# Connecting *the* DOTs

July 2016

www.sddot.com

## TABLE OF CONTENTS

Aberdeen Storm Creates Teamwork Opportunity

Training Update

Project Delivery

Mentoring Corner

The Art of Negotiation

Utility Coordinator's Perspective

SAG Award

Missouri River Bridge

Tuff Enuf for an Iron-Man

Employee Updates

## Cyber Security

Lately, more emails are being flagged and/ or blocked due to the excessive amount of links included on employee signature blocks. As a result, agencies should consider reevaluating how many links are included in their employee signature blocks.

Although this may not seem like an issue to the agency user, it is most likely because they are unaware that this is happening. In most cases, emails are being blocked as they enter other corporation's gateways or as they enter ours, and the intended recipient isn't even aware it is happening.

Technical details:

Most email gateways run on a "point system." When you incorporate links for Facebook, Twitter, Pinterest, YouTube, etc. into your signature block; points are assigned to these items for security purposes. The more links you incorporate, the more likely it is that your email will be flagged and/or blocked as spam to outside email addresses.

BIT recommends only including one link at the bottom of employee signature blocks. Feel free to use as many icons as you want:

But rather than using multiple link locations, make sure the link goes back to one location.

## MENTORING UPDATES

Next Mentoring Forum:

Tuesday, Sept. 13 10-noon CDT

Team Building & Interagency Cooperation
Secretary Trevor Jones, Department of Public Safety

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# Aberdeen Storm Creates



*by Mark Peterson, Aberdeen Region Operations Engineer*

As happens in any year, the unexpected has arisen at the Sisseton Maintenance Shop. An early July storm, that had measured straight line winds of 87 mph, destroyed the salt shed hoop building in Sisseton. When something like this happens, it kicks into gear a much larger than expected team of individuals where each have many tasks to accomplish to facilitate the removal and replacement of a building damaged beyond repair.

The entire process started immediately after the storm, when Bill Voeltz, Sisseton and Milbank highway maintenance supervisor messaged me on a Sunday that we had lost the salt shed in Sisseton. Upon receiving this message I went over the details with Bill, notified Brian Moore in Internal Services of the potential need for repair or replacement, and then contacted Region Engineer Jeff Senst to notify him.

Upon reviewing the damage and estimating repair costs with Jeff, Matt Brey (Watertown area engineer) and myself, we determined that replacement was the only viable option due to the structure and walls of the old building being damaged beyond repair.

Brian and I worked together to devise a plan to replace the structure. We had ab estimated size and cost of the building so we needed to see if we could work this into the Building and Improvements budget. As Brian usually does, he saved me and got it to fit. Brian in turn contacted the office of the State Engineer and worked with Randy Bollinger to obtain a project number and permission for DOT to design and let the project internally. Brian also requested that our Foundations Office, led by Kevin Griese, do a foundations exploration of the proposed location of the building.

While this all was happening in Pierre, Bill, Matt, Jeff, Scott Schneider and myself were looking at potential options and location of the new building. Since our region had completed two of these structures last year and one the year prior ,we did have some options to look at. The consensus was it would be best to build a structure like the one in Clear Lake that was replaced last summer when the same thing had happened. The chosen structure would be a steel building 60-feet x 90-feet with a 40-foot opening on the east side. This

is a pole shed type building built on a eight-foot concrete footing/wall with 18-feet of clearance to the rafters. These buildings offer plenty of storage for a typical season's worth of salt and do not have the maintenance issues that we have encountered with the hoop type buildings in certain locations where we have enough wind issues to cause problems.

Once the team chose a location for the new building, we again started communicating with the foundations office to get the right data to design the proper footings for the building. Drilling was scheduled for July 20-24, so Bill and his Sisseton crew are busy cleaning up the yard and removing the old building.

Since the old building had salt in it we need to find a way to store that salt until the new building is completed. Brian Wacholz and Bill Voeltz remembered the demonstration from the Winner Area about storing salt in the long tubes (*grain bags*) that farmers use to store grain. Between Brian and Bill they are getting set up to store the material on hand out of the way in the bags.

