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NINETEENTH STATEWIDE CONFERENCE ON LOCAL BRIDGES

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October 30–31, 2013

Holiday Inn
Syracuse/Liverpool, NY
NINETEENTH STATEWIDE CONFERENCE ON LOCAL BRIDGES

OCTOBER 30–31, 2013
SYRACUSE, N.Y.

Presented By
NYS DEPARTMENT OF TRANSPORTATION
NYS COUNTY HIGHWAY SUPERINTENDENTS ASSOCIATION
FEDERAL HIGHWAY ADMINISTRATION
CORNELL LOCAL ROADS PROGRAM
ASSOCIATION FOR BRIDGE CONSTRUCTION & DESIGN - WESTERN NY CHAPTER
ASSOCIATION FOR BRIDGE CONSTRUCTION & DESIGN - EASTERN NY CHAPTER
AMERICAN COUNCIL OF ENGINEERING COMPANIES OF NEW YORK
Handbook Contents:

Conference Organization Chart & Committee Membership

Agenda

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Session #1 - Agency Updates
Session #2 - Featured Region - NYSDOT, Region 8
Session #3 - Bridge Programming
Session #4A - Bridge Projects
Session #4B - Local Agency Forum
Session #5 - Maintenance and Repairs
Session #6 - Final Wrap Up

Appendix:

NYSDOT Featured Region 8
NYSDOT Region and County Map
Statewide Conference on Local Bridges 2014: Program Chair Info
How to Access Conference Presentations
Nineteenth Statewide Conference on Local Bridges
Syracuse, New York - October 30-31, 2013

Steering Committee
Richard Marchione, Chairman

Cornell Local Roads Program
Lynne Irwin
David Orr

Program Committee
Mike Seniw, Chairman
Wayne Gannett, 2014 Chairman
Christopher Day, Ontario County

Logistics Committee
Erica Westhuis
Donna Simons

Training / Communications Subcommittee
Rohit Dagli, Chairman
Nineteenth Statewide Conference on Local Bridges
Syracuse, New York - October 30-31, 2013

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Richard Marchione, Chairman NYSDOT 518-457-6827
Erica Westhuis NYSDOT 518-457-8485
Lorraine Mihaljevic NYSDOT 315-785-2338
Chris Millington FHWA 518-431-8853
Lynne Irwin Cornell Local Roads Program 607-255-8033
David Orr Cornell Local Roads Program 607-255-8465
Donna Simons Cornell Local Roads Program 607-255-5437
Mark Mruk ABCD West 716-517-2943
Willy Grimmke ABCD East 518-879-5157
James McDuffee ACEC NY 607-231-6621
Guy James Allegany County (NYSCHSA) 585-268-9230
Mark Yost Fulton County 518-736-5700
Christopher Day Ontario County 585-396-4282
Wayne Bonesteel Rensselaer County 518-283-0973
Todd Gadd Wyoming County 585-786-8955
Jeff Griswold Town of Preble 607-749-2710
Marty Roberts Schuyler County 607-535-4204
Jon Phillips Region 3 – Maintenance 315-445-8128

Cornell Local Roads Program

Lynne Irwin Cornell Local Roads Program 607-255-8033
David Orr Cornell Local Roads Program 607-255-8465

Program Committee

Mike Seniw, Chairman NYSDOT 518-457-8483
Wayne Gannett, 2014 Chairman NYSDOT 518-457-9215
Christopher Day Ontario County 585-396-4000

Logistics Committee

Erica Westhuis NYSDOT 518-485-2389
Donna Simons Cornell Local Roads Program 607-255-5437

Training/Communication Subcommittee

Rohit Dagli, Chairman NYSDOT 518-485-7238
**Nineteenth Statewide Conference on Local Bridges**
Syracuse, New York – October 30-31, 2013

**AGENDA**

**WEDNESDAY, OCTOBER 30, 2013**

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<th>Topic</th>
<th>Presenter</th>
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<tr>
<td>8:00</td>
<td>Welcome/Opening Remarks</td>
<td><strong>Richard Marchione</strong>, Acting Deputy Chief Engineer, NYSDOT, Main Office</td>
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<td><strong>Carl Ford</strong>, Regional Director, NYSDOT, Region 3</td>
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<td><strong>William Wright</strong>, President NYSCHSA, Ontario County</td>
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<td></td>
<td><strong>SESSION #1 - AGENCY UPDATES</strong></td>
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<td><strong>Moderator: Richard Marchione, NYSDOT – Main Office</strong></td>
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<tr>
<td>8:15</td>
<td>NYSDOT Update</td>
<td><strong>Phillip Eng</strong>, Executive Deputy Commissioner and Chief Engineer, NYSDOT, Main Office</td>
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<tr>
<td>8:30</td>
<td>FHWA Update</td>
<td><strong>Jonathan McDade</strong>, Division Administrator FHWA, NY Division</td>
</tr>
<tr>
<td>8:45</td>
<td>Locally Administered Federal Aid Projects – What’s New</td>
<td><strong>Diane Kenneally</strong>, NYSDOT, Main Office Policy &amp; Planning Division</td>
</tr>
<tr>
<td>9:15</td>
<td>NYSDOT Structures Inspection and Evaluation Program Changes Just Around the Corner</td>
<td><strong>Sreenivas Alampalli</strong>, NYSDOT, Main Office</td>
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<tr>
<td>10:00</td>
<td>Break</td>
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## Nineteenth Statewide Conference on Local Bridges
Syracuse, New York – October 30-31, 2013

### AGENDA

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### SESSION #2 - FEATURED REGION - NYSDOT, Region 8
*Moderator: William Gorton, NYSDOT – Region 8*

