Thirty-First Statewide Conference on Local Bridges
Saratoga Springs, New York – October 22 & 23, 2025

Handbook Contents:

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Thirty-First Statewide Conference on Local Bridges
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Steering Committee

Brenda Crudele, Chair	NYSDOT	518-457-6827
Erica Mueller	NYSDOT	518-485-2389
Jennifer Hawkins	NYSDOT	518-457-8485
Danielle Duffy	NYSDOT	518-485-2703
Jake Hamlin	NYSDOT	607-721-8167
Leo Fioravanti	FHWA	518-867-5579
David Orr	NYSLTAP - CLRP	607-255-8465
Benjamin Beardsley	ABCD Western NY	585-314-3115
Ryan Henderson	ABCD Eastern NY	518-218-5948
Mia Nadasky	ACEC-NY	845-838-3600
Deborah Donohue	Washington County (NYSCHSA)	518-746-2440
Christopher Day	Ontario County (NYSCHSA)	585-396-4282
Ed McAndrew	Sullivan County (NYSCHSA)	845-807-0267
Carl Martel	Chemung County (NYSCHSA)	607-739-3898

NYSLTAP - Cornell Local Roads Program

David Orr	NYSLTAP – CLRP	607-255-8465
Amanda Caughey	NYSLTAP – CLRP	607-255-5437
Geoffrey Scott	NYSLTAP – CLRP	607-255-2806
Barbara Lockwood	NYSLTAP – CLRP	607-255-8033
Jodi Angelo	NYSLTAP – CLRP	607-255-5437

Program Subcommittee

Trevor Morgan, 2025 Chair	NYSDOT	518-485-0594
Anita Kliment, 2026 Chair	NYSDOT	518-485-0402
Christopher Day	Ontario County	585-393-2999

Logistics Subcommittee

David Orr	NYSLTAP – CLRP	607-255-8465
Erica Mueller	NYSDOT	518-485-2389
Angela Buck	NYSDOT	518-417-6687
Jody Angelo	NYSLTAP – CLRP	607-255-5437
Amanda Caughey	NYSLTAP – CLRP	607-255-5833

Training/Communication Subcommittee

Anita Kliment, 2026 Chair	NYSDOT	518-485-0402

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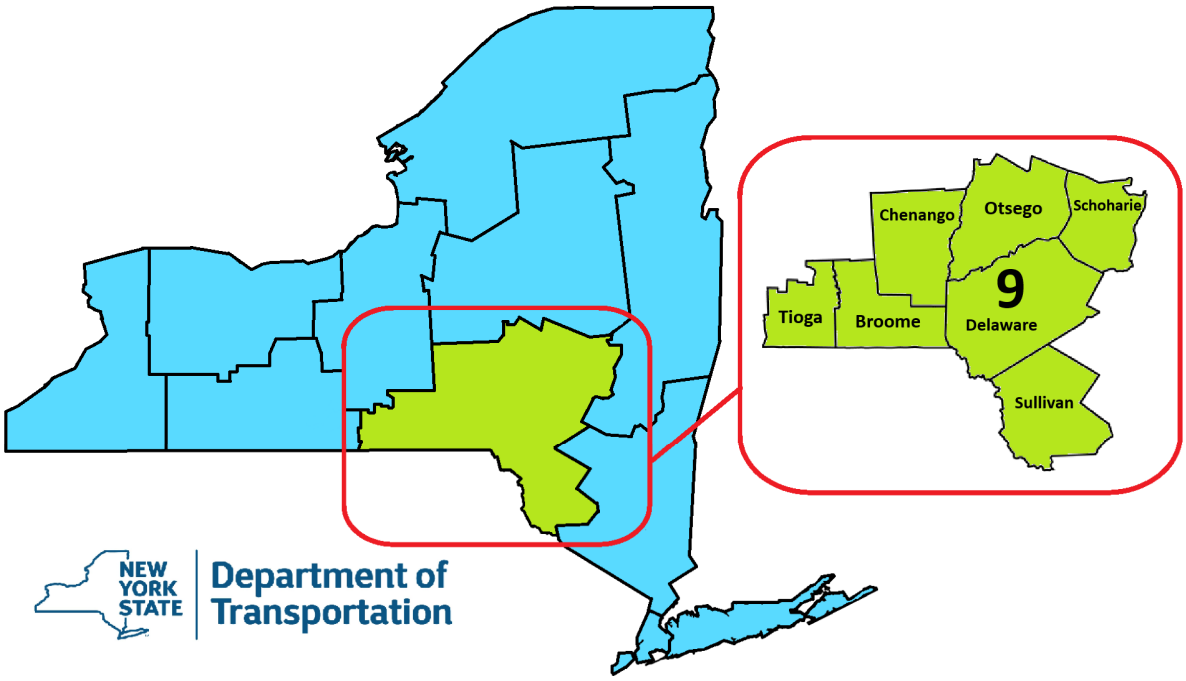
Featured Region

NYSDOT Region 9



Thank you to all our local partners for coming together to support this year's conference.

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Wednesday, October 22, 2025

REGISTRATION

7:00 - 8:00 am **Backstretch Lobby**

WELCOME & OPENING REMARKS

Start	Topic	Presenter
8:00 am	Conference Welcome	**Brenda Crudele, P.E.** Deputy Chief Engineer NYSDOT Office of Structures
8:05 am	NYSCHSA Welcome	**Kevin Hajos, P.E.** President NYSCHSA Superintendent of Public Works Warren County DPW **Deb Donohue, P.E.** Superintendent of Public Works Washington County DPW
8:25 am	NYSDOT Executive Update	**Stephanie Winkelhake, P.E.** Chief Engineer NYSDOT
8:55 am	Local Program Update and BridgeNY	**Brandon Greco, P.E.** Director NYSDOT Program Management Bureau

SESSION 1 – SCOUR CRITICAL BRIDGES

Moderator: Brenda Crudele, NYSDOT Office of Structures

Start	Topic	Presenter
9:15 am	POA for Scour Critical Bridges	**Lallman Rambali, P.E.** Hydraulic Vulnerability & Resiliency Unit Supervisor NYSDOT Main Office Structures
10:00 am	**BREAK**	**Convention Center**

SESSION 2 - FEATURED REGION: NYSDOT REGION 9

Moderator: Jacob Hamlin, Regional Structures Director – Region 9

Start	Topic	Presenter
10:30 am	Featured Region Overview	**Jacob Hamlin, P.E.** Regional Structures Engineer NYSDOT Region 9
10:45 am	Main St./Rt. 7 over Glenwood Creek: A Tight Fit Culvert Replacement	**Paul Mongiovi, P.E.** Sr. Bridge Technical Manager Colliers Engineering & Design
11:15 am	Link Slab Bridges of Broome County	**Jim Craig, P.E.** Bridge Department Leader C&S Companies
11:45 am	County Rt. 10A Culvert Replacement	**Joe Mieczkowski, P.E.** Senior Project Manager McFarland Johnson **Brian Haas, P.E.** Project Manager Fisher Associates
12:15 pm	**LUNCH (Sponsored by ABCD Western & Eastern Chapters)**	**Convention Center**

SESSION 3 – EMERGENCY RESPONSE

Moderator: Mark Struzinsky, NYSDOT Office of Structures

Start	Topic	Presenter
1:30 pm	Emergency Response and Replacement CR 26 over Genesee River	**Steve Gauthier, P.E.** Sr. Structural Engineer LaBella Associates **Thomas Windus, P.E.** Superintendent Allegany County DPW
2:15 pm	Eagle Court Emergency Bridge Rehabilitation	**Scott Lagace, P.E., M.B.A.** Senior Vice President WSP **Dave Lawson, P.E.** Senior Vice President WSP
2:45 pm	Tee Hill Road over Glen Lake Outlet Emergency Replacement	**Ethan Ross-Hixson** Project Manager D.A. Collins Companies
3:15 pm	**BREAK**	**Convention Center**

SESSION 4A – RECONSTRUCTION

Moderator: Julianne Fuda, NYSDOT Office of Structures

Start	Topic	Presenter
3:45 pm	Snakes, Rains, and Heavy Loads: Fargo Road Bridge over Black Creek Bridge Replacement	**Laura Wadhams, P.E.** Assistant County Engineer Genesee County DPW **Rick Papaj, P.E.** Director of Transportation Ravi Engineering & Land Surveying, P.C.
4:15 pm	Replacement of Alexandria Ave. Bridge over Lake George Outlet	**Matthew Smullen, P.E.** Vice President CPL: Architecture, Engineering and Planning Firm **Andrew Stanley** Project Manager Essex County DPW
4:45 pm	Madison Street Bridge over Western NY&PA Railroad	**Jonathan Walczak, P.E.** Senior Managing Engineer Barton & Loguidice **Conor Blake, P.E.** Project Engineer Barton & Loguidice

SESSION 4B – LOCAL AGENCY FORUM

Moderator: Kevin Rooney, P.E., Superintendent of Public Works, Wayne County
(SESSION 4B WILL BE HELD IN MEETING ROOM 7)

3:45 pm Breakout Session for Municipal Engineers, Municipal Department Heads and Their Staff Only. Invited Agency Staff Will Attend to Answer Questions.