Scott Schneider, senior region design engineer, is currently working on the plans which will incorporate the foundations investigation recommendations once that is completed. When the plans are

*continued on page 3*

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completed and reviewed they will be advertised let locally here in the region office.

Our hope is that we will be able to have a new salt storage shed completed on the shop site by the end of October, but as you can see it takes a lot of people working together to get that to happen. I know I appreciate all their efforts in this entire process and thank them all.

New salt storage building in Clear Lake

# Training Update

DOT requires all employees to keep track of their time utilizing functions, AFE's, equipment number and type of projects. When an employee is working on a different project they record their time based on allowable functions for that AFE. This system can be complicated if you do not understand functions, AFE's and coding.

Within the last year, training was developed to help employees learn how to properly record their hours in the time-keeping system using DOT coding. The eLearning course was developed to provide an interactive learning experience to allow participants to gain a general overview of the key components to coding as well as information specific to their job.

All employees are encouraged to take this training. The coding on the time form is used to run various reports and the accuracy of the time form dictates how accurate our data is. Correct coding impacts budgets, project costs and reimbursements, equipment costs, and a variety of other things.

The eLearning DOT coding modules are located on the DOT intranet under Training at this link http://intranet.dot.sd.gov/training.aspx. The DOT Coding AFE is 76E1 for all modules.

**History and Overview to DOT coding- Module 1-2**

- The history of DOT coding, the purpose and importance of DOT coding, the outcome of correct DOT coding and where DOT coding is recorded. Code, Project, Object, Function

**Narrated and illustrated examples- Module 3-6**

The example modules are similar in structure to cover information. Each module has a summary of information relating to coding for that specified category. The examples walk through detailed information that employees need to enter into the system. The narrative explains the steps and purpose of each entry. Each category has two or three examples of how the coding is properly entered into TKS.

Module 3- Administrative
Module 4- Highway Construction
Module 5- Highway Maintenance
Module 6- Travel and Equipment
Module 7 FAQ

# Linking Scope to Schedule

*by Peggy Laurenz*

Things are continuing to grow and change in the Project Delivery Office!

First, an update on the scheduling team. Kathryn Johnson has taken on the role of Primavera Scheduling Specialist. Primarily, Kathryn will be ensuring STIP projects are added to Primavera and maintaining the project schedule for the life of the project.

The Project Delivery Office has been working closely with Project Development to better link scope to schedule to ensure the project starts with a realistic schedule based on the unique qualities of each project. Part of this effort includes adding two of the Transportation Planning Engineers (TPE's), Sonia Downs and Mark Malone, to help with scheduling responsibilities. The TPE's will be involved in determining the correct base network to assign to projects and set the initial schedule based on information acquired in the scoping process. Sonia and Mark will continue with their usual duties and work with scheduling on an as needed basis.

The concept of more closely linking scope to schedule has long been discussed in the DOT and is now becoming a reality. This change will require some time for transition, but small changes have already started - including TPE's in the scheduling process was the first big step.

From there we started looking at initial schedules to determine what point we had enough information to set a realistic schedule. We decided the best time to develop the schedule is after the project is scoped. When a project is added to the STIP and added to Primavera, we will assign a base network with a generic schedule. The term "base network" refers to a standard schedule of activities related to certain project improvement types. At that point, the schedule will reflect the anticipated letting date/year and a generic schedule of activities and time lines. After the project is scoped and more information about the project is available, we are taking a hard look at the schedule for things such as activities to be added or deleted, time durations as well as other details. This modification should result in a more accurate schedule with input from various work centers occurring once the project elements are known. This process has also been beneficial to the TPE staff by giving them a better understanding of all of the activities involved in completing a project. Having an idea of all the activities required will assist them in producing a more accurate project scope.

Lastly, the project delivery team continues to meet on a monthly basis. The team has been instrumental in identifying deficiencies and opportunities for improvement in our project delivery process. Upon their request, a training video was created for Primavera team members. If you haven't had a chance to view it yet, please check it out on the intranet under training.

