

**Recently Awarded Contracts**

Booneville Airport  
Johnson County Executive Airport  
Rehab Taxiway Foxtrot  
Route 58 & Y, Cass County  
Route I-29 (Vivion to I-29 & 35)  
Route I-435 (I-29 to Cookingham)  
Various Routes, Ray, Clay & Platte Counties  
I-470, Jackson County

**Current & Recently Completed Projects**

KCI Rehab Taxiway Bravo  
Lee's Summit Mill and Overlay  
KCI Super Hanger Apron Repairs  
Beatrice Airport Repairs, Beatrice Nebraska  
City of Independence Asphalt Overlay  
Route 69, Clay County  
Route C, Clay and Clinton County  
Route CC, Clay County  
Route 10, Ray County  
Urban Major Routes  
Route I-35, Clay County  
Route 49, Cass & Jackson County



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Ideker, Inc.



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The crew behind the crews

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Ideker commemorates his lifelong service

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**Employee Profile**  
Get to know 3 key personnel

# Mechanics keep crews going all season long

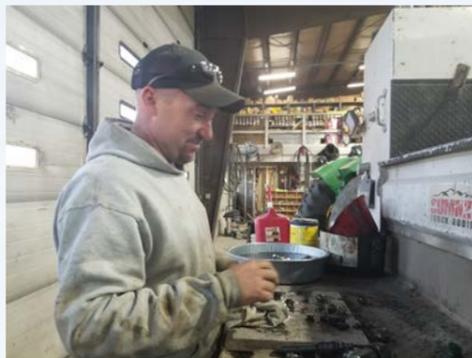
**Unsung heroes maintain and service hundreds of pieces of equipment each year**

One team that doesn't get the accolades they deserve is the heavy equipment maintenance crew. Without their support, the concrete and asphalt crews would not be able to complete work on time and on budget. With hundreds of pieces of equipment in operation, you need a strong team to keep it going all season long. We have built a team of field and shop mechanics that do just that and much more.

Our field mechanics work on the jobs repairing and maintaining equipment for each of the crews. Adam Aughinbaugh and John Doyle support the concrete machinery while Adam Harman maintains the quarry equipment and other projects as needed. Dalvin Barnett and Tim Etherton support the milling and asphalt equipment, and each mechanic specializes in the type of equipment they maintain. They travel with the crews from job to job, perform preventative maintenance, order replacement parts, and fix issues as they arise.

The shop mechanics are Tom Etherton, Williard Sobotka, Jeremy Etherton and Clint Isreal. Tom is our shop foreman overseeing all the equipment since 2004.

He tracks each piece online using a program called VisionLink designed to track the health and maintenance information for each piece. Tom is able to quickly identify the location of each asset, how many hours until preventative maintenance is required, and key health indicators such as fluid analysis, fuel and oil usage. "In the winter we complete heavy preventative maintenance on all the machinery in order to avoid major failures during the busy season. When it leaves our shop in the spring, it's serviced, clean and looking brand new," Tom said.



Dalvin Barnett inspecting parts

Roger Ideker said mechanics don't always get the respect they deserve, "These guys are smart, highly skilled and they work hard. They do a lot more than most people think." To add to their maintenance duties, the maintenance team also track and perform all Ideker vehicle inspections for DOT, federal and state. Our company has a private license to complete inspections on equipment. Scheduling the maintenance work can be tricky when trying to work around multiple crews and jobs. "It's not uncommon for the maintenance crew to be working after hours or overnight to ensure the equipment is ready to go the next day. And if mechanical failures do occur, it's all-hands-on-deck until that piece of equipment is repaired and back to work," Tom said.

Being a mechanic requires a natural drive to want to fix things. Someone with a strong desire to take a piece of equipment apart, understand how it works and the purpose of each piece. They are known as the "doctors of machinery". Each Ideker mechanic has had technical training and participates in continuous and specialized training each year specific to certain pieces of equipment in order to keep up



Tom's whiteboard shows the location of each piece of equipment.

with the technological changes.

"Mechanics used to be just nuts and bolts guys. Now we are forced to be computer literate. Most machinery now has sensors called ECMs (Electronic Control Modules) that read parameters and identify where the issue is coming from. "We plug a laptop into the machine and read the code to help identify where the failure is coming from," Tom said.