5:15 pm **NETWORKING SESSION*** **Bookmakers Lounge**

***Please note -** This year's framed calendar photos will be available during the Networking Event. Hors d'oeuvres will be served, and beverages will be available hfor purchase. Dinner will be on your own.

Thursday, October 23, 2025

REGISTRATION

7:30 - 8:30 am **Backstretch Lobby**

SESSION 5 – HYDRAULICS

Moderator: Jim Scarlata, P.E., NYSDOT Office of Structures

Start	Topic	Presenter
8:30 am	Replacement of the Beaver Brook Road Bridge & Spillway	**Edward McAndrew, P.E.** Commissioner Sullivan County DPW **Roman DiCio, P.E.** Senior Bridge Engineer Sullivan County DPW **Byron Raych, P.E.** Senior Managing Engineer Barton & Loguidice **Daniel Gosselin, P.E.** Construction Manager Barton & Loguidice
9:00 am	Replacement of High Street Bridge over Bear Gulch	**Brian Weaver, P.E.** Construction Manager Greenman-Pedersen, Inc. **Darrin Palmatier** Deputy Commissioner of Engineering Schoharie County DPW
9:30 am	Hydrology & Hydraulics for Bridge and Culvert Projects in New York State	**Tiphaine Ketch, P.E., C.F.M.** Water Resources Engineer JM Davidson Engineering, D.P.C.
10:00 am	**BREAK**	**Convention Center**

SESSION 6 – MAINTENANCE & PRESERVATION

Moderator: Jen Hawkins, NYSDOT Office of Transportation Maintenance

Start	Topic	Presenter
10:30 am	Post Fire Evaluation of Route 14 over Chemung River BIN 1071189	**Bradley Gates, P.E.** Regional Structures Engineer Region 6
11:00 am	Dutchess County Historic Bridge Adaptive Reuse	**Brendan Fitzgerald, P.E.** Principal HVEA Engineers **Jack Gorton, P.E.** Associate Principal HVEA Engineers **Jason Watzka, P.E.** Project Engineer HVEA Engineers
11:30 am	Managing our Inventory of Corrugated Metal Pipe Culverts	**Troy Soka, P.E.** Structures Priority Project and Emergency Response Supervisor NYSDOT Office of Structures **Adrienne LiBritz-Cooley, P.E.** Concrete Engineering Unit Supervisor NYSDOT Office of Structures
12:00 pm	Local Agency Report	**Kevin Rooney, P.E.** Superintendent of Public Works Wayne County DPW
12:30 pm	Final Wrap-Up	**Benda Crudele, P.E.** Deputy Chief Engineer NYSDOT Office of Structures

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CONFERENCE SESSIONS

Conference Welcome

Brenda Crudele, P.E.
Deputy Chief Engineer Structures
NYSDOT
50 Wolf Road
Albany, NY 12232
Brenda.Crudele@dot.ny.gov

About the Presenter:

Brenda Crudele, P.E. is the Deputy Chief Engineer, Structures at the New York State Department of Transportation. She is responsible overseeing professional engineering services necessary to implement the structural portion of the Department's capital construction and maintenance programs, and the evaluation of the existing structures infrastructure to assure safety.

Prior to this role, Brenda was the Director of the Structures Construction and Fabrication Bureau for 3 years and Director of the Structures Design Bureau for 7 years.
Brenda is a leader in Digital Delivery and Innovation and NYSDOT. She is the co-chair of NYSDOT's Digital Delivery Committee since its inception in 2018 and has been deeply engaged in NYSDOT's pilot Model Based Digital Delivery projects as well as developing standards for digital delivery. She is the vice-chair of the AASHTO Bridges and Structures Technology Committee where she works on a national level to support the implementation of Building Information Modeling and Digital Delivery. Brenda is also a member of NYSDOT's Artificial Intelligence committee.

Brenda has been employed by NYSDOT for 23 years. She obtained her bachelor's degree in civil engineering from Clarkson University, master's degree in Structural Engineering from Lehigh University, and is a registered professional engineer in New York State.

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NYSCHA Welcome

Kevin Hajos, P.E.
President NYSCHA
Superintendent of Public Works
Warren County
4028 Main Street
Warrensburg, NY 12885
HajosK@warrencountyny.gov

Deb Donohue, P.E.
Superintendent of Public Works
Washington County
383 Broadway
Fort Edward, NY 12828
ddonohue@washingtoncountyny.gov

About the Presenter:

Kevin J. Hajos, P.E. oversees the Warren County Department of Public Works, which includes a Highway/Bridge Division, Parks and Recreation Division (including a Fish Hatchery), Solid Waste Division, Building and Grounds Division, Airport, Machine Shop and an Engineering Division. Kevin came to Warren County in 2008 as the Senior Civil Engineer, and was appointed to the Superintendent position in 2018. Prior to coming to the County, Kevin worked as an engineer/project manager in the Transportation Division. Kevin is a licensed Professional Engineer in the State of New York and the current President of the New York State Highway Superintendents Association. Kevin has a B.S. in Civil and Environmental Engineering from Clarkson University. Kevin lives in Queensbury, NY area with his wife Rachel and their 3 children, Theresa, Benjamin, and Jacob. Kevin enjoys fishing, hiking, skiing, golf and spending time with family.

Deb Donohue, P.E. is the superintendent of Public Works in beautiful Washington County where their workforce maintains 125 bridges including 3 historic covered bridges. Previously she worked at the NYSDOT as a PE in the structures Design and the Structures Construction units.

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NYSDOT Executive Update

Stephanie Winkelhake, P.E.
NYSDOT Chief Engineer
50 Wolf Road
Albany, NY 12232
Stephanie.Winkelhake@dot.ny.gov

About the Presenter:

Stephanie Winkelhake, P.E. is the New York State Department of Transportation (NYSDOT) Chief Engineer, appointed November 2023. She manages the NYSDOT Engineering Division and ensuring the delivery of NYSDOT's multi-billion-dollar capital program. Prior to this, Stephanie served as Deputy Chief Engineer. As Deputy Chief Engineer, Stephanie overseen Priority Projects around the State.

Stephanie joined NYSDOT in 2005 in the Office of Design as a junior engineer. She later transitioned to the Office of Structures where she spent 10 years in bridge design. She continued in various roles such as Special Assistant to the Chief Engineer and Engineer in Charge.

Stephanie holds a Bachelor of Science: Civil Engineering Technology and is a licensed Professional Engineer in the state of New York.

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Local Program Update and BridgeNY

Brandon Greco, P.E.
Director, Program Management Bureau
NYSDOT
50 Wolf Road
Albany, NY 12205
Brandon.Greco@dot.ny.gov

About the Presenter:

Brandon Greco has served as Director of the NYSDOT Program Management Bureau since 2021. He began his career at NYSDOT in 2006 as an Environmental Specialist providing technical expertise in stream dynamics, restoration, and ecology. Upon moving to Program Management in 2015, he spent three years working closely with Oracle to design, build, and implement OPPM—NYSDOT's capital program management software.
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Brandon earned a Bachelor of Science degree in Forestry/Forest Biology from the SUNY College of Environmental Science and Forestry in 1997 and a Master of Forestry degree from North Carolina State University in 2000.