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<thead>
<tr>
<th>Start</th>
<th>Topic</th>
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<tbody>
<tr>
<td>10:30</td>
<td>Hoffman Street Bridge - A Bridge Replacement Project that Happened to Include a Bridge</td>
<td>Blaise Blabac, Modjeski and Masters</td>
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<td>Joseph Chenier, City of Poughkeepsie DPW</td>
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<tr>
<td>11:00</td>
<td>Hurricane Irene Closes Bridge to Phoenicia – Rebuilt with Ulster County Forces</td>
<td>Scott Davis, Peak Engineering, PLLC</td>
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<tr>
<td>11:30</td>
<td>Pre-Fabricated Steel Trusses Applicability and Installation Methods</td>
<td>Jeremy Bourdeau, Barton and Loguidice, PC</td>
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<tr>
<td>12:00</td>
<td>Lunch</td>
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### SESSION #3 - BRIDGE PROGRAMMING
*Moderator: Scott Lagace – NYSDOT – Main Office*

<table>
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<tr>
<th>Start</th>
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<tr>
<td>1:15</td>
<td>Four Bridges over NYS Route 33 From Design to Completed Construction in about 12 Months</td>
<td>Michael Martello, T.Y. Lin, International</td>
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<td>Cort Baker, Oakgrove Construction</td>
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<tr>
<td>1:45</td>
<td>Environmental Permitting Requirements in New York for Stream Crossings</td>
<td>Kent P. Sanders, NYSDEC Division of Environmental Permits Albany, NY</td>
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<tr>
<td>2:30</td>
<td>Timber Bridge Decks</td>
<td>Phil Pierce, Clough Harbor &amp; Associates</td>
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<tr>
<td>3:00</td>
<td>Break</td>
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</table>
Nineeenth Statewide Conference on Local Bridges  
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AGENDA

**SESSION #4A - BRIDGE PROJECTS**  
*Moderator: Wahid Albert, NYSDOT – Main Office*

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<tr>
<th>Start</th>
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| 3:30  | Twin Bridge Road Bridge Rehabilitation Over Oatka Creek              | Stephen Percassi, Jr.  
Erdman, Anthony & Assoc.  
Bo Mansour,  
Monroe County |
| 4:00  | Climate Change and Effects on Flooding                              | George Long,  
NYSDOT, Main Office                           |
| 4:30  | Bridges, Roundabouts and Nanotechnology. Grade Separation – Washington Ave. over Fuller Road | Charles Tutunjian,  
Creighton Manning Engineering                  |
| 5:00  | Social Hour                                                          |                                               |

**SESSION #4B - LOCAL AGENCY FORUM**  
*Moderator: Guy James – Allegany County*

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<tr>
<td>3:30</td>
<td>Breakout Session for Municipal Engineers, Municipal Department Heads, and their staff only. Invited NYSDOT Staff to attend to answer questions.</td>
</tr>
<tr>
<td>5:00</td>
<td>Social Hour</td>
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</table>
| 7:00  | Dinner Speaker : Frank Winters,  
Division of Homeland Security & Emergency Services  
GIS in Emergency Response, Sandy and Beyond |
**SESSION #5 - MAINTENANCE AND REPAIRS**
*Moderator: Jon Phillips, Bridge Maintenance, Region 3*

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<tr>
<th>Start</th>
<th>Topic</th>
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<tbody>
<tr>
<td>8:30</td>
<td>Non-Destructive Bridge Deck and Geotechnical Testing with Ground Penetrating Radar (GPR)</td>
<td>John Ciampa, Spectra Environmental Gary Harvey, Greene County</td>
</tr>
<tr>
<td>9:00</td>
<td>An Inspector’s Perspective on Local Bridges - Recurring Problems and Ideas to Improve Performance</td>
<td>Glenn Klein, Ravi Engineering &amp; Land Surveying</td>
</tr>
<tr>
<td>9:30</td>
<td>Preventative Maintenance for Steel Superstructures</td>
<td>William Doughty, Greenman-Pedersen, Inc. William Fox, Cattaraugus County</td>
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<tr>
<td>10:00</td>
<td>Break</td>
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**SESSION #6 - FINAL WRAP UP**
*Moderator: David Orr, Cornell Local Roads Program*

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<th>Start</th>
<th>Topic</th>
<th>Presenter</th>
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<tbody>
<tr>
<td>10:30</td>
<td>Recycled Bridges. How Interagency Cooperation Can Work</td>
<td>Carl Schoder, SRA Engineers Anthony LaVigne, Superintendent Essex Co DPW Thomas Hoffman, NYSDOT – Region 1</td>
</tr>
<tr>
<td>11:00</td>
<td>New Bridge Design Material Options</td>
<td>Tad Alberski, NYSDOT, Main Office</td>
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<tr>
<td>11:30</td>
<td>Local Agency Report</td>
<td>Guy James, Allegany County DPW</td>
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<tr>
<td>11:50</td>
<td>Training Subcommittee Update</td>
<td>Rohit Dagli, NYSDOT, Main Office</td>
</tr>
<tr>
<td>12:00</td>
<td>Wrap-up</td>
<td>Richard Marchione, NYSDOT, Main Office</td>
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SESSION 1.1
NYSDOT Update

Phillip Eng, P.E.
Executive Deputy Commissioner and Chief Engineer
NYSDOT – Office of the Commissioner
50 Wolf Road, 6th Floor
Albany, NY 12232
Phone: (518) 457-4422
Phillip.Eng@dot.ny.gov

About the Presenter:

Phillip Eng was recently appointed as the Executive Deputy Commissioner of the New York State Department of Transportation (NYSDOT) where he functions as the Chief Operating Officer of the Department. His leadership is focused on supporting Commissioner McDonald in all aspects of the Department including: Engineering, Operations and Capital Planning. In the interim, Mr. Eng will also continue to serve as Chief Engineer overseeing the design and construction of the Department’s $1.7 billion annual capital construction letting program and assuring the safety of the 17,000 publicly-owned bridges in New York State.

Mr. Eng has served the public as part of NYSDOT for over 30 years, starting in 1983 as a Junior Engineer. He has held a number of key positions since then, including Construction Supervisor, Director of Operations and Regional Director of the Department’s New York City office.