Projects | Activities

Layout: DOT Activity Initial Sched Review | Filter: All Activities

| Activity ID | Activity Name | Planned Start | Planned Finish | Original Duration |
|---|---|---|---|---|
| 04X3, P 1804(47)250 | | Apr-01-2016 | Nov-20-2019 | 907.25 |
| 3023 | Develop Scope | Apr-01-2016 | Mar-31-2017 | 250.00 |
| 3137 | Perform Preliminary Survey | Sep-21-2016 | Mar-31-2017 | 130.00 |
| 3140 | Perform Drainage Survey | Sep-21-2016 | Mar-31-2017 | 130.00 |
| 3139 | Perform Land Ties Survey | Dec-20-2016 | Jan-04-2017 | 10.00 |
| 3013 | Secure Environmental Class II Classification - | Apr-03-2017 | Sep-17-2018 | 365.00 |
| 3013 AGN | Agency Coordination | Apr-03-2017 | Nov-03-2017 | 150.00 |
| 3013 SHPO | SARC / SHPO / THPO Coordination | Apr-03-2017 | Apr-18-2018 | 260.00 |
| 3142 | Perform Resurfacing Survey | Apr-03-2017 | Apr-24-2017 | 15.00 |
| 3184 DRILL | Conduct Surfacing / Subgrade Investigation | Apr-03-2017 | May-01-2017 | 20.00 |
| 3333 | Prepare Title Research and Landowner Nam | Apr-03-2017 | May-15-2017 | 30.00 |
| 3149 | Prepare Preliminary Region Plans | Apr-25-2017 | Jul-19-2017 | 60.00 |
| 3184 LAB/REPORT | Prepare Surfacing / Subgrade Report | May-02-2017 | Oct-20-2017 | 120.00 |
| 3013 FLD | Field Investigation for 3013 TE and 3013 WET | Jul-20-2017 | Aug-30-2017 | 30.00 |
| 3101 | Determine Preliminary Drainage Data | Jul-20-2017 | Aug-30-2017 | 30.00 |
| 3138 | Perform Encroachment Survey | Jul-20-2017 | Jul-26-2017 | 5.00 |
| 3013 WET | Wetland Mitigation | Aug-31-2017 | Jan-12-2018 | 90.00 |
| 3102 | Complete Final Drainage Data | Aug-31-2017 | Sep-21-2017 | 15.00 |
| 3103 | Develop Preliminary Hydraulic Data | Sep-22-2017 | Sep-28-2017 | 5.00 |
| 3013 TE | Threatened and Endangered Species | Sep-29-2017 | Feb-12-2018 | 90.00 |
| 3089 (aa-aaa-aaa) | Prepare Preliminary Structure Data | Sep-29-2017 | Oct-26-2017 | 19.00 |

*This is a partial screen shot of an initial project schedule loaded in Primavera. The schedule specifies the Activity that must be completed along with the planned start and finish dates and the total number of days, duration, assigned for that activity.*

# Crisis versus Time Management

*Reprinted with permission from "The Training Connection, Inc."*

How many times have you heard a friend or colleague tell you that they were in "crisis mode"? Think about how they appear stressed out and overwhelmed.

Do you notice the shift in energy within the office when one feels besieged with mounting projects and short deadlines?

***Is all this stress real or perceived?***

The way in which we manage our time, resources, and most importantly our attitudes towards commitments and responsibilities-- can have a significant impact on how and when we get the get the job done.

Crisis management is not only expensive to an organization it also cheats employees out of the personal satisfaction of setting and completing goals and objectives. It robs them of precious quality time spent with family and friends when emergencies erupt from issues or situations that could have been handled weeks or even months in advance.

Effective time management is the key to increasing productivity and decreasing stress. You can be the brightest and most technically competent employee in the organization, but your status can be severely compromised by the inability to manage time effectively.

Time management is an incredible balancing act. With demanding schedules both on and off the job, most people feel that they do not control time, but rather, time controls them.

