

# AFFIDAVIT

March 22, 2016

**I, Dennis A. Vodicka is writing this Affidavit to show that**, in the past 16 years, that the “Nebraska Engineering Profession” has willfully conspired to discriminate against me, Liable against me, slander my reputation as a Structural Bridge Designer and violate my civil rights by purposely changing the Law so I could never become a Licensed Structural Engineer for Bridges in the State of Nebraska. Plus, violated Federal Law under my VA Rights for not recognizing the Military Engineering School I attended.

(Basically, the Board of Engineers is nothing but a Legal Mafia style organization.)

**All my trouble started back in 1996 -1997** when I presented my Built-up Roll Beam design with my compression splice to the State Bridge Engineer Mr. Layman Freemon and the Asst. Bridge Engineer Mr. Moe Jamshidi. They both laugh at me, and state there is no way anyone can create a new design without a 4-year degree, plus there is no way this girder can work (without even, doing an Analysis of the design, how can they make this judgement).

Since Mr. Freemon, who represent the State of Nebraska turn my design down. In late 1997 I went ahead and applied for a Patent, and was awarded Patent Pending in 1998 and a full Patent in Oct 1999. And this is really when all my trouble started with the “Nebraska Engineering Profession”.

**In 1998**, I wrote to two Steel Fabricators (Capital Steel & Edger Steel and I used the Bridge Office & Mr. Claude Oie for reference) about my design to see if they would be interested, never heard back from them. Plus, I contacted Dr. Azizz a Professor at the UNL to see what it would take to test my design, he was interested at the beginning, but by the end of 1998, Dr. Azizz stop talking to me, as if I had the plague.

**Now it is April 28, 1999** and I’m at Bridge Office meeting where Mr. Layman Freemon who called me a dummy, and that there is no way anyone, without a 4-year degree can create a new design concept. So after the meeting I went to the Director of the Department of Roads John Craig to file a complaint.

**It is May 6 1999** when Mr. Jamshidi, Asst. Bridge Engineer called me into his Office to discuss what happen on April 28, 1999. “**SEE MEMORANDUM FOR RECORD** dated May 6, 1999”. I found out why the Steel Fabricators did not contact me and why Dr. Azizz stop talking to me. Plus, see **Witness statement by my coworker Pat Haecker dated May 11, 1999**.

**It is the second week in Oct 1999**, I finally got a group of people together to work on a solution in getting my Bridge off the ground. **See document Lincoln Steel NSBA for help**. The members where, Lincoln Steel (PVS), B&B construction Co., NSBA rep., Claude Oie, Wes Wahlgren, Hussein Khalil, and myself. My task was to see if I could find a County, to work with us and the others were to see what it would take for Dr. Azizz to do the testing.

I knew, I would have to build a model, so these County Commissioners can see what the Bridge can do. So, I built a 1” scale 3 span bridge, two 60’-0” span and one 120’-0” span. **See Bridge Book No. 1, 2, and 3**. When I finished I invited Cass County Commissioner Mr. Stone to come and see this model and as I walk across it, he was impressed. I let him know that I was not a licensed PE, but I have friends that would back me up (**Boy was I wrong about that**). I gave Commissioner Stone a set of plans so he could talk with the other Commissioners to see if they like to join in the testing.

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Now this is when trouble **really began**, Commissioner Stone told me that Mark Manilla grab the plans and state Mr. Vodicka cannot do this. Next thing I got a letter from the Board of Engineers that I could not test this design because I am not a License Engineer. **For some reason now, I could not get my so called friends (Wes, Claude and Hussein) to back me and represent me at the Board of Engineers, as if they were scare of the Board of Engineers. See my response I wrote to the Board dated Dec 20,1999.**

**Now it is late-2000**, I contacted Kim Hawkins of Hawkins Construction by E-mail and He called me At work and stated He would be interested and to call him back in two weeks to set a time. So, I called Mr. Hawkins, but this time he did not know who I was. See **MEMORANDUM dated Dec 7 2000.**

**It is march 2001**, now that I have this model built, I decided to invite Engineers to see this model. Here is a list of names, Mr. Beacham PE of NSBA (see **E-mail document dated 03-15-01**), Mr. Jamshidi PE, Dr. Azizz PE, Mr. Wahlgren PE, Mr. Oie PE and Mr. Khalil PE, SE. The only one show up was Mr. Khalil and he was impressed as I was standing on top of 120'-0" span or 10'-0" on wood Girders that is only 3/32 thick web by 3 1/2 "high. (**See E-mail sent to Dr. Azizz also**)

**Now it is around July 2001**, The Board of Engineers announced that they are going to change the Law and do away with the Apprenticeship Program as well as the Grandfather Provision and now require one must have **4-year Engineering degree** in order to become licensed. **Just when I became eligible to be licensed under the Grandfather Provision. The funny thing is the Apprenticeship & Grandfather provision goes way back over 150 years. In 2002 the NE Legislators approved the Board of Engineers request without questioning their ethic's.** Also, they changed my job title from "Associate Engineer III" to "Bridge Designer II", but the funny thing is the job description is a "Structural Bridge Designer" designing Bridges in Nebraska, stayed the same.