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SESSION 1.1

POA for Scour Critical Bridges

Lallman Rambali, P.E.
Hydraulic Vulnerability & Resiliency Unit Supervisor
NYSDOT Main Office Structures
50 Wolf Rd, Albany, NY 12232
Lallman.Rambali@dot.ny.gov

Synopsis:

Under the 2022 National Bridge Inspection Standards (NBIS), bridge owners are required to develop Plans of Action (POA) for scour critical bridges and monitor those bridges. The Scour POA serves two purposes:

1. Establishes a systematic process of monitoring and closing bridges to ensure public safety during a significant flood event and criteria for inspection and re-opening after a flood event.
2. Assists bridge owners to program and prioritize the installation of scour countermeasures to protect scour critical bridges from flood damage.

Monitoring scour critical bridges during flood events and regularly inspecting bridges with span lengths greater than 20 feet are required by the NBIS as part of the Code of Federal Regulations (NBIS 23 CFR 650 Subpart C).

This presentation will outline the process for Local Bridge Owners to follow for Plan of Action (POA) completion and implementation during triggering events, to ensure compliance with the National Bridge Inspection Standards (NBIS) 23 CFR 650 Subpart C.

About the Presenter:

Mr. Lallman Rambali is a licensed professional engineer with extensive experience in water resources and river hydraulics. He has served as Regional Hydraulics Engineer for the New York State Department of Transportation (NYSDOT) in Buffalo, NY for 31 years. In that role, Mr. Rambali performed detailed hydraulic analyses for all NYSDOT Region 5's bridge and culvert replacement projects to determine hydraulic adequacy and scour susceptibility of existing structures and the recommendation for replacement structures. In addition, he is responsible for the Diving Inspection, Hydraulic Vulnerability Assessment, Flood Watch and Post Flood Inspection programs. He is certified as a bridge inspector and designs emergency repairs when necessary. He provides technical guidance to highway designers on highway drainage and SPDES requirements.

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SESSION 2.1
Featured Region Overview

Jacob Hamlin, P.E.
Regional Structures Engineer
NYSDOT Region 9
44 Hawley Street
Binghamton NY 13901
Jacob.Hamlin@dot.ny.gov

Synopsis:

Jacob Hamlin will be introducing NYSDOT Region 9 as the featured region and will be presenting an overview of the region. The presentation will focus on the unique characteristics and bridges in the region and highlight local projects from each county. The presentation will also touch upon some of the events and foods that are unique to the region.

About the Presenter:

Jacob Hamlin, P.E. is currently the Regional Structures Engineer in NYSDOT Region 9. As Regional Structures Engineer, Jacob oversees the initiation, development, and delivery of the structures program within the region. Jacob also plays a key role on the Regional Structures Management Team, which is charged with prioritizing, managing, and maintaining the inventory of more than 950 state bridges.

Jacob graduated from Clarkson University in 2006 with a B.S in Civil Engineering. Jacob began his career with NYSDOT Region 9 in November 2007 as a junior engineer, where he started his career in the Structures Design unit. After becoming a licensed engineer, Jacob spent time as a squad leader within the Structure Design group. He was appointed the acting Regional Structure Engineer in September 2021 and took on the role full time in January 2023.

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SESSION 2.2

Main St./Rt. 7 over Glenwood Creek: A Tight Fit Culvert Replacement

Paul Mongiovi, P.E.
Sr. Bridge Technical Manager
Colliers Engineering & Design
280 East Broad Street Suite 200
Rochester, NY 14604
Paul.Mongiovi@collierseng.com

Synopsis:

This presentation will discuss the replacement of the Main Street/NY Route 7 Culvert located in the City of Oneonta, NY. The project was completed in 2024 at a cost of approximately $810,000 by Upstate Companies. This locally owned culvert was designed by Colliers Engineering & Design (CED) under a Culvert Term and administered by NYSDOT Region 9.

The existing stone masonry culvert was structurally deficient and significantly undersized. Roadway overtopping/flooding was frequent, occurring for storms between the 5-yr and 10-yr events. Additionally, the project featured a highly constrained site, creating challenges and complexities for the replacement 4-sided box culvert. Aside from being in an urban area, the upstream channel is a flumed channel with concrete walls and a natural bottom. The culvert passes over two utilities – an 8" gravity sanitary sewer and a 16" HDPE water main, while passing beneath a concrete encased telecommunications duct bank. Three storm sewer pipes also connected into the sides of the culvert. There are also numerous overhead utilities crossing over the culvert location. Immediately downstream of the culvert, the channel featured a concrete apron slab. The left downstream bank of the culvert had an eroding earth slope followed by a privately owned segmental concrete block retaining wall (approximately 30 feet downstream) encroaching into the stream. The right downstream bank is comprised of a privately owned building foundation and a basement level porch, which also encroaches into the stream.

The presentation will focus on how the CED accommodated these site constraints while improving the resiliency of the culvert and meeting the hydraulic/floodplain requirements. An overview of the construction process and photos showing how the work was performed will also be provided.

About the Presenter:

Paul Mongiovi, P.E. is a Sr. Technical Manager in the Bridges & Structures Division of Colliers Engineering & Design in Rochester, NY. He is a licensed professional in NY and MA with over 14 years of experience with a variety of clients and projects and specializes in bringing a high degree of constructability to his designs. Clients include Counties, NYSDOT, NYS Thruway Authority, NYPA, railroads, and contractors across New York and surrounding states. Paul has diverse project experience including bridge inspection and load rating, design of steel and concrete bridges (both fixed and movable), inland waterway structure design and inspection, advanced modeling and analysis, and the design of temporary contractor means and methods for jacking, shoring, demolition, and

erection. He also has served as an owner's representative for CSX for the review and inspection of over two dozen public bridge and highway projects across the northeast, in addition to several private owners as well.

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SESSION 2.3

Link Slab Bridges of Broome County

Jim Craig, P.E.
Bridge Department Manager
C&S Companies
499 Col. Eileen Collins Blvd.
Syracuse, NY 13212
jcraig@cscos.com

Synopsis:

Bridge joints leak and cause hundreds of millions worth of damage to bridges in the US annually. Link slabs are a cost-effective treatment to eliminate bridge joints and extend the life of bridges, particularly those in good condition. The use of Ultra High Performance Concrete (UHPC) Link Slabs has increased in recent years across New York and other state DOTs. Broome County has 111 bridges and approximately 58 bridge joints (1968 lf). The County has begun a strategic approach to eliminating joints and prolonging the lifespan of its bridges. This presentation will share the County's experience with implementing link slabs on four bridges (16 joints).

About the Presenter:

Jim Craig, P.E. currently leads the C&S Companies Bridge Design Team. During his 29-year career, Jim has had the privilege of contributing to the successful delivery of many bridges and unique structure projects throughout Upstate New York. He and his team have led the designs and supported the construction of hundreds of bridge projects and unique marine structures as well as Fiber Reinforced Polymer (FRP) bridge deck projects. His responsibilities include client support, technical design guidance, quality control, as well as personnel and financial responsibilities for his team.

Jim is a licensed Professional Engineer in New York. He holds a Bachelor of Science Degree in Civil Engineering from SUNY Buffalo.

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SESSION 2.4

County Rt. 10A Culvert Replacement Construction Phase Teamwork

Joseph Mieczkowski, P.E.
Senior Project Manager
McFarland Johnson Inc.
49 Court Street Suite 240
Binghamton, NY 13901
JMieczkowski@mjinc.com

Brian Haas, P.E.
Project Manager
Fisher Associates
99 Collier Street Suite 100
Binghamton, NY 13901
bhaas@fisherassoc.com

Synopsis:

This BRIDGENY project replaced the existing culvert carrying CR 10A over an un-named creek in the Town of Preston, Chenango County. The project site is located approximately 5 miles due west of the City of Norwich. The original culvert consisted of a 6 ft. x 6 ft concrete box section with a 6 ft. diameter corrugated metal pipe extension. The new precast concrete box culvert was founded on 12 inches of crushed gravel, while the new cast in place wingwalls and cutoff walls were founded directly on rock. During construction, a heavy rainfall event hit the area leading to flooding of the project site causing undermining and damage to the new box culvert sections. This presentation will discuss the existing and proposed replacement structure and outline the process used by the contractors' design engineer to assess the culvert damage, evaluate potential repair alternatives, and detail final concrete repairs completed by the contractor.