In a survey conducted by Franklin Covey Company, researchers found that:

- 83% of all Americans want to be more organized
- 50% feel guilty about taking work home
- 62% eat lunch while they work

These numbers reveal that although the vast majority of Americans want to be more organized, they do not seem to have the time to do so. They appear unable to set "time boundaries" for their personal and professional responsibilities.

**CHANGING YOUR APPROACH**

To change your approach from managing crisis to managing your time, you need to learn how to set time boundaries and strike a balance among your competing priorities.

# The Art of Negotiation



*by Doug Sherman, Winner Area Engineer*

For the past 28 years, I have been involved in a lot of price negotiations with numerous entities, most of which were contractors doing project work for us. Some of these have been very complex, hard to solve issues and others have been fairly easy to find a resolution for. Sometimes the ones you think should be easy are hard to solve because some people or companies are more difficult to negotiate with. One thing I have learned in these 28 years is that negotiation is never easy. Period. As such I have chosen to write about the *Art of Negotiation* with contractors as my article for the July newsletter.

One of my greatest pet peeves when it comes to negotiation happens when I encounter someone who thinks negotiations are like a sporting event where it comes down to winners and losers and doesn't view compromise as any kind of option. I've seen this on both the DOT side and the contracting Industry side.

People who view negotiation this way often let things get too personal and let their emotions get the better of themselves when at the negotiating table. This happens because in their eyes, negotiations are a competition and you have to win when you compete. This makes those people get very rigid and nearly impossible to negotiate in good faith with. That is an issue that will cause just about anyone to fail and makes fair negotiation nearly impossible. This is why it is vital we never make price negotiations with contractors personal because it is not a competition, it is instead just part of doing business with the contracting industry. When you make it personal things can escalate on you very quickly. That kind of stance often causes both sides to dig in and eventually find themselves at things like claims hearings and court proceedings.

Please don't get me wrong here, I am not advocating that we should simply roll over and accept every offer we get without question either because we still have a job to do. It is our job to get the best possible outcomes for the tax paying public whenever we enter in to a negotiation. It is not, however our job to take advantage of our position of power to try and force our will on others and avoid compromise.

Instead, I'd offer that negotiation itself often comes down to the art of how to properly know how and when to compromise in the right manner where both the SDDOT and contractor leave the negotiation happy of the outcome. Neither party should ever expect the other party to make concessions without getting something in return. That is what compromise is. That is what keeps us out of claims hearings and courtrooms. Negotiation is not a game or a contest. The object of negotiating prices is not about winning and losing for either party as an individual entity. Winning happens when an agreement is reached and both parties are happy and satisfied with the outcome.

SDDOT is fully committed to ensuring fair prices are paid to contractors for all work completed and that as such the contractor should expect a fair profit in doing the work. We have to remember that contractors are a huge part of our business and we can't survive and thrive without them any more than they can without us.

All SDDOT and contractor personnel who are involved in a price negotiation are expected to have read and be familiar with the Standard Specifications for Roads and Bridges 2015 Edition. This is vital to ensuring a successful price negotiation. SDDOT personnel involved in price negotiations should always ask for cost breakdowns of how prices are derived. The breakdowns should include copies of invoices for materials, rates for equipment usage, contractor calculations of costs, etc. I've had it happen to me many times where my first reaction to an extra work proposal seemed way too high to me. A very human reaction when this happens is to turn angry at the contractor. Again, we can't allow our emotions to get in the way here. A good way to both buy yourself some time, plus perhaps gain a better understanding of where the contractor is coming from, is to ask for an itemized breakdown of how their prices were derived. Sometimes when we see the itemized breakdown we can then see their point of view better and this makes the potential for negation/

*continued on page 7*

# with Contractors



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compromise to resolve the issue much easier.

Some items to be on the lookout for are charging excess profit outside what is allowed in Section 9.5 of the Spec. Book, over-estimating labor and material costs, charging profit on items where profit is not allowed, adding overhead costs that are vague and unsubstantiated, etc. To aid in the analyzing process, SDDOT personnel should also check all prices received to see if they compare to average unit Bid Prices as shown in the CDBS system.

