

President's Message: Gary Sanders Gets His Due

Dear friends -

Another summer has flown by—partially because we were so busy this year and partially because our weather turned cool so quickly! We've had lots of successful projects this year that our staff has worked on, but I wanted to share with you one particular honor.

Gary Sanders, former partner of Floan-Sanders, Inc., was inducted into the UND School of Engineering Academy on September 28. Gary's contributions to this region are truly impressive. He brought over \$40 million in grant packages for infrastructure repair/expansion projects to communities in NW Minnesota from 1982 through 1997, including the last UDAG grant given out in the nation (to Warroad, MN). If it weren't for these grant packages, it would have been impossible for most of our rural communities to repair or expand their infrastructure.

Gary was also irreplaceable during

East Grand Forks' flood recovery. His knowledge of our community's infrastructure (based on three decades of work as the City Consulting Engineer) and his leadership and vision in rebuilding the downtown were crucial to our city's rebirth.

Gary joins Dean Wieland, another former Floan-Sanders partner, in the Engineering Academy. Although they never sought the limelight (and often tried to avoid it!) these two great men have been incredibly influential in the development of Grand Forks, East Grand Forks, and numerous smaller communities in our area. It is somewhat amazing to me that of the 40 plus members in the UND Engineering Academy—engineering graduates from throughout the school's history who have gone on to successful careers around the world—two were partners in Floan-

Sanders! Our region has indeed been lucky to benefit from their leadership and dedication. I certainly feel privileged to have worked with them and am so glad they have received this honor.

- Greg Boppre, President



Gary Sanders and Dean Wieland celebrate the opening of Floan-Sanders new office space at 1600 Central Avenue NE in 1988 with a ribbon cutting ceremony. Also pictured are employees Kelly Sanders and Monica Arvidson and EGF Chamber members Jim Richter and Gary Christianson (in hats).

Civil Talk

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Bridge Inspections Get Closer Scrutiny After Collapse

The August 1, 2007 collapse of the I-35W bridge over the Mississippi River has brought the bridge inspection process to the forefront of the public's mind. The tragedy has many officials looking more closely at how often bridges are inspected and what the inspections actually say about the safety of our nation's bridges.

Brad Bail, a civil engineer at Floan-Sanders with an emphasis in structures has been performing bridge inspections for the City of East Grand Forks for over 10 years. He also designs the formwork (used in the construction of new bridges) for some of Swingen Construction's bridge projects.

According to Bail, the national bridge inspection process was created in response to a bridge collapse in 1967. The Silver Bridge in New York collapsed in December of that year, resulting in 46 fatalities and generating considerable concern around the nation



Brad Bail examines a minor surface crack in one of the foundations for the Louis Murray bridge.

regarding the safety of US bridges. In response, the Federal Highway Administration instituted the National Bridge Inventory and Inspection Program in 1971.

The National Bridge Inventory uses a rating scale of 0-9 and inspectors are

asked to rate the condition of the superstructure, the substructure, and the deck of the bridge using that scale. The scale is very subjective and non-quantitative.

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FS Brings New Technology to Minnesota Roads

Pedestrians crossing River Road and 4th Street NW in East Grand Forks will be more visible to motorists thanks to some innovative technology recommended by Floan-Sanders staff. In-pavement lighting that flashes lights at approaching cars whenever someone is in or near the crosswalk will help make those areas safer for pedestrians, bicyclists, and others.

"The two locations are both long

stretches of road with little reason for motorists to expect cross-traffic," explains Steve Emery, the Project Manager with Floan-Sanders. "This will make it very obvious when someone is in the crosswalk."

The River Road project stretches from 23rd St. NW north approximately 1200 feet. Floan-Sanders is constructing a new urban roadway in that location to replace the existing

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Bridges . . . Continued from page 1

Any condition rating of 4 or worse is considered "deficient".

This rating system can sometimes be misleading. As Bail explains, "If there is significant peeling paint on the bridge, you have to rate it fairly low, which means it will be considered deficient. However, that doesn't necessarily mean it is in immediate danger of failure or needs to be replaced."