About the Presenters:

Joe Mieczkowski, P.E. is a Senior Project Manager in the Transportation Group at McFarland Johnson with 38 years of experience.

Joe graduated from Rochester Institute of Technology with a Bachelor of Science in Civil Engineering Technology in 1987. He is a Licensed Professional Engineer in New York State.

Joe has extensive experience in the design, management and construction oversight of bridge replacement and rehabilitation projects including precast and pre-stressed concrete structures, conventional steel girder bridges, truss bridges, concrete arch structures and fiber-reinforced polymer (FRP) structures. Joe has managed dozens of large bridge and precast concrete projects through all design and construction stages. As Project Manager for transportation projects, Joe oversees design, bid document preparation, budgets, project schedules, quality assurance, and construction management work.

Brian Haas, P.E. is a Project Manager in the Transportation Group at Fisher Associates, P.E., L.S., L.A., D.P.C.

He graduated from Clarkson University in 2016 with a Bachelor of Science in Civil Engineering, concentrating in Structural Engineering and Construction Engineering Management. Brian earned his Professional Engineer's license in 2021.

Brian offers extensive structural design experience across a wide range of transportation projects including full bridge replacements and rehabilitations, culvert design, structural flag repairs, load ratings, prestressed and precast concrete systems, and construction engineering. He also provides contractor support services and leads that sector within the Transportation Group, working closely with contractors and crane companies across New York State. He's managed numerous federal aid projects through the BridgeNY program, as well as LDSA and locally funded design projects.

In addition to his engineering work, Brian is a licensed FAA drone pilot and regularly performs drone scanning and mapping operations to support topographic surveys. His project portfolio spans multiple market sectors including governmental, commercial, private, higher education, municipal, and non-profit.

Brian was named the 2019 Young Professional of the Year in Engineering by the Greater Binghamton Chamber of Commerce and received the inaugural "HYPE" Award. In 2023, he was honored as the Young Engineer of the Year by the Broome County Area Chapter of the New York State Society of Professional Engineers. He's a former board member of Broome County Habitat for Humanity and currently serves as a Commissioner on the City of Binghamton's Commission on Architecture & Urban Design (CAUD).

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SESSION 3.1

Emergency Response and Replacement CR 26 over Genesee River

Thomas Windus, P.E.
Superintendent
Allegany County DPW
7 Court Street
Belmont, NY 14813
Thomas.Windus@Alleganyco.gov

Stephen Gauthier, P.E.
Senior Project Manager
LaBella Associates, D.P.C.
300 State Street Suite 201
Rochester, NY 14614
sgauthier@labellapc.com

Synopsis:

In the summer of 2021, the Allegany County Department of Public Works initiated an investigation to address a red structural flag issued for the CR 26 Bridge over the Genesee River in Belfast, New York. The 290-foot, two-span continuous steel multi-girder bridge exhibited extreme over-extension of rocker bearings at the west abutment. Temporary bolsters were installed to stabilize the affected girders, and a monitoring program was implemented to track ongoing movement. Despite these measures, significant settlement and rotation of the west abutment, supported by precast concrete piles, were observed, culminating in the closure of the bridge in February 2022 following the appearance of a large transverse crack in the west approach and approximately 9 inches of differential settlement.

A subsequent slope stability investigation revealed a deep-seated failure of the west riverbank, which had compromised the pile-supported abutment. In response to the severity and rapid progression of the failure, Allegany County collaborated with NYSDOT and FHWA to prepare a Public Interest Finding and secure an Emergency Declaration. This allowed for expedited demolition of the existing structure and, once the immediate risk of collapse was mitigated, advancement of the replacement bridge design and construction would be progressed via the NYSDOT locally administered federal aid process. By the time demolition commenced in January 2023, the west abutment had displaced nearly 22 inches laterally and settled more than 16 inches vertically.

The replacement structure was designed following a comprehensive evaluation, including structural type studies, hydraulic modeling of the Genesee River, and an extensive geotechnical investigation focused on the failed slope. The new bridge consists of a 330-foot-long, three-span continuous steel multi-girder superstructure with five steel plate girders supporting a 9½-inch composite concrete deck. Reinforced concrete abutments are founded on 16-inch steel piles extending over 100 feet into stable subsurface strata. Construction was completed in June 2025 at a total cost of approximately $6.16 million.

This presentation will outline the engineering response to the structural and geotechnical failures, the emergency coordination efforts with state and federal agencies, and the design strategies implemented to ensure the long-term stability and resilience of the new crossing.

About the Presenters:

Thomas H. Windus, P.E. is a licensed professional engineer in New York and Pennsylvania with 30 years of experience in the management and design of public works projects, including numerous LAFA bridge projects. He received an Associate's Degree in Engineering Science from Alfred State College in 1991. Then he went on to receive a Bachelor of Science degree in Civil Engineering from the State University of New York at Buffalo in 1993. He is currently the Superintendent of Public Works for Allegany County where he is responsible for the management of all county engineering services, including their in-house county constructed bridge program.

Stephen Gauthier, P.E. is a licensed professional engineer in New York, Pennsylvania, and Maine with more than 27 years of experience in structural engineering, specializing in the analysis and design of bridges. He has directed the design and management of over 120 bridge reconstruction projects with a combined construction value exceeding $165 million. His portfolio spans a broad spectrum of structures, from precast concrete culverts and simple-span prestressed concrete and steel girder bridges to complex long-span steel multi-girder and steel arch bridges.

Steve's expertise extends beyond design to encompass bridge inspection and condition evaluations, technical and economic feasibility studies, and the development of alternative design configurations. He is highly skilled in structural steel design, detailing, and fabrication procedures, and is thoroughly versed in AASHTO, NYSDOT, NYSTA, and Maine DOT standards and practices.

In addition to his design background, Steve provides construction support services to regional contractors, giving him first-hand insight into the challenges faced in the field. This experience enables him to develop practical, contractor-friendly design solutions that streamline construction and minimize issues. By integrating this perspective, he consistently delivers bridge projects that are efficient, cost-effective, and successful for owners, engineers, and contractors alike.

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SESSION 3.2

Eagle Court Emergency Bridge Rehabilitation

Scott Lagace, P.E., M.B.A
Senior Vice President
WSP
433 River Street, 7th Floor
Troy, NY 12180
Scott.Lagace@wsp.com

David Lawson, P.E.
Assistant Vice President
WSP
433 River Street, 7th Floor
Troy, NY 12180
David.Lawson@wsp.com

Synopsis:

The Eagle Court Bridge (BIN 3371880) carries four lanes of traffic over the Mamaroneck River in the City of White Plains. Eagle Court is connected to Westchester Avenue and is the only access to an apartment complex, multiple businesses, and the Hospital for Special Surgeries. The bridge consists of two corrugated metal pipe arches, each approximately 17.5 feet wide and 9 feet tall, and was constructed in the late 1960's. The bridge is owned by Westchester County.

During the 2023 structural inspection being performed by WSP Bridge Inspectors of the nearby Westchester Ave crossing over the Mamaroneck River (BIN 3358540), the Eagle Ct Bridge was discovered to not be on the NYSDOT's inspection list, and was not previously being included in NYSDOT's inspection cycles. This resulted in a detailed inspection being performed by WSP. The inspection determined that the inverts of the pipe arches were significantly deteriorated with larger perforations ranging from 1 inch in diameter to over 12 square feet in area. In addition, the stone base material had washed away in some locations, resulting in voids over 1 foot deep.

The pipe arches are designed as structural arches with the pipe invert acting as a tension member tying the arch at its spring line. Because the invert had 100% section loss, it was not possible to determine the load rating of the bridge. In addition, the loss of fill below the inverts increased the bridge's potential to be washed out during a flood or extreme storm event. For these reasons, a red flag was issued requiring emergency measures be implemented if Eagle Ct was to remain in service.