Mr. Eng is a licensed professional engineer in New York State. He received his Bachelor of Engineering Degree from Cooper Union and is a member of the American Society of Civil Engineers. He and his wife, Carole, reside in Smithtown, NY with their two sons and twin daughters.
SESSION 1.2
FHWA Update

Jonathan McDade, B.S.C.E., M.S.C.E.
FHWA – New York Division
Office of the Division Administrator – HDA-NY
Leo W. O’Brien Federal Bldg., Suite 719
Clinton Ave. and North Pearl Street
Albany, NY 12207
Phone: (518) 431-4125
Jonathan.McDade@dot.gov

Synopsis:

An overview of what is new and upcoming at FHWA

About the Presenter:

On June 19, 2011 Jonathan McDade became the Division Administrator for the New York Division, where he directs a staff of professional engineers, planners, realty and financial specialists, and support personnel. He serves as the principal FHWA representative in New York and is responsible for administering the total Federal-aid Highway Program in the State. Jon provides leadership and guidance to State and local officials in identifying surface transportation needs and related priorities in carrying out national transportation program goals, and serves as primary liaison between the FHWA and elected officials.

Prior to this appointment, Jon served as Division Administrator in Maine from May 2003 through June 2011, and Chief of Planning and Program Development in the New York Division from May 1997 until May 2003. In addition, following the September 11th attack on New York City, he represented FHWA in coordinating the Federal response to the recovery and rebuilding process with representatives from FEMA, the Federal Transit Administration and the other members of the Federal Task Force for Rebuilding NYC.


Jon is a graduate of Clarkson University where he received both his B.S.C.E. and M.S.C.E. degrees.
SESSION 1.3
Locally Administered Federal Aid Projects – What’s New

Diane L. Kenneally, P.E.
NYSDOT - Local Programs Bureau
50 Wolf Road, POD 5-2
Albany, NY 12232
Phone: (518) 457-4059
Diane.Kenneally@dot.state.ny.gov

Synopsis:

The presentation will include an update on the Local Programs Bureau Overview, Federal-aid Essentials, Every Day Counts, and Compliance Assessment Program, Title VI Compliance Reviews, the Procedures for Locally Administered Federal Aid Projects (PLAFAP) Manual, and the NYS Grants Reform Initiative. The presentation will include coordination activities with FHWA.

- Local Programs Bureau Overview
- FHWA - Federal-aid Essentials
- FHWA - Every Day Counts
- FHWA - Compliance Assessment Program (CAP)
- Title VI Compliance Review
- Manual Update
- Grants Reform Initiative
- Questions and Answers – time permitting

About the Presenter:

Diane Kenneally became the Acting Director of the Office of Integrated Modal Services in April 2013. In addition to direct management of the Local Programs Bureau, the Office of Modal Services includes oversight of the Public Transportation Bureau, the Freight and Passenger Rail Bureau and the Aviation Bureau.

Diane became the Director of the Local Programs Bureau in October 2007. The Bureau administers State and Federal Aid programs available to municipalities, non-governmental organizations and other State Agencies. These programs include State Aid Programs: Consolidated Streets and Highway Improvement Program (CHIPS), Multi-modal Programs and Member Items as well as Federal Aid guidance for the Safe Routes to School (SRTS) Program, Transportation Enhancement Program (TEP) and the Procedures for Locally Administered Federal Aid Projects (PLAFAP) Manual.

Diane began her career at NYSDOT as a construction inspector working summers during college. She joined NYSDOT as a Junior Engineer in the Design Services Bureau, designing and developing highway and bridge projects, eventually leading a design squad for 3 years. Diane worked as an Assistant to a number of Executives
including the Chief Engineer and Director of Operations. She led the Local Projects Team which developed the NYSDOT Procedures for Locally Administered Federal Aid Projects Manual.

Diane has a B.S. in Civil Engineering from Rensselaer Polytechnic Institute and a B.S. in Physics from the State University College at Oneonta. Since 1996, she has been an adjunct lecturer teaching Highway Engineering at Rensselaer Polytechnic Institute.
SESSION 1.4
NYSDOT Structures Inspection and Evaluation Program Changes Just Around the Corner

Dr. Sreenivas Alampalli, P.E.  
NYSDOT – Office of Structures  
50 Wolf Road, POD 4-3  
Albany, NY 12232  
Phone: (518) 457-5498  
Sreenivas.Alampalli@dot.ny.gov

James Flynn, P.E.  
NYSDOT – Office of Structures  
50 Wolf Road, POD 4-3  
Albany, NY 12232  
Phone: (518) 457-5498  
James.Flynn@dot.ny.gov

Synopsis:

The NYSDOT Structures Evaluation Program is continuously evolving to keep up with evolving technology, issues found during the quality assurance and control programs in place, and changes in federal and state mandates. This presentation will discuss these changes and include, the following: (1) Bridge Data Information System that is expected to go-live in January 2014 replacing the current BIPPI/Winbolts system, (2) Changes to the Bridge Inspection Procedure and Manual, (3) Changes due to the recent Highway Bill known as “MAP 21” that requires implementation of AASHTO element level inspections, and (4) Tunnel inspections.

About the Presenters:

Sreenivas Alampalli is the Director of the Structures Evaluation Services Bureau at the New York State Department of Transportation. Working with other state and local agencies, the Federal Highway Administration, and industry, his group is responsible for assuring bridge and public safety through a comprehensive bridge inspection and evaluation program. His group also sets policy and conducts quality assurance for bridge inspection and evaluation program. Sreenivas Alampalli has been with the Department for 23 years. Prior to joining the Office of Structures ten years ago, he worked in the Transportation Research and Development Bureau. Sreenivas obtained his Ph.D. in Civil Engineering and MBA in Management and Technology from Rensselaer Polytechnic Institute, Masters from Indian Institute of Technology in India, and Bachelors from S.V. University in India. He is a co-author of two books on “Infrastructure Health in Civil Engineering,” and authored/co-authored more than 250 technical articles. He is also a registered Professional Engineer in the New York State.