Heavy equipment maintenance is challenging work but one of the biggest challenges according to Etherton is keeping the equipment clean. Because the equipment uses hard and abrasive materials, it needs to be cleaned thoroughly after each shift to avoid damaging parts. If material dries on the equipment, it's much harder on the machine and wears it out much faster.

Our success comes from ALL our hard-working employees including our mechanics who quietly maintain the equipment and provide the critical fixes. We wouldn't be able to keep our costs down and meet our objectives without them.



Tim Etherton, one of Ideker's most senior and experienced mechanics, works on a front loader in the off-season.



Russ Love

**Position:** Asphalt Project Manager  
**Years with Ideker:** 5 months  
**City of Residence:** I live on a 110 acre farm two miles south of Altamont, MO  
**Children:** Scott (33) is in the USAF in New Mexico and Taylor (28) married and lives in Olathe, KS  
**Motto:** Life's too short to be unhappy  
**Favorite movie:** True Grit  
**Favorite band(s):** AC/DC  
**Hobbies/Interests:** Bow hunting and fishing  
**Work experience/background:** 25 years with MoDOT as a construction inspector  
**Accomplishment I am most proud of:** 30+ years of serving the community, raising money for local charities as a member of the Cameron JC's



Alyssa Wilkinson

**Position:** Administrative Assistant  
**Years with Ideker:** 1 year  
**City of Residence:** St. Joseph, MO  
**Children:** Dodger (4)  
**Motto:** Failure will never overcome me if my determination to succeed is strong enough  
**Favorite movie:** Step Up Trilogy  
**Favorite band:** Imagine Dragons and Fall Out Boy  
**Hobbies/Interests:** Making memories with my family, dancing  
**Work experience/background:** Manager of the St. Joseph License Office (DMV)  
**Accomplishment I am most proud of:** I'm most proud of my son!  
**Something interesting people may not know about me:** I can do a backflip.



Daniel Dennert

**Position:** Base Foreman  
**Years with Ideker:** 1 year  
**City of Residence:** Jamesport, MO  
**Spouse:** Shayna  
**Children:** Emma (3) and Elizabeth (1)  
**Motto:** Without risk, there is no reward.  
**Favorite movie:** Wedding Crashers  
**Favorite band:** No favorites, always like to hear new music from different artists  
**Hobbies/Interests:** working, farming, most of all I like spending time with my family  
**Work experience/background:** Started construction when I was 19 and been in the business ever since. I like what I do and its one of those things that gets in your blood  
**Accomplishment I am most proud of:** Most of the time I find myself taking on more than is within my comfort zone, but when the day is over and the job is done, that is the moment I'm most proud of

## Awards & Recognition

### Missouri Kansas ACPA

KCI **Taxiway Bravo Phase 2** was recognized as the best project in the state of Missouri for Commercial Service and Military Airports.

### MoDOT Contractor Performance Award

Ideker was recognized in 2018 for achieving **Top Ratings for Contract Administration** for Heavy Volume Contractors.

### Missouri Asphalt Paving Association 2018 Awards

**1st Place Quality Airport Paving** for Super Hangar Apron, Kansas City International Airport

**2nd Place Primary Route (Greater than 50,000 tons)** for Clay County I-35



### TEAM BUILDING

Last January, the Superintendents took a trip to Greensburg, Kansas for a two day hunt.

### Update on the Missouri River Flood Case

As a follow up to our last newsletter, Ideker Farms and the other plaintiffs received a favorable liability ruling in March 2018 for Phase One. The judge agreed the river had been changed and was more flood prone due to the actions of the Corps of Engineers. The trial to rule on the amount of damages awarded, or Phase Two, is anticipated to begin in early Fall 2019.

### Welcome those new to Ideker in 2018!

**Daniel Dennert**  
Base Foreman (Oct 2017)

**Russ Love**  
Asphalt Project Manager

**Aaron Jones**  
Asphalt Quality Control

**Caleb Jagels**  
Asphalt Quality Control

**David Wilkins**  
Asphalt Plant Operations Manager

**Adam Harman**  
Quarry Mechanic

**Kenton Mayfield**  
Field Mechanic

### On the Cover

Back row left to right

Shop Foreman **Tom Etherton**  
 Shop Mechanic **Clint Isreal**  
 Concrete Serviceman **John Doyle**  
 Shop Mechanic **Jeremy Etherton**

Front row left to right

Concrete Field Mechanic **Adam Aughinbaugh**  
 Asphalt Field Mechanic **Dalvin Barnett**  
 Shop Mechanic **Williard Sobotka**  
 Asphalt Field Mechanic **Tim Etherton**  
 Quarry Mechanic **Adam Harman**

## Trusted farm manager enters semi-retirement

After 47 years managing and farming the Ideker farm land, Ivan Kent has ventured into semi-retirement.