Due to the red flag condition and the bridge's potential for failure during an extreme storm event, WSP prepared an application for Emergency Authorization, which was granted by the NYSDEC, allowing construction operations to begin without delay. Due to the limitations of the Emergency Authorization, design and construction for the rehabilitation of the bridge had to be completed within a very short timeframe. WSP reviewed NYSDOT's standard detail for the repair of corrugated metal pipe arches, which uses a reinforced concrete invert tied to the steel pipe using welded shear studs. The reinforced concrete invert resists the outward thrust of the arch and structurally replaces the deteriorated steel invert. However, the standard repair detail applies to pipe arches with spans up to 10 feet, and the span of the Eagle Ct pipe arches are 17.5 feet.

An analysis of the NYSDOT standard repair was performed to determine concrete thickness, reinforcement size and spacing, and shear stud size and spacing needed to

compensate for the deterioration of the corrugated steel invert. Also, due to the high sidewalls, longitudinal construction joints were added to allow for the invert concrete to be placed first and the sidewall concrete placed afterward. To address the existing scour condition at the pipe entrance and exit, closure walls were added to contain the base material and prevent undermining the pipe inverts.

WSP developed a construction sequence which diverted the river to the adjacent pipe arch, allowing work to be performed in a dry condition while maintaining the river flow. The diversion was sized to allow the river to overflow into the work area during a large storm event, but with sufficiently reduced velocity to prevent damage to any uncured concrete that may have been placed prior to a storm.

Construction was completed in approximately three months with minimal impact to the traveling public. The rehabilitation addressed the bridge's loss in structural capacity, as well as eliminated the previous scour condition and potential for failure during an extreme storm event. In addition to the rehabilitation, the bridge has been added to the NYSDOT system and a BIN created in BDIS, ensuring that the bridge will be included in the required inspection schedule.

About the Presenters:

Scott Lagace, P.E. is a Senior Vice President and Structural Engineer with WSP, with more than 37 years of experience in design-build and design-bid-build bridge and building design and construction projects. Since joining WSP in 2022, Scott has been Project Manager and Commercial Manager on several projects, including Project Manager of the Kinney Ramps and Interim Ramps packages for the Manhattan Port Authority Bus Terminal Replacement Project. Prior to joining WSP, Scott spent over 30 years at NYSDOT in various positions in the Office of Structures where he was involved in all aspects of bridge and culvert projects including design, condition evaluation, vulnerability assessment, overweight permit evaluation, construction support and QA/QC of structural steel and precast concrete.

David Lawson, P.E. is an Assistant Vice President at WSP with advanced degrees from Rutgers and NJIT. He has 10 years of mechanical engineering experience and 24 years in structural engineering including nine years focused on county bridges throughout New Jersey. He is a registered professional engineer in NY and NJ. He leads bridge and structural projects for various local municipalities and agencies such as NYSDOT, NYCDOT, MTA Bridge & Tunnels, and NYSBA.

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SESSION 3.3

Tee Hill Road over Glen Lake Outlet Emergency Replacement

Ethan Ross-Hixson
Project Manager
D.A. Collins Companies
269 Ballard Road
Wilton, NY 12831
mrosshixson@dacollins.com

Synopsis:

During the rainy months of August and September 2024, it was discovered that a sinkhole beneath the roadway caused by a failing culvert carrying the outlet to Glen Lake beneath Tee Hill Road in Queensbury was creating imminent danger to the roadway and traveling public. The Town of Queensbury quickly called on their engineer Labella Associates, their emergency contractor Tom Kubricky Company (TKC) and Kubricky Construction Corp. to evaluate the damage to thhe roadway and develop a solution. The challenge became how to re-establish the newly widened stream channel prior to the end of the in-water work period (12 days from first boots on the ground) while still allowing a new structure to be constructed with an ambitious goal of reopening the roadway prior to the holiday season that year. Kubricky quickly engaged its partners at Fort Miller Co. Inc. to work collaboratively with Labella Associates to develop a plan that would accomplish these goals.

Kubricky mobilized pile driving equipment to establish sheet piling on either side of the existing stream to allow for construction of the newly designed stream channel while creating a future area to construct a new bridge structure. While this work was taking place, Fort Miller Precast began developing an engineered set of plans for a new precast Hy-Span bridge structure to span the newly constructed and widened stream channel. The team arrived at a final design consisting of a 7- section, 40-foot span Hy-Span structure with precast concrete footings, headwalls, wingwalls and approach slabs. The Hy-Span was chosen due to its design and the ability to construct the footings outside of the stream channel and quickly erect the bridge structure to expedite the opening of the roadway. As the final grading for the new stream channel was being completed just 8 days after the initial site visit by the contractors and engineer, Fort Miller began development of the shop drawings and calculations for the new structure. After approval of the design, casting of all 29 precast elements was completed in just under one month's time.

Installation of the precast began November 22nd, and after all the grouting, waterproofing, closure pours connecting the wingwalls to the Hy-Span structures, and backfill, the final approach slabs were set on December 12, 2024. Installation and grading of subbase followed with the final paving of the roadway occurring December 17, 2024, achieving the milestone of opening the roadway prior to the 2024 Holiday season.

This project was a spectacular example of innovation and collaboration between the municipality, engineer, contractor and suppliers to achieve the project goals.

About the Presenters:

Ethan Ross-Hixson is currently a project manager for the DA Collins Companies. A 2017 graduate of Clarkson University, he began his career with Kiewit Infrastructure Co. working on large scale design build projects throughout the Mid-Atlantic. Over the last two years, he has been a project manager for the DA Collins Companies focusing on complex accelerated bridge construction projects and managing the execution of a variety of projects under construction for municipalities in Vermont and New York as well as the Vermont Agency of Transportation.

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SESSION 4A.1

Snakes, Rains, and Heavy Loads: Fargo Road Bridge over Black Creek Bridge Replacement

Laura Wadhams, P.E.
Commissioner
Genesee County DPW
153 Cedar Street
Batavia, NY 14020
Laura.Wadhams@geneseeny.gov

Rick Papaj, P.E.
Director of Transportation
Ravi Engineering & Land Surveying, P.C.
189 North Water Street Suite 500
Rochester, NY 14604
Rpapaj@ravieng.com

Synopsis:

Fargo Road over Black Creek project replaced the existing jack arch culvert that carries Fargo Road over Black Creek in the Town of East Bethany, Genesee County. The existing structure is in a deteriorating condition and in need of replacement. It is unknown when the original structure was built, but the structure was widened in 1979. Fargo Road is part of a New York State Super Load route and needs to have a dependable structure to carry those loads safely. As part of this alternative, the existing culvert structure and wingwalls was completely removed and replaced with a new precast concrete three-sided rigid arch structure, long enough (30') to be classified a bridge. This was a 100% County funded project.

Along the way we faced the typical project development difficulties: right of way acquisition, utilities, and permitting delays. In construction, we were greeted by frequent and often heavy rains that would create havoc in our 20'+ excavation and even black snakes that would have the hardiest of construction workers scrambling.

At every turn we made decisions to speed the design process, save funding, and simplify construction for better bidding. But in the end, sometimes, the unknown and uncontrollable wins out.

About the Presenters:

Laura Wadhams, P.E. was appointed Commissioner of the Genesee County Department of Public Works (DPW) in May 2025. Prior to this role, she served for seven years as Assistant County Engineer, where she led major capital projects and collaborated with regional partners to enhance infrastructure across the county.

As DPW Commissioner, Laura oversees a broad portfolio that includes highways, facilities, parks, and the county airport. Her leadership spans seven divisions and a team of 57 full-time and 11 seasonal or part- time employees.

A licensed engineer and lifelong Genesee County resident, Laura brings both technical expertise and deep local insight. Her appointment reflects a commitment to Genesee County's infrastructure and a forward-thinking approach to keeping public works

effective, resilient, and responsive to community needs. Her areas of responsibility include highways and bridges, fleet management, engineering, facility management, parks and forestry, Genesee County Airport, countywide water, and environmental health that covers water, septic, campgrounds, and pools.

She holds a Bachelor of Science degree in Civil Engineering from Clarkson University and currently resides in the Town of LeRoy with her husband and daughter.