Jim Flynn is a 1992 graduate of Rensselaer Polytechnic Institute with a B.S. in Civil Engineering. Jim has spent 19 years working for the New York State Department of Transportation. He spent ten of those years in Bridge Design prior to becoming supervisor of the Bridge Standards and Policies Unit in 2004. In 2008, he took over the Bridge Safety Assurance Program. Most recently, in the summer of 2010, Jim became head of NYS DOT’s Bridge Inspection Unit and is responsible for oversight of the Bridge, Overhead Sign Structure, and Diving Programs. He is also a registered Professional Engineer in the New York State.
SESSION 2.1
Hoffman Street Bridge - A Bridge Replacement Project that Happened to Include a Bridge

Blaise Blabac, P.E.
Modjeski and Masters
301 Manchester Rd., Suite 102
Poughkeepsie, NY 12603
Phone: (845) 471-2630
bablabac@modjeski.com

Joseph Chenier, CPESC, CMS4S
City of Poughkeepsie DPW
62 Civic Center Plaza
Poughkeepsie, NY 12601
Phone: (845)451-4074
jchenier@cityofpoughkeepsie.com

Synopsis:
Sometimes on a bridge replacement project, it isn’t the bridge that is the complicated part, but all the non-structural issues that must be dealt with in order to progress the project. These issues might include lack of funding, the presence of utilities, MPT, coordination with other agencies, right-of-way restrictions, and difficult subsurface conditions, among others. For the replacement of the Hoffman St. Bridge, all these issues were encountered, and more. Sometimes, the bridge is the easy part...

The existing bridge was a through-girder structure built in 1913 that carried a city street over a railroad. The bridge carried critical utility lines for the City of Poughkeepsie: 2 gas mains, a water main and a sewer force main. In addition, a high pressure gas transmission line was located adjacent to the west abutment of the bridge. The geometry of the bridge and the intersections adjoining the bridge were substandard and in need of correction, which required raising the profile of the adjacent street by over 11 feet. However, these streets just happened to provide the only access to school rowing facilities located on the Hudson River; and just to make things interesting, there was a law office on the corner. Rock was present at very shallow depths throughout the project site, but was highly fractured due the blasting performed during construction of the rail line. As a result, the bridge required drilled shaft foundations that were drilled to depth and socketed into the rock. This presentation will explain how these myriad challenges were solved, on time and under budget, resulting in an aesthetically pleasing product for the stakeholders as well as the surrounding community.

This $8.3M project was completed by the City of Poughkeepsie Department of Public Works in May 2013 through the use of Federal stimulus (ARRA) funding. The bridge is owned by Metro-North Railroad.

About the Presenters:

Blaise Blabac is a Senior Project Engineer with Modjeski & Masters in Poughkeepsie, NY. Blaise graduated from the University at Buffalo, receiving a Bachelor of Science in Civil Engineering in 1996 and a Master of Science in 1998. He has over 15 years of experience in bridge design and is a licensed Professional Engineer in New York, California and Virginia. Blaise has been with Modjeski & Masters for 10 years where he has been involved in the design and rehabilitation of numerous bridges throughout upstate New York and the New York metro area.
Blaise was the lead structural engineer for the Hoffman Street Bridge Replacement project and performed the design of the drilled shafts and abutments.

**Joseph Chenier** is an Assistant Civil Engineer with the City of Poughkeepsie Engineering Department. Joe graduated from Binghamton University in 1996 with a Bachelor’s degree in Environmental Studies. He has over 16 years experience in construction inspection and construction administration. Joe has been with the City for over 12 years where his responsibilities include supervision of field personnel, construction administration, site plan reviews, SWPPP reviews, preparation of plans and specifications for proposed projects, and reporting (verbally and in writing) to the City Engineer and Common Council on the progress of projects.
Synopsis:

When Tropical Storm Irene struck the Northeast in August of 2011 the County of Ulster was in its path. The County had numerous bridges, culverts and roads that were washed away leaving people stranded. The northern side of Ulster County had the most devastation as a result of the storm. The Bridge Street Bridge in Phoenicia was damaged as a result of Tropical Storm Irene. The damage resulted in the bridge being closed and left concerns about whether the bridge could be repaired. Peak Engineering had reviewed all the available information and performed a field inspection to evaluate the existing condition. Three alternatives were considered: complete removal of the bridge, replacement of the bridge, and repair of the existing bridge. Based on the information gathered, Peak Engineering recommended the existing bridge to be repaired and reopened to traffic.

Peak Engineering worked closely with the Ulster County DPW and their Engineering Department to repair the structure in timely fashion and re-open the bridge for the busy tourist season. All the repairs to the bridge were done using the Ulster County Bridge Crew Workforce.

About the Presenter:

Scott Davis is the President of Peak Engineering, based in Stone Ridge, NY, Ulster County. Scott graduated with a Bachelor of Science in Civil Engineering from Rensselaer Polytechnic Institute in 1995. He has 19 years of experience in bridge design and construction and is licensed in eight states. Scott has been involved in Bridge projects working with the DOT’s and local municipalities throughout the Northeast.
Session 2.3  
Pre-Fabricated Steel Trusses  
Applicability and Installation Methods

Jeremy M. Bourdeau, P.E.  
Barton and Loguidice, PC  
10 Airline Drive, Suite 200  
Albany, NY 12205  
Phone: (518) 218-1801  
jbourdeau@bartonandloguidice.com

Synopsis:

This presentation discusses the applicability, selection process and installation methods for pre-fabricated steel trusses on three projects:

- Hudson Valley Rail Trail over Vineyard Avenue (NYS 44/55), Town of Lloyd  
- Powerhouse Road over the Hoosic River, Town of Schaghticoke  
- Falls View Park Pedestrian Bridge, City of Cohoes

Each project site presented its own unique set of challenge that led to the selection of pre-fabricated steel truss structures including: hydraulic/vertical clearance restrictions, difficult site access, accelerated installation requirements and aesthetic/historic concerns. While the three structures all utilized pre-fabricated truss construction, each bridge was tailored to meet the specific requirements of the project site. In addition, each structure was installed using drastically different means and methods as necessary based on the structure type and site constraints.