"After hiring Ivan at 22 years old, I said to him 'You're pretty young to take on an operation like this', but he has made me eat my words. Ivan is what made Ideker farms successful and we are grateful for his lifelong service," Ron Ideker said.

Ron hired Ivan back in January of 1973 after the Ideker family determined they needed a farmhand to manage the operations, raise the cattle and farm the land adjacent to the Missouri river near Craig, Missouri.

Even though Ivan didn't grow up on a farm, he always had an interest in the industry and received a degree in agricultural technology.

With his wife Debbie and newborn baby, Ivan accepted the offer and moved his family into the small farmhouse located on the land. There they would go on to raise three children. "This has always felt like home to us. Farming this land has been my life and I've enjoyed every minute of it," Ivan said.

Ivan took the opportunity to do a variety of things other than farming over the years such as repairing and operating construction machinery, helping to build and maintain levees and drainage structures. In more recent years, flooding has been a major concern to all farmers along the river. "It's awful when you not only lose crops but then have all the cleaning up after. Too wet, too dry... everything worried me as it does most farmers," Ivan said.

Unfortunately, the high waters flooded his home three times. The third time the damage was unreparable and a new home was constructed for Ivan and his family in 2011. Today he continues to reside on the farm with his wife and doesn't see them living anywhere else.

Semi-retirement hasn't freed up much of Ivan's time. He continues to stay busy with all the maintenance of existing farm structures and equipment. In his spare time, Ivan enjoys visiting his three children and six grandchildren and occasionally gets to ride his motorcycle.

This year the majority of the land was leased to be farmed by an outside company.



## Ricky Roup - The Travelin' Man

For the past fifteen years Ricky Roup has been Ideker's go to guy for moving heavy equipment. He travels near and far and for him there's no such thing as a typical day. "I always carry a travel bag with me just in case. It's not unusual for an 8-hour day to turn into 12-14 hours or a day trip to turn into overnight," Ricky said.

Ricky was hired in July of 1980 by Ron Ideker to work on Ideker Farms. Ricky worked alongside Ivan Kent running tractors and moving hay bales until Phil Schaeffer announced his retirement. Phil spent the next several months teaching Ricky how to load, unload and haul the equipment. Once Phil officially retired, Ricky took over.

"I enjoy my work. The heavy chains and the loading and unloading definitely keeps me healthy. I enjoy the people I work with and for. I try to go into each day with an open mind and ready for whatever the day may bring," Ricky said.

As the company has expanded, Ricky's job changed from hauling scrapers years ago to now challenged with hauling asphalt plants, rock crushers, milling machines, etc.

"I used to be able to handle all the hauling necessary, now it's not unusual for us to need additional help. Trying to be everywhere that is needed has become impossible," he said.

Another challenge is dealing with the drivers out on the road. Ricky gets emotional when asked what he fears the most. "I couldn't deal with hurting someone. The highways get worse each year with distracted drivers texting and using cell phones. Every day something happens that scares me and the stress of that may be what drives me to retirement," Ricky said.

Retirement for Ricky may be several years out but when that time comes the travelin' man still plans to continue doing what he loves...driving the countryside to places where he and his girlfriend can see the sites, camp, fish and spend time with family.

Ricky resides in Mound City, Missouri along with his son and family. He enjoys spending time with his two grandchildren.



## Gary Lloyd has the "Heart of a Champion"



Gary Lloyd with the quarry crew. Gary is pictured fourth from the end in the black shirt.

Gary respects all of us and we all respect him. He's not stubborn and will listen to your ideas, even if he knows his is better. Gary is probably the best dozer, bulldozer operator and he can run any piece of equipment out here...He would not ask you to do anything that he wouldn't do himself. - John Summers

He's never been the typical boss that just runs around in a truck and expects everything to be done by his workers. He's always out in the middle of the work, doing what he can to help. - Jake Lloyd

Gary is really the definition of two things, family man, and company man. He would do anything for his wife, kids and grandkids, and friends as well. He would also bend over backwards for anyone in our company...just to do what is best for the whole. Very unselfish. - Ken Ideker

Gary took home the "Heart of the Champion" award for 2017 season honoring his dedication, loyalty and determination. He has been running the Mosby Quarry Operations for over 6 years. He built his ideal crew consisting of trusted friends and all four of his sons. Here's what a few had to say about him....

