulation people blow into homes. It's gray in color and made from recycled paper. While the asphalt mix heats, the cellulose fiber is blown into it. Cellulose fiber has been used in asphalt mixes in South Dakota for several years now."

Hi-Tech Asphalt Solutions, based in Virginia, supplied the cellulose fiber for the Highway 81 project. To create the cellulose, newspapers are ground and mixed with lime and other additives. Once the mix is dried, it's baled and shipped to customers.

The Highway 81 project began in June 2011 and was completed the end of September 2011. The primary objective was to resurface the road section that was rutted and had faulty joints and areas of oxidation. Highway 81 was established in 1954 and has had several overlays throughout the years, the last completed in 2003.

Commercial Asphalt, owned by Spencer Quarries and based in Mitchell, completed the Highway 81 project. It was the first time they worked with the Class S mix. Commercial Asphalt Division Manager, Neil Waldera, said it was a positive experience for his company.

"We have a few things to get

used to, including a modification to the asphalt plant drum to blow the cellulose fiber into the mix," Waldera said. "We leased that blower from Hi-Tech Asphalt Solutions. When you blow the fiber in, it's engulfed by the oil entering the drum. We also used fly ash as an added filler for the mix. Hi-Tech's fiber machine was compatible with our plant computer and operated as part of the plant."

Normal drum temperature for asphalt is approximately 300 degrees. Class S has to be hotter in order to keep the mix pliable between the time it leaves the asphalt plant and gets to the paver. The mix is heated to between 325- and 350-degrees for Class S production.

"The window for getting Class S laid is a bit narrower than what you have with regular asphalt," Waldera said. "If it cools too much before you get it down, it's almost unworkable."

Because Class S hardens so quickly, the SDDOT enforces a seasonal limit on using it for highway projects. It can only be used between June 1 and September 15. They also require that average ambient temperatures be at least 60 degrees in order to use the mix.

Costello points out that, if the mixture is hauled too far, getting it on the road surface in time can also be an issue.

"Even if it's a hot day, Class S can cool quickly," Costello said. "The mix is very sticky. Its texture is similar to that of a Rice

Krispie bar. It's very pliable when it's hot. When it starts to cool it's very unforgiving."

Commercial Asphalt had some knowledge of the characteristics of Class S before the Highway 81 project began. They did some Internet research to learn all they could. They also drew on the expertise of SDDOT officials. Waldera expects that more Class S production will be part of future highway projects in South Dakota.

"Because of the mix design, our production with Class S ran at about 60 percent of our normal output," Waldera said. "But the project went well. We wouldn't hesitate to pursue another highway project that involves Class S."

Jebro, Inc., based in Sioux City, provided the high polymer oils that are common in both Class S and other asphalt mixtures. Noel Schultz, Jebro's Marketing Manager, notes that the oil's rubber-band-like qualities have proven to extend the life of most asphalt surfaces.

"We're seeing more city, county and state government agencies using a polymer modified liquid asphalt binder," Schulz said.

One added benefit of Class S is the residual effect of liquid de-icing products that are applied to Class S roadways. Pores in Class S hold the chemical longer than a regular asphalt surface would. Class S roads don't need to be chip sealed either, which results in cost savings.

Community Feast To Be Held On Wednesday

The 16th annual Yankton Community Feast will be held Wednesday, Nov. 23, at Calvary Baptist Church, 2407 Broadway, Yankton. Serving time is 4:30-7 p.m.

Currently, volunteers and donations are being sought for the feast. Items being sought include turkey, dressing and pies. If you are interested, contact Donna Madson at 760-3170.

Also, cash donations for the feast are being accepted at First National Bank South Dakota, 332 Broadway.

Meals can be delivered only for shut-ins. If interested, call 760-3170.

While the SDDOT enjoys many benefits with Class S, the cost of producing the mix is carefully considered in every state road project.

"We started using Class S in the eastern part of South Dakota in 2004," Costello said. "We've learned a lot about what works and what doesn't. We're fortunate to have high quality aggregate on both sides of the state. With our freeze/thaw cycles, which affect the entire state, cracking road surfaces is probably our biggest challenge. We haven't used a Class S mat thicker than 1.25 inches. We haven't used it enough in the eastern side of the state to draw conclusions about its overall longevity."

Costello adds that, based on how Class S has performed so far, they'll likely use it on more high traffic areas of the South Dakota interstate.

"We've done a good job designing our dense graded asphalt mix used on the majority of our road projects," he said. "We've overcome issues we had prior to 1998. We're always striving to balance the effect of 100-degree to minus 20 degree temperature swings. That's just part our South Dakota climate."

Moriarty

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looks forward to improving the state she calls her "second home."

"Economists estimate that about one-third of the state's entire economy rests on the success of the oil and gas industry," she said. "So it's an incredible opportunity to be a part of that and to help shape the future of the industry so that Alaska continues to have a bright future."

Moriarty, who grew up north of Philip, made her way to Alaska after graduating from Mount Marty College in 1996 with a degree in elementary education.

After attending a teaching fair in Anchorage, she accepted a position in the small Inupiat village of Atkasuk on the North Slope. Since then, she has held various policy positions, working for then-U.S. Rep. John Thune, as well as a state senator in Juneau. After serving as president/CEO of the Greater Fairbanks Chamber of Commerce for four years, her path led her to her current association.

"We needed to move to Anchorage because of my husband's job," Moriarty said. "I found an opportunity with AOGA,

and I've been here ever since. It's been really great."

She began her career at AOGA in 2005 as a program associate, and served as external affairs manager before assuming the role of deputy director in 2007.

Having held numerous positions throughout her career, Moriarty said her well-rounded education at Mount Marty has been instrumental in her success.

"The liberal arts background requires you to be a critical thinker, an independent thinker, and a great communicator. And all of those things I have to apply here at my job, and I've applied them since I've left — especially with public policy issues that can be seen as controversial with two sides to the story," she said. "I remember several classes where you had to research and articulate, and yet respect, both sides of an issue. And that is what I value the most, as well as the compassion that is instilled in you at Mount Marty for your community and the common good."

Moriarty added that despite moving on from her original career field, she will always be a teacher at heart.

"I'm still a professional educator," she said. "I just now educate the public and policymakers on issues instead of elementary students."

Lake

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the practicality of moving sediment with river flow.

The Omaha District contracted with Colorado State University to complete the study. The LCLSMS project team has reached the point of completing the modeling necessary as part of the study.


The study is part of the Corps' efforts to comply with the conservation measures outlined in the U.S. Fish and Wildlife Service 2003 Amendment to the Biological Opinion on the Operation of the Missouri River Main Stem Reservoir System, Operation and

Maintenance of the Missouri River Bank Stabilization and Navigation Project, and Operation of the Kansas River Reservoir System.

Sediment moved past the dam could be beneficial for fish and wildlife habitat in the sediment-starved reach below the dam, Boyd said.

"At a meeting in Yankton in 2007, the team indicated it would use the meeting input to formulate the alternatives to be analyzed, and return to present the results," he said. "We did use your input as guidance, and now it's time to present the results."

"On Nov. 30, the project team will give a presentation on the results of the two modeling efforts that were completed as part of the study."



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