About the Presenter:

Jeremy Bourdeau is a Managing Engineer with Barton and Loguidice, PC in Albany, New York. He received his BS in Civil Engineering from Clarkson University in 2001 and has 12 years of experience in bridge design and construction. He has been a design engineer and construction manager on numerous bridge rehabilitation and replacement projects for various municipalities, NYSDOT, NYSTA, NYSOPRHP and private bridge owners.
SESSION 3.1
Four Bridges over NYS Route 33
From Design to Completed Construction in about Twelve Months

Michael Martello, P.E.  
T.Y. Lin, International  
100 South Elmwood Ave., Suite 100  
Buffalo, NY 14202  
Phone: (585) 512-2000  
Michael.martello@tylin.com

John C. (Cort) Baker, P.E.  
Oakgrove Construction, Inc.  
6900 Seneca Street  
Elma, NY 14059  
Phone: (716)984-3663  
corb@oakgroveconst.com

Synopsis:

NYSDOT developed an Accelerated Bridge Program to strengthen New York's bridges currently considered deficient, primarily through bridge deck replacements and other enhancements. In late 2012, the NYSDOT retained T.Y. Lin International to perform design phases V-VI for four bridges over Route 33 in downtown Buffalo and Cheektowaga. As the project needed to be constructed in the 2013, the Accelerated Bridge Program was the only solution to achieve a PS&E date which would allow bidding and construction award in the spring 2013. The design schedule was compressed to approximately eight weeks and was completed in December 2012. The bid documents for the project followed the NYSDOT’s accelerated bridge program proposal book format in which 8 ½” x 11” sheets are used in lieu of full-sized plans. The construction was awarded to Oakgrove Construction in the spring of 2013 through the traditional design-bid-build delivery system with the requirement to complete the construction by the end of this year.

This presentation will discuss the procedures used in design to compact the schedule to reach the required milestones. Such items as field survey, use of 8 ½ x 11 plans, use of NYSDOT Standard details, accelerated NYSDOT review times and teaming meetings at critical times throughout the design process will be discussed. Since the level of detailing used for this program is less than the typical set of construction drawings, the effect that this had during construction will also be discussed.

About the Presenters:

Michael Martello, a Senior Bridge Engineer with T.Y. Lin International has 27 years experience in the structural engineering field. He received a Bachelor’s Degree from the University of Buffalo in 1985 and Master’s Degree from Northeastern University in 1990. He is a PE in New York State. His bridge design experience includes steel curved girders, prestressed concrete design, seismic analysis, post-tensioned concrete tunnels and railroad structures. In addition, Mr. Martello has provided framing analysis, seismic analysis, and post-tension concrete design for all of the firm’s new parking structures and has designed rehabilitations for many lock & dam structures.

He has completed the FHWA’s Highway Engineering Training Program where he designed bridges, performed construction inspections, and participated in design and
environmental reviews for both highway and bridge projects. Mr. Martello also served as an adjunct professor for several years at the Rochester Institute of Technology.

John C. (Cort) Baker, began his professional career in 1990 as an engineer with De Leuw, Cather & Co. (later Parsons Corp.) in Buffalo, N.Y. After ten years of designing bridge replacement and rehabilitation projects, he left Parsons and joined Oakgrove Construction as a bridge construction superintendent. With some large bridge jobs under his belt, he began his own consulting engineering practice where he specialized in construction engineering.

In 2008 Mr. Baker returned to Oakgrove where he now manages projects and has become a partner and director.

Mr. Baker received a B.S. in Civil Engineering in 1990 and M.S. in Civil Engineering in 1994, both from Clarkson University, and is a licensed professional engineer in New York and other states.
SESSION 3.2
Environmental Permitting Requirements
In New York for Stream Crossings

Kent P. Sanders
NYS Dept. of Environmental Conservation (NYSDEC)
Division of Environmental Permits, 4th Floor
625 Broadway
Albany, NY 12233
Phone: (518)402-9178
kpsander@gw.dec.state.ny.us

Synopsis:
A discussion of the application of New York’s Protection of Waters and 401 Water Quality Certification Programs as they relate to bridge and culvert installation and repair.

About the Presenter:
Kent P. Sanders currently serves as a Deputy Chief Permit Administrator in NYSDEC Division of Environmental Permits in Albany. A thirty year veteran of the Department, he headed up the Division of Environmental Permits Office in Stamford serving the Northern Catskills Area from 2003 to 2010, where he gained extensive experience in Stream Protection Permitting. Mr. Sanders received his A.A.S. in Fish and Wildlife Management from SUNY Cobleskill in 1981.
Synopsis:

Timber has been popular and economical for bridge decks for a very long time.

While employed by the Delaware County Department of Public Works (DCDPW), the presenter was exposed to a wide variety of timber decks on steel beams. This presentation is based heavily on that experience.

Delaware County, NY owns approximately 270 bridges and 130 major culverts (greater than 5 ft long) and performs bridge design, maintenance and replacement with an experienced Department of Public Works’ staff. The most common type of superstructure is comprised of longitudinal steel beams (nearly 50% of the total). Deck types include traditional reinforced concrete, transverse corrugated steel pans with asphalt fill, open metal grid decks, and timber (about 15% of the total).

Over the past 25 years, the use of timber at DCDPW as a deck material has evolved from nail laminated 2 inch-thick boards on edge to transverse glu-laminated deck panels to heavy timbers (6”x8”). Many variations have been tried and details have evolved for construction, connections, and protection.

This presentation will include highlights of the evolution of preferences based on engineering, availability, constructability, construction duration, durability, maintenance experience and costs. Details and information have also been incorporated from other owners.