The system also asks inspectors to do an appraisal rating for five items: a waterway appraisal (for how often the bridge floods if it spans a waterway), an overall structural appraisal (based on the load capability of the bridge), approach alignment, deck geometry, and vertical and lateral clearances.

The major bridges that cross the Red River between Grand Forks and East Grand Forks are inspected by Minnesota

"Although it's not required, we're getting a special lift so I can get closer underneath the bridge when doing the inspections."

- Brad Bail, Floan-Sanders

Department of Transportation officials every year. Bail is responsible for inspecting four smaller bridges in the community:

- The curved bridge that crosses the Red River at Minnesota Avenue near the Grand Forks Water Treatment Plant,
- The Louis Murray Bridge that crosses the Red Lake River in East Grand Forks,
- A modified culvert bridge,
- And 22 feet of the Railroad bridge that crosses over an emergency bypass for vehicles.

A fifth bridge may be added near the Hartsville Coulee, a result of the Corps of Engineers flood protection project.

"All of those bridges are fine," Bail is quick to note. "The Louis Murray bridge is in very good shape. The curved Minnesota Avenue bridge has some safety issues—it's curved so you can't see across it and it gets slippery in winter conditions—but structurally it meets all the standards."

Bail has taken the two week course on bridge inspection given by the US

Department of Transportation and although bridge inspections are required every two years, he has been inspecting the East Grand Forks bridges on an annual basis. Still, he sees a need for closer scrutiny.

"Although it's not required, we're getting a lift so I can get closer underneath the bridge when doing the inspections," he explains.

Immediately after the I-35W collapse, Governor John Hoeven ordered all bridges that were structurally deficient or lower in their ranking to be inspected immediately. None of the East Grand Forks bridges were affected by this decision. However, Bail expects that the bridge inspection process will change as a result of the collapse.

"Technology has changed so much in the last few decades and we know so much more about how to build a safe structure. It's too bad that it takes a tragedy like the I-35 collapse to force people to make the necessary changes, but ultimately it will make the inspection process better and bridges safer." ◇

FS Behind the Scenes: Marilyn's Bundle of Joy!

Floan-Sanders' office manager Marilyn Bren welcomed her first grandchild in June! Alivia Rae Bren (she shares her grandma's middle name) was born on June 5 in the Fairview Hospital in Burnsville, Minnesota.

Born 5 1/2 weeks early, Alivia tipped the scales at a scant 4 lbs. 8 oz. and spent the first 3 weeks of her life in the Neonatal Intensive Care Unit. However, lots of love and attention by her parents and grandparents have done the trick and she is a happy and healthy 4 month old now.

If you are interested in any more photos of Alivia, Floan-Sanders staff can verify that Marilyn has a ton of them and is happy to share! Congratulations, Marilyn!



"People who say they sleep like a baby usually don't have one."

~ Leo J. Burke

"If your baby is "beautiful and perfect, never cries or fusses, sleeps on schedule and burps on demand, an angel all the time," you're the grandma."

~Theresa Bloomingdale

"Before I got married I had six theories about bringing up children; now I have six children and no theories."

~ John Wilmot

Meet our staff: Jenn Ekren

Born and raised in Grand Forks, ND, Jenn Ekren graduated from Red River High School and the University of North Dakota with an Industrial Technology Degree, emphasizing in Graphics. She has worked part-time at Floan-Sanders since May of 2006 and became a full-time employee after graduating in May of 2007. Jenn assists with a variety of projects including putting together plan sheets and drawing utility maps.

**What is the favorite part of your job?**

My favorite part of my job has been being able to start and finish a set of plan sheets for a project all by myself. It is absolutely satisfying. They are usually small projects for now, but I get to take the credit for them. I also enjoy the people I work with, they all are so easy to talk to, and when I have questions I know that I can go ask and it is no problem.

What are your hobbies? *I like outdoor types of sports. I love to camp, ski, hike, and bike. I love to travel, anytime I have extra money I am usually planning a trip. I am also a beginner photographer. It is always fun to take pics and manipulate them to create something amazing. With all the technology these days it was more easy and fun.*

If you couldn't do your current job, what would you want to do instead? *I think I would go back to college and get involved in Architecture which was my first passion and actually take the program seriously. I have also gotten very interested in a career as a Civil Engineer, after working here for a year.*

If you could meet anyone in the world, who would it be and why?