### Update on Coy Higgenbotham

Our thoughts and prayers are with Coy and his family as he continues to recover from an accident that occurred on one of our projects this past summer. He is walking with a cane and continues progressing with physical therapy. Coy hopes to be back to normal and working again soon. Thanks to Coy's son, Ryan Higgenbotham who managed the crew in his absence! This is a stark reminder of the dangers of our occupation and a reminder to all drivers to please slow down and pay close attention in construction zones.

## MVP Awarded to Kevin Hardee

Kevin received the 2017 MVP award for exemplifying leadership, productivity, and confidence. He manages the Asphalt Quality Control team and has been employed with Ideker for nearly four years. Here's what some co-workers say about him...

Kevin has the right combination of intelligence, work ethic, and interpersonal skills that make the difficult work we do exponentially more manageable...he has a big picture, bottom-line, company-first mentality that I feel inspires those around him to strive to do their best. At the same time, he is detail oriented enough that he understands the intricacies of what it takes to make the operation run smoothly. Of all the people that I have worked with in my entire working career, Kevin would probably be my number one draft choice to have as a coworker. - Doug Farrier

Great people can adapt to any task given and succeed. Kevin has done just that. - Jack Neel

Kevin is a bright, intelligent individual that has the people skills that when dealing with fellow employees, governmental agencies or contractors to make most situations a win/win for both parties. He has knowledge to work on bid proposals, be a project manager or run quality control testing on a daily basis. - Bruce Suitor

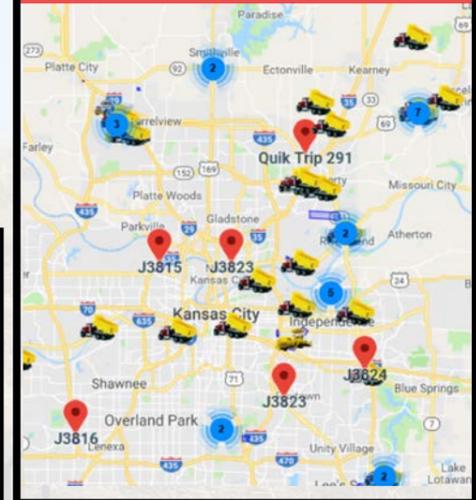


Kevin Hardee pictured on the far right with the Quality Control team in the QC lab. (From left to right Aaron Jones, Bruce Suitor, Caleb Jagels, Chris Brown, Kevin Hardee)

## Fleetwatcher App allows real time tracking of equipment

This year Ideker invested in multiple GPS units in order to gain visibility to the trucks hauling for each job.

Once the GPS unit is assigned to a truck, managers can use the Fleetwatcher app to track indicators such as how many tons have been shipped, when the last truck was loaded and how close the truck is to the crew. The information can also be used to implement improvements within the organization and with carriers.



# Neighborhoods, airports, rural routes and major interstates, Ideker crews handled it all in 2018



Lee's Summit City Streets

## Lee Summit Streets, Independence City Streets

Lees's Summit, MO and Independence, MO

The Lee's Summit streets project included major roadways like Woods Chapel Road, SW 3rd, NW Blue Parkway and NW Ward Road as well as minor streets and subdivisions throughout Lee's Summit. The project was a two inch mill with a replacement of two inches of asphalt mix. Paving the high traffic streets was the biggest challenge on this job due to the restricted work hours of 9am-3pm. Crews began the Independence City Streets project in July 2018. From busy thoroughfares to small neighborhood streets, they milled and paved approximately 75 miles of roadway. Our Dillman portable asphalt plant supplied the majority of the required 59,000 tons of asphalt for the project. The job was completed on time in October 2019.

## Route C, Route CC, Route 10

Excelsior Springs, MO

These three projects were rural routes with not a lot of traffic. However, there were plenty of hills and curves. Route 10 was a 10.9 mile project consisting of widening the shoulder approximately 4 feet on both sides as well as a 1 3/4 inch BP-1 overlay. It included over 30 side streets and entrances. We used a three leg Roadtex mill to cut the shoulders to grade ahead of rolling and laying the base. The surface was placed with a Roadtex Shuttle-buggy and Caterpillar paver. It was a low-tracking tack project with special restrictions in certain areas between the hours of 3pm and 6pm.