Rick Papaj, P.E. is a licensed professional engineer with over 30 years of extensive experience in the civil/transportation industry on highway, bridge rehabilitation and reconstruction, and bicycle, pedestrian, and trail projects. The last six years, Rick has been working for Ravi Engineering serving as the Director of Transportation managing the design groups in both Rochester and Buffalo offices. In that role he leads the design effort for transportation projects with state agencies such as New York State Thruway Authority, NYSDOT and NFTA, as well as municipal sponsors throughout Region 4 and 5.

Rick formally served as the Project Management Unit Manager for the NYSDOT Region 4 Planning where he was involved in over $500M in highway and bridge projects. Rick was responsible for hundreds of federally funded projects, providing oversight and direction from project conception and scoping through project design phase and into construction. Rick holds a Bachelor of Science degree from the University of Buffalo and is a licensed PE in the states of New York and Florida.

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SESSION 4A.2

Replacement of Alexandria Avenue Bridge over Lake George Outlet

Matthew Smullen, P.E.
Vice President
CPL
30 Century Hill Drive Suite 104
Albany, NY 12210
MSmullen@CPLteam.com

Andrew Stanley
Project Manager
Essex County DPW
8053 US Route 9
Elizabethtown, NY 12932
Andrew.Stanley@essexcountyny.gov

Synopsis:

Just outside Adirondack Park, the Alexandria Avenue Bridge spans the Lake George Outlet where the lake meets the LaChute River. Originally built in 1929, the deteriorating structure posed safety risks, threatened key utilities, and disrupted access for emergency vehicles and residents. A full replacement was critical to restore safe, reliable connectivity in this historic part of Ticonderoga.

The reimagined bridge features four 70-foot NEXT beams topped with an asphalt overlay and flanked by vertical-faced concrete parapets, finished in a stone-textured treatment that complements the natural landscape.

The 36-foot wide superstructure accommodates two 11-foot travel lanes, 3-foot shoulders and a dedicated 5-foot sidewalk—providing secure, inclusive passage for both drivers and pedestrians. To further enhance connectivity, the pathway was extended past Alexandria Avenue to Lord Howe Street and Lake George Avenue, restoring a direct link to the LaChute River Walk Interpretive Trail.

The original bridge supported a 14-inch water main mounted along its exterior fascia; a functional but visually obtrusive solution. For the updated structure, the water main was discreetly integrated within the interior bay of the NEXT beams using a galvanized steel pipe sleeve and custom hanger assembly. During construction, we routed a temporary water line across the bed of the Lake George Outlet to uphold uninterrupted service.

Site work began shortly after the annual Ticonderoga Triathlon Festival to avoid disrupting the event. Backed by $2.8 million in federal funding, the resulting bridge represents more than a structural upgrade—it's a vital investment in regional mobility, strengthening the backbone of a culture-rich Adirondack community.

About the Presenters:

Matthew Smullen, P.E. has nearly three decades of experience in civil engineering, specializing in the design and management of transportation and infrastructure projects. He has led numerous LAFA bridge projects for municipalities throughout New York State. A 1996 graduate of Union College with a BS degree in Civil Engineering, Mr. Smullen has been with CPL for 18 years, where he is Vice President and Northeast Region Infrastructure Practice Leader.

Andrew Stanley has 15+ years within the construction industry and is currently in his 6th as a Project Manager with the Essex County Department of Public Works. Andrew grew up in the Town Moriah and attended college at Clinton Community College and Plattsburgh State where he studied Business Administration. Prior to his employment with Essex County, Andrew worked with Riznick Construction where he managed a variety of projects that included Bridge, culvert, and highway construction. Outside of work, Andrew enjoys spending time outdoors in the beautiful area he grew up in with his wife and 3 children.

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SESSION 4A.3

Madison Street Bridge over Western NY&PA Railroad

Jonathan Walczak, P.E.
Senior Managing Engineer
Barton & Loguidice, D.P.C.
11 Centre Park Suite 203
Rochester, NY 14614
jwalczak@bartonandloguidice.com

Conor Blake P.E.
Project Engineer
Barton & Loguidice, D.P.C.
11 Centre Park Suite 203
Rochester, NY 14614
cblake@bartonandloguidice.com

Synopsis:

The Madison Street Bridge Rehabilitation project in Wellsville, New York, involved replacing a deteriorated three-span structure with a single-span prestressed concrete slab bridge while retaining the original cast-in-place substructures. The project preserved critical access over the Western New York & Pennsylvania Railroad, the Village's only grade-separated crossing, necessitating coordination with the railroad to manage active train traffic during construction. Spans 1 and 3 were removed and replaced with a fill-type retaining wall system to reduce the structural footprint and future maintenance needs. Rehabilitating and reusing the existing substructures minimized excavation and avoided impacts on adjacent properties, including residential buildings adjacent to the bridge. Temporary access solutions were implemented to maintain pedestrian and property access throughout construction. Lead paint abatement, contaminated soil testing and disposal, and environmental screenings were conducted to meet regulatory requirements. Utility coordination involved de-energizing overhead lines instead of relocating them, reducing project costs and complexity. The project was completed within a constrained site and schedule, with minimal disruption to the community. Despite unforeseen railroad flagging expenses, the final construction cost totaled $2.13 million, coming in under the original bid amount.

About the Presenters:

Jonathan Walczak, P.E. is a Senior Managing Engineer with Barton & Loguidice, D.P.C. He graduated from the University at Buffalo in 2006 with a Bachelor of Science in Civil Engineering. Jonathan has ***18*** years of experience with B&L in the fields of transportation design and construction and is a licensed Professional Engineer in New York.

Jonathan has a wide range of transportation engineering and construction administration experience, providing project management and engineering services at the State, County, and local levels across New York. His areas of expertise include bridge and highway engineering, drainage systems, traffic signals, active transportation, complete streets, road diets, and green infrastructure.

Conor Blake, P.E. is a graduate of the University at Buffalo, The State University of New York with a Bachelor's of Science in Civil Engineering. He has over 6 years of experience in bridge engineering and design. Conor has served as the lead Project Engineer on bridge and culvert replacements and bridge rehabilitations on both pass-thru and local projects. As Project Engineer, he is responsible for developing the design approval

document, preparing cost estimates, providing structural design and detailing, and preparing the contract documents. Conor also has experience providing construction inspection and administration.

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SESSION 4B.1

Local Agency Forum

Moderator: **Kevin Rooney, P.E.**
Superintendent of Public Works
Wayne County Public Works Department
7227 Route 31
Lyons, NY 14489
KRooney@waynecountyny.gov

3:45 – 5:15 PM – General Discussion – Questions/Issues shared among County representatives

NYSDOT Staff for questions:

Brenda Crudele, Deputy Chief Engineer, Structures
Doreen Holsopple, Associate Capital Program Analyst • Policy & Planning Division
Brandon Greco, Director, Program Management Bureau

FHWA Staff for questions:

Leo Fioravanti, Structural Bridge Engineer

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SESSION 5.1

Replacement of the Beaver Brook Road Bridge & Spillway

Edward McAndrew, P.E.
Commissioner
Sullivan County
100 North Street, PO Box 5012
Monticello, NY 12701
edward.mcandrew@sullivanny.us

Roman V. DiCio, P.E.
Senior Bridge Engineer
Sullivan County
100 North Street, PO Box 5012
Monticello, NY 12701
Roman.DiCi@sullivanny.gov

Byron Raych P.E.
Senior Managing Engineer
Barton & Loguidice, P.C.
10 Airline Drive Suite 200
braych@bartonandloguidice.com

Daniel J. Gosselin, P.E.
Construction Manger
Barton & Loguidice, P.C.
10 Airline Drive Suite 200
dgosselin@bartonandloguidice.com

Synopsis:

This BridgeNY project replaced the structurally deficient bridge spanning the spillway for the Toaspers Pond in the Town of Highland, Sullivan County, NY. Included in the replacement of the bridge was an increase in the span which required the replacement of the spillway which spanned between the bridge abutments. The existing structure was a 40-foot clear span, steel girder bridge that had experienced heavy deterioration and section loss prior to the construction of the new structure. The replacement structure was a 90-foot steel girder bridge which was controlled by the hydraulic requirements of the pond spillway which was part of the dam which was classified as a “Class C/High Hazard” dam and was rated as unsound prior to the replacement project. The spillway was designed to be an ogee spillway with a curved face on the downstream end. This configuration was the most efficient design for this site and more quickly passes flows over the spillway than a more traditional design with a sloped downstream face. The bridge was constructed with conventional abutments founded on bedrock. The superstructure consists of metalized multi-steel girders. The construction of the bridge and spillway required specialized construction methods including the application of Class MP concrete for the 550 CY spillway pour which needed to be completed in a single pour. Even with the advance work required, teamwork between the County, Contractor, and Engineer resulted in the bridge being completed and open to traffic with 110-days of the Notice to proceed.