Often times when an extra work price proposal is submitted from a contractor, SDDOT will be told by the contractor that an answer is needed right away. Be very cautious of those types of demands. Placing tight deadlines is a tool used by many in negotiations that often causes someone to make a concession that they may later on regret. Quick concessions of this nature are rarely good for the party making them as people, by nature, often make very bad decisions when under high pressure or stress. As such we should treat contractors the same as we want to be treated and not do this to them either.

Another item to be on the watch for when negotiating prices is to be careful what you say during negotiations. Sometimes when we are in a hurry to resolve something and know a deadline may exist we get too eager to solve something and may say things that we should not that may give the other party an advantage in negotiating against SDDOT. In other words, take a lesson from those who play poker and don't be eager to tip your hand to the other side.

Bottom line is take the time you need to analyze a proposal. Stay professional and calm at all times. Remember to be fair in your analysis as we are not intent on taking advantage of contractors or anyone else. Make sure you are clear on anything you agree to or disagree to and that nothing is left open or vague. Always make sure it is about good business. Never make it personal against any contractor or vendor. Treat all contractors the same whether they are your favorite or least favorite to work with. Document and file your analysis. Stay professional at all times and remember you are representing the State of South Dakota. Treat others as you expect to be treated. Remember, winning happens when an agreement is reached and both parties are satisfied of the outcome.

# New Employees

| | | | | |
|---|---|---|---|---|
| Anderson, Mark | Highway Maintenance Worker | Flandreau | 07/25/2016 | Transfer |
| Clegg, Jeremy | Journey Trans Tech | Pierre | 07/09/2016 | Lateral Transfer |
| Orke, Craig | Project Technician | Sioux Falls | 07/09/2016 | Promotion |
| Hanisch, Andrew | Project Technician | Sioux Falls | 07/09/2016 | Promotion |
| Jacobsen, Rafe | Transportation Specialist I | Aberdeen | 07/09/2016 | Promotion |
| Lunstra, Keith | Lead Highway Maintenance Worker | Sioux Falls | 07/09/2016 | Promotion |
| Madden, David | Engineering Manager II (Bridge) | Pierre | 07/09/2016 | Promotion |
| Rabern, Scott | Engineering Manager II | Pierre | 07/25/2016 | Promotion |
| Barrera, Thomas | Highway Maintenance Worker | White River | 07/11/2016 | New Hire |
| Boyle, Terry | Secretary | Pierre | 07/11/2016 | New Hire |
| Brick, Shane | Equipment Technician | Aberdeen | 07/18/2016 | New Hire |
| Gaddis, David | Equipment Technician | Sioux Falls | 07/11/2016 | New Hire |
| Herider, Jay | Sr. Right-of-Way | Sioux Falls | 07/18/2016 | New Hire |
| Klamm, Mike | Highway Maintenance Worker | Deadwood | 07/11/2016 | New Hire |
| Parker, Jesse | Engineer I | Mitchell | 07/13/2016 | New Hire |
| Tines, Colton | Highway Maintenance Worker | Wall | 07/11/2016 | New Hire |
| Wade, Aaron | Highway Maintenance Worker | Britton | 07/25/2016 | New Hire |
| Heller, Monica | Seasonal | Rapid City | 07/09/2016 | Rehire |
| Deyo, Kari | Secretary | Pierre | 07/25/2016 | Rehire |

# Utility Coordinator's Perspective



*by Levi Briggs, Utility Coordinator*

Relatively recently, January 2014, SDDOT management decided to "get the band back together" and reorganize all the utility personnel within Road Design.

To back up a little, prior to this time one Utility Coordinator (UC) in Project Development Program was trying to investigate, organize the utility information and make design recommendations on every single highway project in the state during the scoping phase of a highway project.

The UC then would hand all this information to the UC in the Right of Way program during the design phase of each project to take over coordination. These two UC's (in different programs) did not have effective communication and many times lead to asking the same questions multiple times to the utility company representatives on one project.