## Liberty Parkway - Phase 2

Liberty, MO

The project was new construction of divided four lanes between Withers Road and Route 291. We trimmed the line treated sub-grade and then paved the main lanes with 10" bituminous pavement. Then 12 inch Super-pave was placed at the 291 turn lanes. We used our 3D stringless system for the final trimmed base. The job required a total placement of approximately 47,000 tons of asphalt with thickness varying between seven and twelve inches. Due to the new bridge construction this was a multiple phase project in which Ideker completed the phase on time and on budget.



Liberty Parkway

## Super Hanger and Taxiway Bravo

Kansas City International Airport

The taxiway project consisted of removing and replacing the concrete pavement and base on Taxiway Bravo. Two layers of concrete were removed, each layer 12 inches thick. Dirt was then installed and brought up to grade. Our base crew installed lime to stabilize the subgrade to prep for the subbase course. The subbase course consisted of 6 inches of aggregate base and 6 inches of lean concrete. Sixteen inches of new concrete was then installed to finish the runway. In addition to all the pavement work, numerous drainage improvements were made, an upgraded electrical system was installed that included new in-pavement light fixtures as well as new taxiway edge lights.



The most challenging part of this project was its location to Southwest airlines, the busiest airline at KCI. This project presented numerous logistical issues with the airline. Although we were able to always have alternate routes for the airplanes, they weren't always the shortest route. Ideker was able to revise the phasing plan to shorten the construction time by 75 calendar days. The Owner and the airlines were pleased with the accelerated schedule that re-opened all the pavements to air traffic ahead of schedule.



The Super Hanger project at KCI consisted of milling 80,000 square yards of the current concrete apron at a 3 inch depth and replacing it with a 3 inch single lift of asphalt mix. We used echelon paving practices with two pavers and two shuttle buggies to reduce the amount of joints. The wind and unseasonably cold temperatures made it extremely challenging for paving with a polymer modified mix. The escorting of trucks to and from the work area trying to avoid long queues of mix delivery as well as plane traffic also presented a challenge. We completed the project on time.



Interstate 49 - Grandview, MO

## Interstates 49, Interstate 35 and Route 69

Grandview, MO and Clay County

The Interstate 49 project consisted of milling and asphalt resurfacing 5.5 miles for both northbound and southbound lanes between Blue Ridge Boulevard in Grandview and 163rd Street in Belton including ramps. Ideker crews milled 1.5" and placed nearly 29,000 tons of asphalt. Work on this project was only allowed at night between the hours of 7pm and 5am per the contract. Due to the high volumes of traffic even during the non-rush hour and short window to pave, Ideker used 2-three man traffic control teams to get the crews on and off the project.

The Route 69 project consisted of milling and asphalt resurfacing in Excelsior Springs to Lightburn Street in Liberty. The work was completed at night due to the time restrictions during the day. During the full depth patching, it was discovered that the asphalt thickness ranged from 2 inches to 16 inches. The concrete was very deteriorated so milling and removing the deep concrete was a major challenge on this project.

The Interstate 35 project was located in Liberty, Missouri north of Pleasant Valley Road to the Fishing River Bridge. It required milling and asphalt resurfacing approximately 17 miles of roadway both north and southbound on I-35. The work was completed at night due to restricted times to work during daytime hours.

## Beatrice Airport Runway Reconstruction

Beatrice, Nebraska

This was the first project constructed by Ideker in Nebraska in over 25 years. Although FAA specifications are similar in the Midwest, we found many variations with certain Nebraska specs (NDOT) to what we had been accustomed to working on airports in Missouri. We benefitted by learning new techniques to add to our airport experience for future opportunities.

This project consisted of the removal and replacement of the existing crosswind runway 14-32. The existing asphalt runway was milled down to the original concrete runway that was constructed in 1958. From there we were required to "crack and seat" the original concrete with our pavement impactor. After this process, recycled concrete base rock was installed and approximately 40,000 square yards of new 6 inch concrete pavement was installed. Additional improvements on the project consisted of a new taxi lane adjacent to the runway, drainage improvements, signage and upgraded electrical features throughout the entire airfield. We were able to combine the two phases into one phase to complete the job 60 days ahead of the original schedule.



The concrete crew paves the runway at Beatrice airport.