Outside of work I love to shoot photos. One of my all time favorite photographers is Diane Arbus. She was the first American women photographer who took very controversial photos. She traveled the world a took photos that would attract your eyes. She is very famous for the photo of the little boy holding a hand grenade in Central Park. In 1962, this was not kosher but it caught your eyes which is a great quality for advertising, which was her career. It would just be interesting to sit down and chat with her. ◇

Crosswalk Lights . . . Continued from page 1

rural gravel road. The crosswalk there connects the two parts of the Valley Golf Course.

The second location is along 4th Street NW near the Corps of Engineers floodwall. Bikepaths from the Corps project cross 4th Street in that location and there was some consideration of building a pedestrian underpass. However, clearance issues and high costs prohibited that solution.

East Grand Forks will be the first installation of this in pavement lighting system in the state of Minnesota, although other states have used it for various projects. According to quotes from previous clients on the company's website, the product has worked well in a variety of climates:

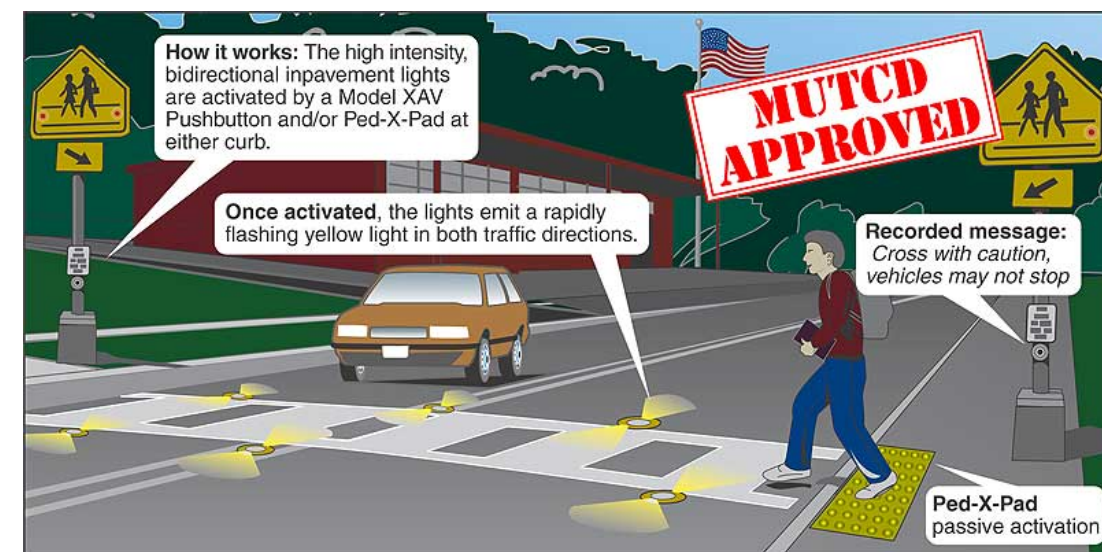
"The system is working great. We've had the new fixtures for two winters now and snowplows haven't caused any damage whatsoever. And we feel good knowing we're doing something positive to protect our students." - Tom Pascoe, Contract Manager, University of Alaska-Fairbanks.

"It really makes sense for our region when you consider how early it gets dark during the winter," noted Greg Boppre, President of Floan-Sanders. "I was really pleased when one of our project engineers, Jaroslov Solc, suggested this system. I think it will make these crosswalks much safer."

The installation of the lighting system along River Road will be done in conjunction with the construction of that urban section,

scheduled for completion in November of this year at a total project cost of about \$800,000. The 4th Street NW lighting system will be installed as its own project next year at an estimated cost of \$80,000.

If you would like more information about this innovative lighting system for your community or project, contact Greg Boppre at 218-773-5620. ◇



The graphic above explains how the crosswalk lighting system will work. Graphic courtesy of www.xwalk.com homepage.