About the Presenter:

Phil Pierce has survived 40 years of diverse involvement with bridge and transportation engineering having served in both the public and private sector. During his career, Phil has worked on nearly all types of bridges and his eight years as Deputy Commissioner of Public Works in Delaware County included gaining an up close and personal involvement with all types of timber decks on steel beams. He has a B.S. in Civil Engineering from Penn State in 1972, a M.E. from Penn State in 1983 and is a licensed P.E. in New York and several other states.

This presentation is an expanded version of one he made to the May 2010 ASCE (Intergalactic – no, not really – just “World”) Structures Congress in Orlando, FL. Phil also serves as Chair of ASCE’s Timber Bridge Committee in which capacity he is trying to influence some AASHTO policies involving rating of timber bridges and assisting with a national survey regarding timber bridges.
While just a kid at heart but with well-deserved gray hair, Mr. Pierce is an Associate and Senior Principal Engineer at CHA, Inc. working in its Albany office.
Synopsis:

Twin Bridge Road spans across Oatka Creek in the Town of Wheatland, Monroe County, New York. The existing structure is a 1929 vintage two span concrete through girder structure with monolithic transverse floorbeams and superstructure deck slab. The structure is thought to be one of the first of its kind and has therefore been identified by the State Historic Preservation Office as eligible for inclusion in the National Register of Historic Places.

Monroe County DOT elected to rehabilitate the existing structure to current highway standards. Since record drawing information of the existing structure was extremely limited, an in-depth inspection of the bridge was required that included non-destructive ground penetrating radar techniques to identify primary reinforcement in the concrete structure. Material samples were also collected and laboratory tested to identify the strength of the aged materials.

Ultimately, the structure’s transverse floorbeams were identified as substandard and the structure was subsequently load posted for 8 tons. Monroe County’s determination to remove the load posting as part of the rehabilitation project resulted in the design of a fiber reinforced polymer repair to strengthen the existing floorbeams.

About the Presenters:

Steve Percassi is a Senior Associate with Erdman Anthony Consulting Engineers. Steve attended the State University of New York at Buffalo from which he received a Bachelors of Science degree in Civil and Structural Engineering in 1999 and a Master’s of Science degree in Structural and Earthquake Engineering in 2000. Since joining Erdman Anthony in 2000, Steve has acquired experience in the rehabilitation, design and erection of bridge structures for numerous Departments of Transportation. Steve is a licensed professional engineer in New York, Pennsylvania, Maine and Vermont and most recently served as the structural engineering on the Twin Bridge Road Bridge rehabilitation project. Steve is also a member of New York State Association of Transportation Engineers and the Association of Bridge Construction and Design.
Bo Mansouri is a Structural Engineer by education and training. For 27 years he has worked as a consultant, subcontractor and a Municipal Engineer. For the last 24 years, he has held the position as the Head of the Bridge Division of the Monroe County Department of Transportation. The first 17 years of working for Monroe County he ran a division of 21 engineers, junior engineers, operators and maintenance workers with an operating budget of $1 million. He was directly involved in the planning, engineering and construction management of the Stutson Street Bridge Replacement Project, with a total project cost of just over $100 million. The replacement Shearzer Rolling Bascule Bridge was dedicated in October 2004 and renamed by the Monroe County Executive, Jack Doyle, after a local Civil War hero Patrick Henry O'Rorke. That project won many awards and accolades locally, statewide and nationally. Mr. Mansouri has also been directly involved in the planning, engineering and construction management of several other high profile, award winning, bridges in Monroe County, including the seasonal Irondequoit Bay Outlet Swing Bridge and the Lyndon Road Truss Bridge over Erie Canal. He is a New York Professional Engineer since 1991 and a graduate of the University of Wisconsin – Milwaukee, with a B.S. in Civil Engineering in 1981 and a M.S. in Structural Engineering in 1988. Mr. Mansouri is a former member of the Statewide Conference on Local Bridges Steering Committee.
Synopsis:

Over the past hundred years, the global climate has been changing, and the rate of that change has been accelerating. The primary impacts of this change for transportation planning will result from increasing frequency and magnitude of flooding, including both coastal flooding and inland riverine flooding. The infrastructure being designed and built today should reflect the conditions that will exist fifty to seventy-five years from now, later in its design life, not those of fifty years ago. This presentation will examine some of the changes affecting flooding in New York State to date, projected changes over the rest of the century, and current and needed research on the problem.

About the Presenter:

George Long, P.E. has a Bachelors degree in Physics from Ripon College (1975), an MS in geophysics from Cornell University (1981) and a Bachelors degree in Civil Engineering from City College in New York (1987). He joined NYSDOT in 1988, and has been in the Structures Division since 1989. Of that time, about 8 years was spent in Bridge Design before moving to Hydraulic Design in 1999. He has been an instructor in training sessions relating to bridge hydraulics, scour and hydrology as well as other related topics.
Synopsis:

This presentation will highlight how a creative transportation design solution along with Public Private Partnerships (PPP) was instrumental in supporting the burgeoning Nanotechnology research industry in the Capital District.

The Fuller Road (CR 156) and Washington Avenue grade separation intersection reconstruction project is a $15M locally administered federal-aid project in the City of Albany sponsored by Albany County. Bridge consists of two 95 ft long single span structures supported by stub abutments founded on MSES (Mechanically Stabilized Earth System) walls.

Project complexities and features included; extensive architectural treatments, coordination with the roundabout construction, high water table, significant underground utility relocations and maintenance & protection of traffic along the busy corridor (40,000 vpd). An aggressive design and construction schedule was required to complete the project in time for the opening of the $400Ml NanoFab Extension building on the campus of the SUNY College of Nanoscale Science Campus.