- Design of the spillway as an Ogee spillway.
- Discussion of the hydraulic analysis for the pond.
- Construction of spillway and the construction techniques employed to meet the specifications.
- Discussion of Mass Concrete and Thermal curing concerns.
- Coordination efforts between all parties.
- How to accelerate a bridge project without specifying Accelerated Bridge Construction Techniques.

About the Presenters:

Edward McAndrew, P.E. started at the Sullivan County Division of Public Works in 1998 as a Junior Engineer and worked his way up and held the positions of Civil Engineer and Deputy Commissioner of Engineering before being promoted to Commissioner / County Superintendent of Highways in 2013. As Commissioner, Ed is responsible for the oversight of the Division of Public Works and a staff of approximately 150 dedicated staff in the division's fifteen (15) departments consisting of designing, constructing, and maintaining roads and bridges, plowing snow, operating and maintaining county buildings, the Sullivan County International Airport and the Sullivan County Sanitary Landfill.

Roman V DiCio, P.E. has been a part of the Sullivan County Bridge Unit for 17 years and is responsible for program management of 240 bridges and 160 large culverts. As Bridge Engineer, Roman has been involved in all aspects of design, construction support, construction inspection, bridge inspection and project management for numerous bridge and highway projects. He has used his design and construction experience to effectively utilize limited funds to maintain and improve the County's bridge and highway infrastructure for the safety of the traveling public. Roman is regularly involved in other County projects where engineering knowledge and experience is needed to successfully reach project goals.

Byron Raych, P.E. is a Senior Managing Engineer in the Transportation Group at Barton & Loguidice. He is a 2006 graduate from Clarkson University and has over 19 years of experience working on a variety of federally and locally funded projects. His main experience is comprised of the preliminary and final design elements of bridge and culvert rehabilitation and replacement projects. He has experience with hydraulic modeling, roadway geometric design, and construction administration and inspection tasks required to complete a successful project.

Daniel J. Gosselin, P.E. has been involved in the development of project plans, construction, and inspection for bridge and highway projects for over 14 years. He has been involved in many projects including accelerated bridge construction, roadway rehabilitation, bridge replacement, staged construction, and slope stability projects. He has been a part of the development of alternative designs, value engineering proposals, and has implemented them during construction. He has used his design and construction experience on over 100 bridge and highway projects to solve complex problems that have arisen and achieve the project goals. Mr. Gosselin has used his experience on these projects to develop an in-depth knowledge of the design requirements, specifications, details, and construction contracts and use that experience to provide cost- effective solutions to complex construction problems.

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SESSION 5.2

Replacement of High Street Bridge over Bear Gulch Brook

Brian Weaver, P.E.
Senior Structural Engineer
GPI/Greenman-Pedersen, Inc.
80 Wolf Road Suite 600
Albany, NY 12205
bweaver@gpinet.com

Darrin Palmatier
Deputy Commissioner of Engineering
Schoharie County DPW
393 Main Street
Schoharie, NY 12157
darrin.palmatier@co.schoharie.ny.us

Synopsis:

This presentation will discuss the variety of challenges and uniqueness involved through preliminary design, final design and construction of this BridgeNY project. The project replaced the existing High Street Bridge over Bear gulch that had been closed to traffic for over two (2) decades. The existing bridge was a 70-ft long steel pony truss erected in 1929. The bridge had heavy deterioration and section loss to the truss members as well as the steel floorbeams and stringers, causing the bridge to be closed to both vehicular and pedestrian traffic. The out-to-out width of the bridge was 28'-4" with a sidewalk on the outboard side of the bridge on one side. The bridge spanned over an existing dam that was once used to provide hydro-power to the adjacent historic Bunn-Tillapaugh Mill. Both the Mill and dam are on the list of National Register of Historical Places.

The new bridge is a 94-ft span steel pony truss, similar in appearance to the existing bridge. The new abutments were founded on rock behind the existing bridge abutments to eliminate any impact to the historical dam. The bridge carries two – 11-ft travel lanes and one – 5-ft sidewalk on a similar horizontal and vertical alignment. The steel members of the truss were galvanized, and curbing was provided on the bridge to prevent the surface run-off from reaching the steel floorbeam ends and truss. Approach work was required due to slight re-alignment and raise in profile elevation. Approach work included full depth roadway reconstruction, curbing, 5-ft sidewalk on one-side of the road, box beam guide railing, and closed drainage system.

Some of the challenges and uniqueness involved with the project included:

- NYS SHPO Coordination
- Bridge Hydraulics
- Aerial Utilities
- Providing several standard details while using a truss bridge
- Varying Bed Rock Elevations

About the Presenters:

Brian Weaver, P.E. is a Senior Structural Engineer in the Bridge Department at GPI. He is a graduate of SUNY Polytechnic Institute with a B.S. in Civil Engineering and has been with GPI for over 12 years and is a licensed professional engineer in New York State. Mr. Weaver has nearly 18 years of transportation construction and engineering experience on a variety of highway and bridge projects. His experience covers a wide range from project management, detailed design, development of contract plans/specifications/ estimates, construction inspection and providing construction support services.

Darrin Palmatier worked as a contractor for approximately 17 years before joining Schoharie County DPW as the Deputy Commissioner of Engineering. While working with Town and County Bridge & Rail, he was a part of numerous bridge installation and rehabilitation projects. He joined the Schoharie County DPW in 2022. During his time with Schoharie County, he has been involved with several infrastructure projects including Locally Administered Federal Aid Projects as well as helping to maintain the County's roads and bridges.

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SESSION 5.3

Hydrology & Hydraulics for Bridge and Culvert Projects in New York State

Tiphaine Ketch, P.E., C.F.M.
Senior Project Engineer/Project Manager
JM Davidson Engineering, D.P.C.
753 Rowley Road Suite 3
Victor, NY 14564
tketch@jmdavidsoneng.com

Synopsis:

The successful design of bridges and culverts over water requires an understanding of the hydrology at the project site and the hydraulics of the flow through the structure. While the various members of a design team all have their own specialties, a basic understanding of hydrologic and hydraulic principles by all (including owners) will enhance the collaborative efforts of the team and streamline a potentially iterative design process. The presentation will provide a hydrologic and hydraulic engineer's perspective of evaluating a project site that includes state and federal agency requirements; hydrologic and hydraulic methodologies and applicability; design/rehab considerations; and important information to note during a routine site visit.

About the Presenter:

Tiphaine Ketch, PE & CFM is a Water Resources Engineer with JM Davidson Engineering, DPC. She is a graduate of California State Polytechnic University, Pomona (BS, Civil Engineering) and the University of Notre Dame (MS, Civil Engineering - Structural). Ms. Ketch began her 21 year career as a structural engineer performing bridge inspections as well as bridge and culvert design. It wasn't long before she was swept away into the Water Resources group. She has provided hydrologic and hydraulic (H&H) modeling for 60+ bridge and culvert replacement projects and has reviewed 80+ H&H reports prepared by other consultants on behalf of a state agency. As a Certified Floodplain Manager, she has extensive experience in FEMA floodplain requirements for projects located within special flood hazard areas. She has prepared multiple Letters of Map Revision and No-Rise analyses for state, municipal, and private clients. Her passion for floodplain analysis and background in structural engineering has led to a greater understanding of water-structure interaction.

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SESSION 6.1

Post Fire Evaluation of Route 14 over Chemung River BIN 1071189

Bradley Gates, P.E.
Regional Structures Engineer
NYSDOT Region 6
107 Broadway
Hornell, NY 14843
Bradley.Gates@dot.ny.gov

Synopsis:

The presentation covers that chain of events and evaluation techniques used to determine the post fire strength and safety of NY 14 over Chemung River. The presentation will cover the inspection methods, data documentation, non-destructive and destructive testing methods to evaluate the bridge. The criteria to establish the required repairs including some baseline data will be discussed. Additionally, some construction sequencing will be discussed in order to open the bridge to traffic in a timely manner.

