



Eastern New York Chapter  
of the  
**ASSOCIATION FOR  
BRIDGE CONSTRUCTION AND DESIGN**

***Presidents Message...***

It is very hard for me to believe that our program year is coming to a close. I would assume the reason the year has gone by so fast is due to the year being a very active one.

The program committee, led by Robert Canham, has been very successful in arranging informative presentations. I would like to thank Mike Booth and Dave Vieni for their presentation on the Hudson Riverway Pedestrian Bridge. I also would like to thank John Walsh for his presentation on the Construction of the Bennington By-Pass. The Engineers Week program sponsored by ABCD was another success. We had a standing room only group of 120 attendees.

The technical seminar, sponsored by our education committee, was attended by 45 people. This exceeded the expectations of the Board of Directors. This is the culmination of the hard work of Jim Stevens and Steve Avveduti in the organizing of this event.

The year still is not over, the May 9<sup>th</sup> dinner meeting, presented by the owners segment of our membership, should be enlightening. They will highlight current and upcoming projects, by an Authority and by a County. The annual dinner meeting is currently scheduled for June 7<sup>th</sup> at the Edison Club in Rexford.

Our current membership tally is at 140 members, with more renewals coming in. I would encourage all to volunteer for our various committees. *The quality of our organization is only as good as the information that we share with each other.* The committees are always in need of new input and fresh ideas. Please contact the chairperson of the committee that you would be interested in working with or myself.

*Dominick J. Izzo, President*

## Capital District Construction Career Days Event

On April 10 and 11, 2002, the first of its kind in New York's Capital District, Construction Career Days was held at the Tri-Cities Laborers' Training Center in Glenmont, New York. Over 500 local high school 11th and 12th grade students attended this event that exposed them to the world of construction. This event was intended to provide high school students with a better understanding of the careers available in the construction industry, to expose students to the tools of the industry, and to provide detailed job information such as earnings, benefits, and educational requirements. We also encouraged school personnel to promote construction career opportunities to the students. The event consisted of three parts: exhibitors, hands-on activities, and static and operational equipment. The students really enjoyed learning how to operate a backhoe and running the skidsteers in the mud! The New York State Department of Transportation and the Federal Highway Administration, working together with associations, organized labor, educators, private contractors, and other state agencies came together to provide this two-day opportunity for local high school students to participate in the exciting hands-on world of construction.



**Figure 1 – Construction Career Days**

The students were encouraged to try the equipment, get their hands dirty laying mortar and bricks, and collect as much information as possible on job opportunities. With about 5 million dollars of donated equipment, it is our hope that every

participant came away with an understanding of the skills and commitment level needed for a career in construction, as well as a new-found appreciation for the incredible opportunities and potential of such a career. It is also our hope that this will become an annual event, stimulating the future generations of skilled, dedicated workers that are needed to build and maintain our nation's core services: buildings, highways, power plants, bridges and electrical services, just to name a few.

*Christine Thorkildsen - FHWA*

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## Bridge Analysis for Overweight Loads

Clough, Harbour & Associates LLP recently assisted S.G. Marino Crane Services by providing analysis and field support for the movement of some very heavy boiler modules for the new Athens Power Plant. Located in Athens, New York, the new power plant currently under construction is owned by affiliates of PG&E National Energy Group. Bechtel Power Corporation contracted with Marino Crane to transport 54 boiler modules from the Port of Albany to the site. The boiler modules weighed between 83,000 lbs. and 336,000 lbs. each.

S.G. Marino Crane Services operates out of Middletown Connecticut, and is one of the nations largest crane/heavy hauling companies, with international operations.

In order to obtain special overweight permits NYSDOT required Marino to have several bridges analyzed to determine if the bridges along the route could support the "super loads". CHA's first task was to determine which boiler modules could be shipped via the highway, and which boiler modules would need to be sent by rail. The structures were analyzed to determine if the loads could be moved without overstressing the bridges.

Special "Goldholfer" trailers were used. Pivoting axles on these trailers allow them to "crab" across the bridge, distributing the weight of the units to a majority of the beams. In a crabbed position the trailer crosses the bridge at a 25-degree angle, so that all the wheel axles are offset from one another.

The trailer being used for these moves had 16 axles, spaced 5 feet on center, with 8 tires per axle. The trailer weighed approximately 111,000 lbs. The tractor used to pull the trailer weighed approximately 75,000 lbs. This tractor added too much weight when combined with the loaded trailer to allow safe passage over some of the bridges. In these cases two lighter tractors were cabled together to haul the loads across the bridge. During all of the moves it was required that an Engineer who was involved in the analysis be present to monitor the trucks positioning and speeds across each of the bridges for conformance with the analysis.



**Figure 2 – “Night Moves”**

A move usually consists of two modules on separate tractor/trailers with a caravan of support vehicles including police, escort vehicles, additional (lightweight) tractors, NYSDOT, CHA, and several Marino Crane utility vehicles. The moves typically left the Port of Albany between 8 and 9 p.m., and arrived at the Athens site (approximately 35 miles away) between 1 and 2 am.

*By Scott Davis, PE*

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### **Did you feel it?**

The magnitude 5.0 earthquake that struck at 6:50 am on April 20<sup>th</sup>, 2002 gave our house a good jolt. Of course after living through two major

earthquakes in California and spending most of my career involved with seismic analysis, I proceeded to tell my 8 year old son “It was just a garbage truck”. A larger earthquake occurred later that day when all the seismic engineers, isolation manufacturers and shock absorption distributors jumped up and down in unison. The perfect earthquake we yelled, one where no casualties are reported, damage is minimal, but awareness is greatly enhanced. Although a similar earthquake occurred in 1983, seismic analysis was not part of the program back then as it is today. It’s nice to be reminded that this portion of the AASTHO specification is as important as any other.

The New York State Department of Transportation responded quickly. According to Doug Rose, ABCD member and Region 1 Bridge Management Engineer, all bridges in the northern counties such as Essex, Warren and Washington in Region 1 were immediately assessed by bridge inspection teams and maintenance personnel for any signs of damage or movement. Major interchanges including those in Albany were also looked at. Nothing of significance was reported. Closer to the epicenter in Region 7 there were reports of slight damage. Bob Curtis with Region 7 structures reported having 5 bridge inspection crews looking over the bridges observing what he termed ‘accelerated deterioration’ but not anything structural.

#### **EDITOR’S NOTE:**

We are continually seeking interesting ENGINEERING STORIES for future issues. Your experience in the bridge industry no doubt has provided some projects of interest to all ABCD members. Please email me at: [ethorkildsen@collinsengr.com](mailto:ethorkildsen@collinsengr.com).

Special thanks to Scott Davis and Maggie for help in newsletter preparation.

# ABCD

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