About the Presenter:

Charles Tutunjian is a Senior Project Manager and has served as head of the Bridge Structures group since joining Creighton Manning Engineering 8 years ago. He is a 1991 graduate of Rensselaer Polytechnic Institute with a Bachelors Degree in Civil Engineering. In his 22 years of structural design experience, he worked with NYSDOT, the NYS Thruway Authority, and numerous local municipalities throughout eastern NYS. He has served as Project Manager for over 50 bridge replacement and rehabilitation projects, including 25 locally administered federal aid projects.
Dinner Topic:
GIS in Emergency Response, Sandy and Beyond

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Synopsis:

This presentation will cover the use of Geographic Information Systems (GIS) in emergency response. It seems that every major disaster has brought a heightened need for spatial information. Super Storm Sandy was no exception. During Sandy, GIS people were deployed at several locations and response work benefited. After the waters receded and recovery began however, is when unprecedented reliance on GIS was seen. When Governor Cuomo created the 2100 Commission, along with the Read and Response Commissions, GIS was front and center. This presentation will cover the GIS work done in support of the recovery as well as these Commissions.

About the Presenter:

Frank Winters is the Director of the GIS Program Office located within the NYS Office of Information Technology Services. He also shares responsibility for the NYS GIS Coordination Program. Frank has a Master of Science in Geography from the University of Idaho, and has been involved with GIS in New York State Government for 20 years.
Synopsis:

High frequency ground penetrating radar was used to investigate the internal conditions of two concrete bridge decks overlain with asphalt. GPR assessments of layer thickness (i.e. asphalt, concrete), rebar reinforcement geometry, and concrete deterioration were made.

About the Presenters:

John Ciampa, Spectra Environmental Group, Inc., holds a B.S. in Geology from SUNY Brockport in 1977, a M.S. in Geophysics from Texas A&M in 1980 and a M.S. in Geology from RPI in 1993. Mr. Ciampa provides ground penetrating radar services to evaluate subsurface conditions, including utility mapping, environmental site assessments, concrete/structural integrity and geological/archaeological evaluations. He currently holds the title and responsibilities of Director of Geophysical Services and Environmental Remediation at Spectra Environmental Group, Inc.

Gary Harvey, L.S., is the Highway Superintendent for Greene County and has been in this position for approximately 16 years. His department is responsible for managing and maintaining 260 miles of county roads and 134 bridges. Mr. Harvey holds a A.A.S. in Civil Technology from SUNY Canton in 1971 and a B.S. in Education from SUNY Oswego in 2007. He is a licensed Land Surveyor since 1982.
SESSION 5.2
An Inspector’s Perspective on Local Bridges - Recurring Problems & Ideas to Improve Performance

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Synopsis:

New York’s Biennial Bridge Inspection Program focuses primarily on safety assurance and documenting deficient conditions. Beyond this focus, there is often a lack of dialog between bridge inspectors, owners, and designers. Biennial inspection reports are not intended to include commentary or recommendations related to the documented conditions… just the facts. Unless there is an immediate structural or safety concern, inspectors rarely interact with bridge owners. Similarly, there doesn't seem to be much communication between inspectors and designers. Design consultants usually don't have access to inspection reports after a bridge is constructed and they may not have an opportunity to observe how the bridge performs over time. Improved communication between inspectors, owners, and designers would provide an opportunity to learn from past shortcomings and improve the performance of our new bridges.

This presentation will share an inspector’s perspective on commonly observed defects and vulnerabilities that may lead to long-term maintenance problems and reduced service life for relatively new bridges. In many instances, similar problems could be avoided by minor detailing adjustments with minimal effect on construction costs and constructability. Specific examples of recurring problems affecting local bridges will be presented along with suggestions to help improve performance.

About the Presenter:

Glenn Klein is a Project Manager and Bridge Inspection Team Leader with Ravi Engineering and Land Surveying, P.C. He is a 1995 graduate of the University of Buffalo and a licensed professional engineer in the states of New York and Georgia. He has 18 years of bridge design and inspection experience and has performed inspections on approximately 1000 local bridges in Western New York.
SESSION 5.3
Preventative Maintenance for Steel Superstructures

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Synopsis:

Over 50% of the 2012 statewide bridge structural flags were issued for superstructure section loss. This presentation will discuss preventative maintenance strategies for extending the life of steel superstructures; with a focus on bridge coating systems. Topics will include the steel corrosion process, bridge washing, advantages and disadvantages of available coating systems / surface preparation methods, spot cleaning, zone painting, metalizing, surface preparation and coating inspection. A case history of Cattaraugus County’s bridge painting program will be discussed.

About the Presenters:

William Doughty holds a BS in Civil Engineering from Rutgers University in 1993. His 20 year career has included the design, condition inspection and construction inspection of bridges and ancillary highway structures in the northeast and mid-Atlantic states. Mr. Doughty is the Coatings Manager for the Buffalo, NY Office of Greenman-Pedersen, Inc.; responsible for the quality control and management of coating design and inspection projects for transportation, water resource and industrial clients. Mr. Doughty is an NHI certified instructor and currently instructs Course #130087 “Inspection and Maintenance of Ancillary Highway Structures”.

William Fox graduated from The Citadel, The Military College of South Carolina with a B.S. in Civil Engineering in 1989. Mr. Fox has been with Cattaraugus County since 1998 serving as the County’s Senior Civil Engineer. Prior to coming to Cattaraugus County, Mr. Fox began his career in 1989 working as a consultant for a Rochester, NY based firm, then in 1995 he joined Mid-Atlantic consulting firm located in Raleigh, NC. As a consultant, he has been involved in the design and development of highway, bridge, wetland restoration, recreation trail and building projects. He has acted as a structural engineer for bridges in New York, North Carolina, South Carolina, Virginia and Georgia. His duties include administering the county’s federal aid program, performing in-house designs for county-funded capital and maintenance projects and administering the code compliance program for county-owned buildings.
SESSION 6.1
Recycled Bridges.
How Interagency Cooperation Can Work

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Synopsis:

The session will focus on four projects that reused pre-fabricated bridge panels salvaged from a NYSDOT bridge replacement project. The presentation will progress through the cooperative efforts and history of how these projects were made feasible. Both administrative and technical aspects of the projects will be shown.