About the Presenter:

Bradley Gates, P.E. received his BS degree in Civil Engineering Technology from the State University of New York Institute of Technology (SUNYIT) in 2007. After graduating, Brad worked as a structural engineer on bridge and building projects in the private consulting sector for 9 years. In 2016, Brad joined the NYSDOT, and has served in multiple roles within the Region 6 Design Group. He currently is the Regional Structures Engineer for Region 6. He has design and management experience with many different project complexities ranging from box culverts to multi-span curved girder bridges.

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SESSION 6.2

Dutchess County Historic Bridge Adaptive Reuse

Brendan Fitzgerald, P.E.
Principal
HVEA Engineers
560 Route 52 Suite 201
Beacon, NY 12508
bfitzgerald@hveapc.com

Jack Gorton, P.E.
Associate Principal
HVEA Engineers
560 Route 52 Suite 201
Beacon, NY 12508
jgorton@hveapc.com

Jason Watzka, P.E.
Project Engineer
HVEA Engineers
560 Route 52 Suite 201
Beacon, NY 12508
jwatzka@hveapc.com

Synopsis:

In 2013 HVEA completed a project for the Dutchess County DPW (DCDPW) to replace a historic pony truss bridge spanning Metro-North Railroad's Harlem Line in the Town of Dover. The original 1913 pony truss bridge was eligible for inclusion on the National Register of Historic Places. Replacing the bridge was determined to be an adverse effect by the State Historic Preservation Office (SHPO) during the Section 4(f) review. To mitigate this finding, a Memorandum Of Agreement (MOA) was negotiated to find an adaptive re-use of the existing truss span. As part of the project, the truss was disassembled, restored off-site, and stored to await reuse.

In 2023 HVEA was commissioned by the DCDPW to design a 2.7-mile rail trail network in the City/Town of Poughkeepsie along two spurs of the former CSX right-of-way. The trail path crossed Fulton Street in the Town of Poughkeepsie at a location with high traffic volumes (AADT of 10,000 vpd) and poor sight distance. HVEA recommended constructing an overpass to carry trail users across Fulton Street and identified this as an opportune location for the adaptive reuse of the historic pony truss that was removed and restored several years prior. The trail, ultimately named the Marcus J. Molinaro Northside Line, incorporated the historic pony truss.
The historic truss was rehabilitated, painted and erected over Fulton Street on newly constructed abutments to safely carry trail users and emergency vehicles.

The Seminar will cover the following aspects of the project design:

- SHPO coordination/requirements or adaptive reuse
- Rail Trail design and requirements
- Historic bridge repair and augmentation
- Staging and bridge erection

About the Presenters:

Brendan Fitzgerald, P.E. is a Principal & Founding Partner of HVEA Engineers. He is a graduate of Cornell University with a degree in Civil and Environmental Engineering. Mr. Fitzgerald began his career at the NYSDOT in the Region 8 Highway Design Group. After eight (8) years at the DOT, he joined the consultant world and in 2002 became a founding member of HVEA Engineers. Over the last 20+ years, Mr. Fitzgerald has served as Project Manager, Quality Control, Lead Environmental, Lead Traffic and Resident Engineer on many of HVEA's high profile projects.

Jack Gorton, P.E. is an Associate Principal of HVEA Engineers. A graduate of Binghamton University, Jack joined HVEA in 2009 where he began his career as a Designer and quickly moved into a Manager role in the Design Group. A licensed NYS Professional Engineer, he manages numerous high-profile transportation design projects for clients such as the MTA, NYSBA, and the NYSDOT. He has also led many of the 100+ locally administered federal aid projects undertaken by HVEA, which involve an array of services such as roadway and intersection reconstruction, bridge and culvert rehabilitations/replacements, shared-use paths, and pedestrian access improvements. Jack fosters strong relationships with many of our clients and continues to support and grow our design group.

Jason Watzka, P.E. has over 20 years of combined experience as HVEA's lead structural design engineer. He is a graduate of RPI with a degree in Civil Engineering. His work involves the evaluation of feasible design alternatives for bridge rehabilitation and replacement projects, including load ratings, condition evaluations of existing structures, hydraulic studies, and all aspects of design from conception, scoping, and analysis, to the preparation of final plans, specifications, and estimate. He has been instrumental in the successful completion of over 30 bridge and culvert replacement/rehabilitation projects for clients throughout the Hudson Valley.

Notes:

Statewide Conference on Local Bridges

Working as Partners 2025 Improving Local Bridges

October 22 & 23, 2025 in Saratoga Springs, NY

SESSION 6.3

Managing our Inventory of Corrugated Metal Pipe Culverts

Troy Soka, P.E.
Structures Priority Project & Emergency Response Supervisor
NYSDOT Office of Structures
50 Wolf Road
Albany, NY 12232
Troy.Soka@dot.ny.gov

Adrienne LiBritz-Cooley, P.E.
Concrete Engineering Unit Supervisor
NYSDOT Office of Structures
50 Wolf Road
Albany, NY 12232
Adrienne.LiBritz-Cooley@dot.ny.gov

Synopsis:

Because the signs of failure can be more subtle that for bridges, owners need to understand the warning signs that CMPs are unsafe. Owners should consider invert pave or slip lining well before warning signs. This presentation points out relevant design information available. The second part of the presentation pertains to NYSDOT's Superbox program with a brief background of the program, the program's recent successes, and information on where to find the Superbox approved list for potential use on local-let projects.

About the Presenters:

Troy Soka, P.E. is the NYSDOT, Office of Structure, Project Engineer for Priority Projects. He oversees the final design of new and replacement bridge projects, as well as rehabilitations, throughout New York State. He has also been involved in many accelerated design and construction bridge projects, including emergency repairs. Troy has over 27 years of bridge design experience as a designer, squad leader, and project engineer. He graduated from SUNY Buffalo with a Bachelor of Science in Civil Engineering and is a registered Professional Engineer in the State of NY.

Adrienne LiBritz-Cooley, P.E. has 24 years of bridge design and construction experience working for the NYS Department of Transportation. During her tenure at the Department, she has worked 22 years in the Office of Structures and 2 years for the Office of Construction. As part of the Office of Structures, Adrienne was the lead designer on several bridge replacement projects, and she served as a structural liaison for 10 years in the Construction Support Unit. Adrienne is currently the supervisor of the Concrete Engineering Unit where she manages the precast concrete QA inspection program and oversees the review of precast shop drawings and structural design calculations. Adrienne is a licensed professional engineer and received a B.S. in Civil Engineering from Syracuse University in 2000.

Notes:

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SESSION 6.4

Local Agency Report

Kevin Rooney, P.E.
Superintendent of Public Works
Wayne County, NY
7227 Route 31
Lyons, NY 14489
KRooney@waynecountyny.gov

Synopsis:

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

Notes:

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APPENDIX

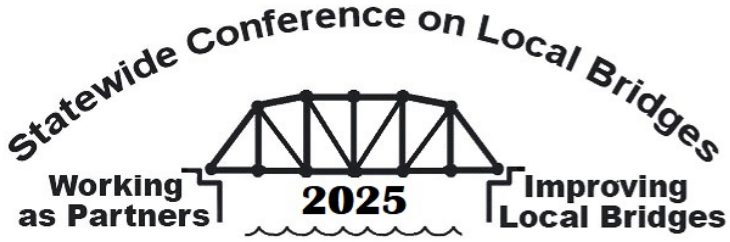
Statewide Conference on Local Bridges 2026 Program Chair

Anita Kliment
NYSDOT Office of Structures
50 Wolf Road, POD 4-4
Albany, NY 12232
(518) 485-0594
Anita.Kliment@dot.ny.gov

Please contact Anita to make program suggestions for the 2026 Conference

How to Access Conference Presentations Online:

1. Go to NYSDOT website – https://www.dot.ny.gov/lbc
2. Click the desired year (2003–2025) on left
3. Click on "Presentations"



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NYSDOT Regions