Let's stop and think who is trying to keep my Bridge System from being Built and this starts from year 2001 all the way up to the present. Right now I know it is the NE Board of Engineering Mafia, but they need henchmen to help and the only names that I can come up with are; ex-State Bridge Engineer Mr. Layman Freemon and the Asst. Bridge Engineer Mr. Moe Jamshidi who is now Asst. Dept. of Roads Director, Construction Engineer (who I thought was my friend) Claude Oie, the current Bridge Engineer Mark Traynowicz, and finally now here is the one Individual that would lose everything Mark Manilla of Manilla & Wagner Engineering, (**Mark was the County Bridge Design Engineer for the Dept. of Roads**) and when he quit, Mark and Mr. Freemon and Mr. Moe Jamshidi, did away with the County Bridge Design Section so Mark would not have any Engineering competition, (Boy how County Bridge Engineering cost Tripled in price after that).

**Before I continue with this Affidavit let's see what the Tax's payer is paying for. With my Predesign, Prefabricated Bridge System from 2001 to 2005 you could build two of my Bridge System for the cost of 1 custom Design, Custom Built Bridge, but after 2005 when AASHTO came out with a new design code called LRFD, one could build just about 3 of my Bridge System to 1 LRFD custom Design and custom built.**

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Let's go back to this Affidavit, now it is 2004, I decided to contact my County Commissioner for help. See the letter dated 29 Sept. 2004, but he was, to no help, as the County has hired Mark Manilla at \$40,000 per year, plus extra cost for every Bridge they have to design (at avg. \$30,000 per Bridge). **(A County Bridge should not cost more than \$15,000 in Engineering fees).** Here again Manilla told the County Commissioners that I did not have a 4-year degree and my design would not work **(again I never have told anyone I was a License Engineer or representing one, all I have told the County Commissioner's is that I have a new Bridge Design concept that needs to be considered for review).**

Now it is June 2, 2005, I contacted the Nebraska Attorney General about how the NE Board of Engineering Mafia do not have to comply with the State Law using the Bidding process for Bridge Design when tax's dollar is used. Again, the NE Board of Engineering Mafia changed the law so they would not have to compete. Basically, the NE Dept. of Roads was allowed to create a "Good Old Boys Club" to choose who is awarded a contract for the State and why'll the County's where fed to the Sharks.  
**Read letter to Attorney General Office dated June 2,2005**

It is mid-summer 2005 and knowing I have to find, a Licensed Engineer and fabricator, I contacted "Husker steel" to see if they would partner up with me. Here we met up with Mike Rowe Jr. PE and Jerry Avery they were very interested at first. But after two weeks of talking Husker Steel decided to back out, without giving any reason, but Jerry hinted that the Engineering Profession has something to do with it.

**Contact "Michael Rowe Jr., PE at Husker Steel,1864 29<sup>th</sup> Avenue East, P.O. Box 36, Columbus, NE 68602-0036."**

It is late spring 2006 I contacted my friend Dan Rosenthal, PE with Rega Engineering Group, Lincoln NE. Seeing if he would be interested in being a partner with my Bridge System. Dan was really excited by my design as this would put Rega Engineering in the County Bridge replacement program. Since it is Predesigned and Prefabricated Bridge System, the profit for Rega would be great. About two months later Dan called me at work and stated, he cannot be associated with me, as Rega would lose its quantifications to obtain projects with the State. **Contact "Dan Rosenthal, PE at Rega Engineering Group, 1620 S. 70<sup>th</sup> St., Ste 103, Lincoln, NE 68506**

It is March 29,2007 and I contacted Richard Snyder of Snyder Engineering, Columbus, NE to see if he would represent me as a Licensed Engineer, (just like one would hire an Attorney to represent me). Mr. Snyder agreed to represent me for a fee of \$3000 per Bridge Design. But on March 30, 2007 Mr. Snyder called me at work and inform me that I was black listed by the Board of Engineers & Architects, and anyone who would represent Dennis Vodicka would be sanctioned.  
**Read Memorandum for Record dated April 3, 2007**

After hearing what Mr. Snyder stated to me. I e-mail Dept. of Roads Director John Craig and mailed a letter to my County Commissioner Mr. Schroder (see copy of E-mail and Letter dated 4/13/07 & 4/15/07). Neither one reply back and Mr. Craig refused to talk to me. Then I knew this must be true, what Mr. Snyder stated. **Contact "Richard Snyder, PE at Columbus NE. 68601.**

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It is mid spring 2008, and I contacted McC, LLC General Contractors, Mr. Rodger Olson, to see if McC Construction would be interested in building my Bridge System. McC is a Bridge Contractor that mainly does Bridge Rehab. When I showed Mr. Olson my Bridge System and how easy it will be to construct, he was wanting to build one. But he knew about the NE Board of Engineering Mafia and anyone who helps Dennis Vodicka could lose biding qualification. So, that is all the further we could go.