To better improve communication internally and externally, SDDOT decided it was time to - as I said before - "get the band back together" by organizing all UC's under Road Design, specifically in the traffic design squad currently supervised by Pete Longman. Along with this change, we decided to assign specific highway projects to specific utility coordinators. This was done so the communication with utility companies on each project remained consistent and concise as there would be no loss of knowledge being handed from one coordinator to another.

The Utility section has also decided to not split the state up into different areas but instead, chose to assign each UC to projects throughout the state to continue the continuity between the SDDOT and the utility companies. To continue improving the communication of utility information, the Utility section is currently working on developing a *Utility Conflict Matrix* and a *Section U* to be published with each project to further improve upon communicating more specific utility information to the potential contractor(s) and SDDOT project engineers and inspectors.

Currently the Utility section has four coordinators: Levi Briggs, Jason Engbrecht, Sarah Gilkerson and Bronson Blow (pictured left to right). Depending on which highway project you may be involved with, you will work with one of these four individuals for utility specific issues.

While the scope is being written for a project, the assigned UC researches and documents which utility providers have facilities within a project's limits and identifies any high profile utilities which would be extremely difficult and/or costly to relocate. The UC also makes recommendations of whether or not to perform Subsurface Utility Engineering on a project. The UC then meets with the utility company representatives during the design phase of a project to help determine how the highway project may impact their existing facilities. Throughout the design phase, the UC discusses potential utility adjustment versus different highway design options to develop a resolution to the potential conflict between the highway design and existing utility.

The tax payer and the utility rate payer is the same person, therefore the UC is the liaison between the SDDOT and the Utility to assist in developing the most cost effective design versus utility relocation for the tax/rate payer.

# SDDOT Wins SAG Award



## Transp. Inv. Mgmt. honored for special achievement in GIS

Esri, a world leader in geographic information system (GIS) technology, presented the South Dakota Department of Transportation (SDDOT) with a Special Achievement in GIS (SAG) Award June 29, at their annual User Conference in San Diego, California. Selected from over 300,000 eligible candidates, the SDDOT received the award for its innovative application of technology, data collection, geospatial information visualization, and thoughtful leadership through GIS.

"The SAG Awards serve a great purpose," said Esri founder and President Jack Dangermond. "A Special Achievement in GIS Award recognizes best practices for organizations implementing technology to change the world. Highlighting good work benefits the entire GIS community and that's very valuable."

The SDDOT annually creates a 700 page document called the South Dakota Highway Needs and Project Analysis Report. Advances in technology necessitated a change in the process to replace the current technology with a dynamic, user-friendly web application to make the needs book data available to both GIS and non-GIS clients.

"Our GIS team in the office of Transportation Inventory Management has continually identified ways improve the products they deliver to both internal and external customers throughout the state and nation," said Planning and Engineering division director Mike Behm. "This award is an honor for SDDOT and is another example of their outstanding use of innovation and exceptional customer service."

The South Dakota Department of Transportation was one of 167 organizations in fields such as agriculture, defense, transportation, non-profit, telecommunications, and state and local government to receive a SAG Award. Esri staff nominate thousands of candidates annually from around the world for consideration and company President Dangermond selects the finalists.

Examples of work the SDDOT GIS team produces can be found in many areas of our website (sddot.com). The GIS team is probably most well-known for producing the Official State Highway Map, but other items they produce as part of the CADD mapping include city and county maps, the Interactive Road System Maps, the Interactive STIP map and the Interactive Transit Provider map - just to name a few.

Questions about any of these maps or applications can be directed to Terry Erickson.

**About Esri**

Since 1969, Esri has been giving customers around the world the power to think and plan geographically. The market leader in GIS technology, Esri software is used in more than 350,000 organizations worldwide including each of the 200 largest cities in the United States, most national governments, more than two-thirds of Fortune 500 companies, and more than 7,000 colleges and universities. Esri applications, running on more than one million desktops and thousands of web and enterprise servers, provide the backbone for the world's mapping and spatial analysis. Esri is the only vendor that provides complete technical solutions for desktop, mobile, server, and Internet platforms. Visit us at esri.com/news.