About the Presenters:

Anthony (Tony) LaVigne was appointed Essex County DPW Superintendent on January 4, 2010. Prior to his appointment Tony was the Deputy DPW Superintendent for 16 years.

Tony was born into a military family and spent his first 13 years as an “Air Force Brat” residing with his family in Georgia, North Carolina, Oregon, New Mexico, Nevada and the United Kingdom. However, the Town of Moriah in Essex County has always been home. He is a graduate of Rancho High School in North Las Vegas Nevada. He was a student at the University of Nevada at Las Vegas, Clark County Community College, and North Eastern Nevada Community College. Tony began his career with the Humbolt National Forest Engineering Dept. in Elko, Nevada as a Surveying Aid in 1979. By 1980 he was in charge of right of way acquisition for that forest. Tony relocated to Essex County New York in 1981 working for a local land surveyor as a survey party chief until being employed by Essex County in the engineering department. Tony has been employed with the County since 1984.

Carl Schoder is a Principal at Schoder Rivers Associates Consulting Engineers, PC, a civil engineering consulting firm located in Queensbury, NY. Under Carl’s direction and supervision, Schoder Rivers has provided engineering support to Essex County for over nineteen years, primarily for county bridge and highway projects.

Carl received a Bachelor of Science in Civil and Environmental Engineering from Clarkson College of Technology, now Clarkson University, in 1982. He started his professional career with Barton and Loguidice, PC in Syracuse, NY and, in 1987, moved to Bolton Landing, NY to work at Rist Frost Associates in Glens Falls as the Manager of Civil and Structural Engineering. In 1992, Carl and his partner Shaun Rivers, PE started Schoder Rivers Associates in the Lake George area. Carl became involved in the design of small to medium sized bridge projects during his
tenure at Barton and Loguidice, PC and has made local bridge and roadway projects a focus of the professional services provided by Schoder Rivers Associates.

New York State’s North Country has always been a special place for Carl and his family. Moving to Bolton Landing felt, to a great extent as a homecoming for him, his wife Dianne and their three daughters Tamara, Carlyn and Molly. The family thoroughly enjoys the rural lifestyle, sailing on Lake Champlain, and all the good people who also make this area their permanent home. Being able to serve our local counties and communities by providing high quality engineering services to address their infrastructure needs is a true pleasure and the highest source of professional reward for his career.

Tom Hoffman received his BS degree in Civil Engineering from Rensselaer Polytechnic Institute in 1991 with a focus in structural engineering. He joined NYSDOT Region One Bridge Design in 1992, and has worked his entire DOT career in the Regional Structures Office. Tom has designed and managed a variety of steel and prestressed concrete bridge replacement and rehabilitation projects. Since 2004, Tom has served as the Region One Structures Engineer, overseeing bridge projects in the 8 county Albany area. Part of his duty is in assisting the Regional Planning office in developing the bridge program, and reviewing local federally aided bridge projects, granting concurrence on the use of Federal funds. He is a licensed Professional Engineer in the State of New York.
Synopsis:

New Bridge Design Material Options

Composite technologies and their applications have a significant benefit in transportation projects across the nation and the world. Composites will not corrode, serve as stay-in-place forms, are more durable, lighter and are easier to install than traditional materials. In 2011, AASHTO’s Technology Implementation Group (TIG) selected two bridge related technologies implemented by Maine DOT to share with interested agencies nationwide and worldwide:

1) Rigidified FRP Arch Bridges (Bridge in a Backpack)
2) Hybrid Composite Bridges (HC Beams)

This presentation will provide an overview of both these new bridge construction technologies.

About the Presenter:

Tad Alberski has worked for the New York State Department of Transportation (NYSDOT) for more than 20 years, most recently as a Senior Engineer in the Structures Design Quality Assurance Bureau. He graduated from the Warsaw University of Technology in 1973 majoring in Bridge and Tunnel Structures and worked on road and bridge construction projects in Poland, Czechoslovakia, Ecuador and Iraq till 1989. In 2000, he received his Ph.D in Mechanical Engineering, majoring in Advanced Composite Materials, from the Rensselaer Polytechnic Institute in Troy, NY.
SESSION 6.3
Local Agency Report

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Synopsis:

A review of the topics discussed at the Local Agency Forum.

About the Presenter:

Guy James has been with the Allegany County Department of Public Works since 1988. In March of 1993, he became the Director of the Department's Engineering Division, in January of 2001 he was appointed to the position of Deputy Superintendent (Highway Division) and in 2012 was appointed as the Superintendent.
Synopsis:

The Statewide Conference on Local Bridges’ Steering Committee instructed the Training and Communication Subcommittee to focus on forming an effective partnership among NYSDOT, local highway officials, and the Cornell Local Roads Program to identify training and communication opportunities which will strengthen and clarify technical, administrative, and procedural linkages among the state’s bridge partners. To attain this, the subcommittee, which comprises a cross section of local, state, federal, consultant and academic professionals across the state has surveyed the local bridge community and has identified areas where training can help local bridge owners manage and maintain their structures. The subcommittee update will discuss yesterday’s training sessions, evaluations by attendees and future direction of training workshops in coming years.

About the Presenter:

Rohit Dagli heads up the Structures Technology Support Services in the Office of Structures, of the NYSDOT. Rohit had been with the Bridge Design Bureau since joining the Department in 1987. He graduated from L. D. College of Engineering, India with a Bachelor of Engineering in Civil Engineering in 1979. Since joining the Bridge Design Bureau Rohit has designed different types and varieties of bridges including arch, truss, steel, concrete, and precast structures. Rohit is also actively involved in training activities in the Office of Structures and coordinates training for the Statewide Local Bridge Conference. Rohit can be contacted at the address above if you have any questions or comments concerning the training for Statewide Local Bridge Conference.
Featured Region:

NYSDOT Region 8

Columbia
Dutchess
Orange
Putnam
Rockland
Ulster
Westchester
Statewide Conference on Local Bridges
2014 Program Chair

For program suggestions for 2014, please contact Wayne Gannett at the following:

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