**Contact Mr. Rodger Olson, McC, LLC General Contractors, 6615 South 156<sup>th</sup> Str., Omaha, NE 68135-2407**

Now it is early Oct 2008 and I'm taking 10-day course in Concrete design using the new LRFD code being taught by Dr. Tadros and Dr. Morcoux from UNO. At class I brought Dr. Tadros one of the 1" scaled of the 120ft. wooden Girder, that I used to build with my model. Dr. Tadros was really impressed and stated that I need to get this lab tested. I told Dr. Tadros, that I have been trying, but the NE Board of Engineers Mafia does not want this to happen. Dr. Tadros just stated they do not control his Lab at UNO and to contact Dr. Morcoux to schedule a date and time for the Lab. So, I borrowed \$30,000 to buy the steel and fabrication cost plus Lab cost and I'm still paying for it today. We schedule testing for Jan. 15, 2009, and where the whole NE Bridge Division witnesses the test. **See My Girder Test Results (I should have been awarded a Doctorate Degree for this research).**

It is April 14, 2009, I send by certified mail, an Affidavit to the Board of Engineers & Architects with a copy of my Resume and a summary of my Girder Test Results. Here I stated what the Engineering Profession did to me and to investigate the problem. **But Nothing was done by this Board, see document dated April 14, 2009. Here I realized, that this Board is nothing but the Head of a Mafia Style Organize Board. (They did not even take the time to tell me the time of day).**

It is August 2009, I decided I need help, so I contact than Sen. Pankonin, Gov. Heineman and the Nebraska Association of County Official by mail. Again, I receive no reply from these Individuals. **(Here the NE Board of Engineering Mafia, "Attack my Character, again"), see letter documents dated August 30, 2009.**

From Jan., 2010 to July, 2012 I did nothing, but try to regroup, on how to fight the NE Board of Engineering Mafia.

It's Aug. 22, 2012 I decided to apply for my "SE for Bridges". Went to the Board of Engineers Web site to get an application for a person that has work experience. Now with my 42 years of Engineering experience this should not be a problem. I filled it out the Application and sent a new Affidavit with my Resume with Reference from 4 licensed Engineers that I have work for in the past. **See Board reply dated Aug. 27, 2012, The first thing they stated, is this Application is only for Engineers in other states, and my experience does not count, plus I do not have a four-year degree (My Military Engineering School does not count). See my Resume Practicing Engineering in Europe for 2 years.**

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Between year 2013 to Feb .2014, I did nothing, but try to figure out how I can inform the Tax's Payers that there is Organization I call NE Board of Engineering Mafia. Where this Organization is given powers, without having to be counted fore, in their actions. **(Absolute Power corrupts Absolutely).**

Now it is March 15, 2014

**I have tried all avenues to comply with the Board of Engineers & Architects, but they left me no choice but for Civil Disobediences.**

So, I sent a "request for help" and a "notice pamphlet about my Bridge System and how it can help the Counties Bridge problems" to all 93 Nebraska Counties. But none of the 93 Counties responded to my request, (What are the odds for no County in the state of Nebraska, not to contact me). **(Here the NE Board of Engineering Mafia, "Again Attack my Character")**. See my document & pamphlet dated Mar. 15,2014.

(Here I found out by the "grape vine" that any County that should contact me or help me could lose their Federal & State Funds for Bridge replacement.) I have to believe this, after all, 93 Counties failed to contact me.

Finally, Aug. 12,2014 I decided to contact my State Senator Dan Watermeier for help. I send him what documents I send to all 93 Counties. Finally, Senator Watermeier did reply to me, but He just gave me lip services, as any Politician would do. **See document date Aug 12, 2014**


It is about July 2015, I sent my Pamphlet to the new NE Department of Roads Director. This is where this Individual must not of like my Bridge System, I assumed he was the one that or someone at his office filed a complaint to the NE Board of Engineering Mafia. Next thing the NE Board of Engineering Mafia order me to cease sending my Pamphlet to Counties and cease my Standard Bridge Company as it is representing me as Engineer (which is false). **(again, I never have told anyone I was a License Engineer or representing one, all I have told the County Commissioner's is that I have a new Bridge Design concept that needs to be considered for review).**

It is end of Jan. 2016, The NE Board of Engineering Mafia decided to take me to their Kangaroo Court, I was not allowed to have legal Representation, plus all my Licensed Engineers were scare to represent me at this Court, even Dr. Tadros, a worldwide known Professor. My Partner did attend for me.

Even worse there is no Court of Appeals. This is definitely against my Civil Rights.

This is the reason for this Affidavit and to give evidence to the Courts that my rights have been violated and the need to be compensated for damages.

I Dennis A. Vodicka swear that this Affidavit is true and actuate to the dates mention and to the best of my knowledge.

  
Dennis A. Vodicka  
206 8<sup>th</sup> Corso  
Nebraska City, NE 68410

State of Nebraska  
County of Otoe

The foregoing instrument was acknowledged before me  
this 03/28/2016 by Dennis A Vodicka  
(date) (name of person acknowledged)

  
Notary Public Signature