# IRONMAN 70.3



*by Lana Lambert, Project Development*

As an active person, I've always dreamed of completing a Half Ironman triathlon (swim 1.2-miles, bike 56-miles, and run 13.1-miles — 70.3 total miles) but didn't know if I even could. My friend Betty Hanson told me I could do one but I knew how much training and time it would take. My boyfriend John found a 20-week beginner half iron man training program for me and I began my training last November. It was very tough to find time for training with two jobs but I did, even if I had to break up a bike, run, or swim workout into two parts if I didn't have enough time to do the full workout at once. After beginning training I was much hungrier and much more tired at night!! During November-February I had my road bike on a stationary trainer so I could train inside my house and avoid the South Dakota winter weather.

With my son Nolan and his fiancée Paige living and working in Rockwall, Texas, I chose to do the Galveston Half Iron Man on April 10, so they could come with me!! So, I put my beginner road bike, a $700 Raleigh Capri, in my car and drove to Rockwall and then to Galveston with Nolan and Paige. My friend, Betty Hanson from Pierre, her sister Kathy Grady from Sioux Falls, and I were the only South Dakotans who took part. (Betty & Kathy are sisters to Larry Dean in the Project Development office).

You don't have to qualify for the Galveston Half Iron Man but have to finish it in 8 hours and 30 minutes or less to be an "official finisher" as well as follow rules to avoid disqualification. The time limits to complete each portion were:

- The 1.2-mile swim had to be completed in 1:10:00 or less;
- The 56-mile bike had to be completed in 5:30:00 or less from the time of the last swim wave start; and
- The 13.1-mile run had to be completed in 8:30:00.

The morning of April 10, we got up early to go to the transition area where I had to check-in my bike the day before. In the transition area they have bike racks with our bib numbers on a sticker on our bike and helmet and arranged in numerical order. Underneath my bike I had everything ready to go to be grabbed quickly; my bike helmet, running shoes & clothes, sunglasses, towel, etc. I wore my swimsuit under my wet suit and for the bike ride & run I tossed shorts and a t-shirt over the swimsuit.

The swim was first - a 1.2-mile saltwater swim, in protected Offats Bayou. It began at Moody Gardens' white sand Palm Beach and finished next to a colonel paddle wheel boat. We were able to wear wet suits as the water was only 70 degrees! Large buoys were located along the swim course, so I focused my progression on swimming to the next buoy. At the finish of the swim, they had several volunteers lined up to pull wet suits off participants which helped tremendously and saved time. I had one man pull my left arm out, another man pull my right arm out. I laid down and they pulled the rest of the wet suit off my hips and legs—I was astounded that it took them seconds to have it off me. Those volunteers were out of breath from pulling off so many wet suits! Of the several stories I heard later, one lady had finished the swim but before volunteers could pull off her wet suit she had a panic attack and wasn't able to finish the race. During the swim I tried to avoid others but about 5 or 6 swimmers ran into me. One time a man caught up to the right of me, inches away in the water, when he took a stroke with his left arm, accidentally knocking off my goggles which I had adjusted to not leak! I readjusted them & kept going.

The 2nd event is the bike which is 56-miles. (yep - 56 miles, not a typo!) The bike

*continued on page 11*

# Galveston Triathalon



*continued ofrom page 10*

start elevation was 16-feet with a max elevation of 52-feet so it was mostly flat with a few rolling hills. It was a windy, one-loop, out-and-back course which ran along the Gulf Coast of Texas. Athletes headed out of Moody Gardens, biked along the Seawall that hugged the Texas coastline and headed southwest to the end of Galveston Island. Athletes then crossed over the San Luis Pass onto the mainland, through undeveloped coastline, before turning around to return to Moody Gardens. As we bicycled we saw and heard sea gulls & the ocean, we saw houses on stilts and some houses that already had hurricane shutters on the windows. You constantly smelled the sea breeze in the air & felt tiny drops on your skin, carried by the gusty winds. I went slowly on the bike, as we pedaled against wind both ways (the winds later shifted) because I didn't want to burn out.

The 3rd and final event was a half-marathon run, 13.1-miles. The run start elevation was 11-feet with a max elevation of 43-feet. The run course was laid out in 3-loops which wound around the Moody Gardens Hotel complex and the 3 pyramids. I was stunned when, after getting off the bike, my legs did NOT feel like rubber, which they always do for much smaller triathlons. But since it was the last event and it was so hot, they had aid stations every mile with fluids, cups of ice, snacks, and one location where you could run under a water hose. We dumped water and ice down our shorts and shirts. After smoothly running 5-miles, I noticed excruciating blisters on the bottoms of both feet!! I calculated in my head if I walked the last 8 miles I'd still make it in under 8:30:00 so that's what I did, to avoid any more blister pain. I finished in 8:23:19; an overall place of 2,294 out of 2,301 finishers!! The male to female ratio was 3:1.

That morning I told Nolan that I was sorry that we had to get up at 5 a.m. so he could drive me to the start. He said, "It's ok Mom. You did this for me for 18 years".

Of the 2,806 athletes signed up, there were 2,301 people who finished in the alloted time. Many athletes were part of 144 triathlon clubs involved and/or had a Half Ironman coach.

Of the roughly 500 people who did not finish some received a DNS (did not start) & a few were disqualified (DQ). I was most worried about getting disqualified while doing the bike portion. You had to be at least six bike lengths in front of or behind other riders and go single file. Tech crews patrolled the bike route to aid those who had bike troubles. During the run, I saw a golf cart hauling an injured or over-heated young man away. I saw several bicyclists pulled off the course with flat tires or other troubles. Many athletes got injured or over-heated, as it was in the 70's and very humid. Nolan & Paige watched me finish the swim and then drove the car on the bike route to find me. They saw one bicyclist lying on the road. Orange cones were set up on the bike and run route to guide the participants. Nolan couldn't believe the number of bicyclists who didn't stay within the orange cones and ventured into the traffic lane. One participant was struck by a hit and run driver. The volunteers had several aid stations and were WONDERFUL!! I tried to thank every volunteer I could or acknowledge their efforts with what energy I could spare. I told them that there is no way at all I could do this without them and wanted them to know how much I appreciated them and how much they helped me.

Afterward, Nolan, who is a Physical Therapist Assistant in Texas, bought me my favorite food and had me sit in an ice water tub for 10 minutes.

I'd like to do this Galveston Half Iron Man every year! In 2017 John, Nolan & myself will be on a team with me swimming, John bicycling & Nolan running!

For more information & maps of the course visit: http://www.ironman.com/triathlon/events/americas/ironman-70.3/texas/race-info/course.aspx#axzz4FXzpDDCU

## Longevity

| | | | |
|---|---|---|---|
| Steve Palmer | 20 | Engineering Mgr II | Rapid City |
| John Matthesen | 25 | Engineering Mgr II | Rapid City |
| Rowen Richard | 35 | Engineer V | Materials & Surfacing |

John Matthesen receives his 25 year pin from Mike Carlson.

## BABIES!

***Abigail Calista Huffman***

***Proud Grandpa: Tim Huffman, HM Supervisor in Murdo***

Parents: Keith & Lindsey Huffman of Rapid City
DOB: July 13, 2016
Weight: 7 lb. 9 oz.
Length: 19 inches
Big sister: Ariella

***Grey Cole Oakley***

***Proud Great Grandma: Diane Buchholz - Bridge***

DOB: April 12, 2016
Weight: 6 lb. 15 oz.

***Emmylou Ann and Willa Joyce***
*(identical twins)*

***Proud Grandparents: Tami & Keith Voegeli, HM Supervisor in Sioux Falls***

Parents: Chris & Amanda Voegeli
DOB: June 27, 2016
Weight: 5 lbs. 15 oz. (both)
Length: 19 inches (both)
Big sister: Charlie

## Condolences

Irv Moffit passed away July 13, 2016. Irv worked in the Martin shop during the 1990's.