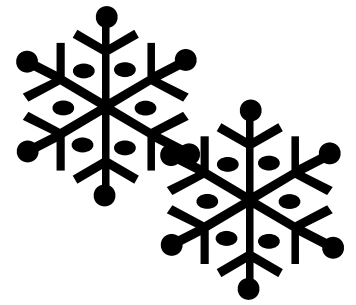


Eastern New York Chapter
of the
**ASSOCIATION FOR
BRIDGE CONSTRUCTION AND DESIGN**



NEWSLETTER

February 2007

VOLUME 13

NO. 4

President's Message



Bridges are exciting! In our ever changing technological world of computers and electronic gadgets, it may be easy for some to overlook bridges as marvels of modern ingenuity. I was first inspired by bridges when, as a youngster, our family would pile into the Canham mobile (my father's rusty Chevy wagon) for the annual trek to and from Long Island to visit relatives. I thought the mighty spans across the Hudson and other waterways of NYC were the most amazing things ever.

The art and science of bridges is continually evolving to meet society's demands, and most of us go quietly about our business to provide the traveling public with high tech solutions to their problems.

Our chapter benefits immensely from its diverse makeup of individuals including suppliers, contractors, owners, and consultants. The meetings, seminars, website, and newsletters all provide forums for idea exchange.

When I was a new graduate working as an engineer-in-training, I would occasionally attend professional society meetings or seminars. When I did, I was usually impressed by the speaker and the topic, but I often felt that I would never be capable to offer anything of such value. However, over time I've learned that almost everyone I've spoken to in our organization has an idea or a passion about some aspect of bridges. I believe we as an organization should seek out these individuals and encourage dialog.

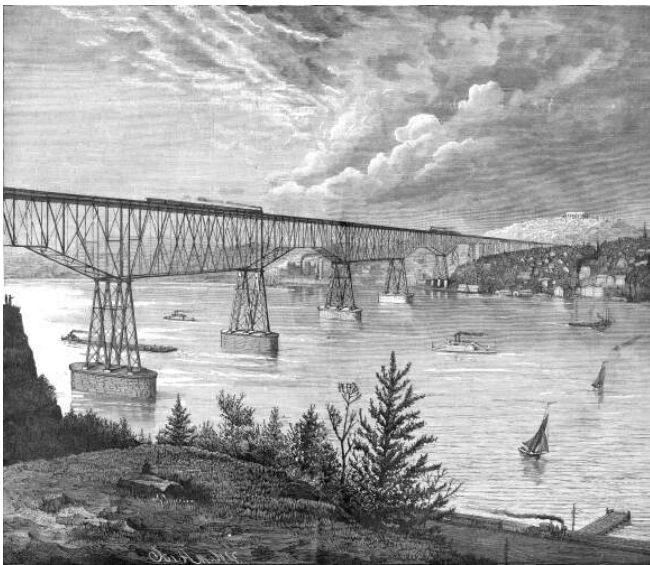
I urge all of you to engage board or committee members and tell them your idea or grievance about bridges, whatever it may be. Don't worry – you won't be expected to lead a presentation on this (at least not just yet!). Many of our meeting presentations are done by members who present a case study of a recent project, and this is an excellent way to exchange ideas. However, presentations by non-members are often in response to a member's quest for further knowledge.

We want to hear from you. We want to know what you think, what your ideas are, and what we can do as an organization to help you in the exciting business of bridges.

Rob Canham, President

Walkway over the Hudson Historic Poughkeepsie-Highland Railroad Bridge Dutchess and Ulster Counties, NY

The Poughkeepsie-Highland Railroad Bridge is a 19th Century engineering marvel on the national historic register. The cornerstone for this structure was laid in 1873, and when it was completed in 1888, five years after the Brooklyn Bridge, it was the longest bridge in the world (6,767 feet). It had the largest cantilever spans ever built, and the four river piers, supported on massive concrete filled timber crib foundations, were over ten stories tall. As the first bridge spanning the Hudson River between Albany and New York City, it had an enormous impact on the transportation of freight in the Northeast, and today's transportation network. In 1974, a fire brought an end to its use as a railroad bridge.



Historic etching of the bridge and river

After years of discussion and studies on how to make the best use of the structure, Walkway over the Hudson, a 501(c) (3) not-for-profit membership organization, has obtained full ownership of the bridge. They have hired the Bergmann Team (Bergmann Associates; McLaren Engineering Group; Ulazewicz, Melewski, and Greenwood; and Howard/Stein-Hudson) to certify the structural integrity of the bridge and to produce a comprehensive plan for its use as a public park and walkway. In addition to providing breathtaking views of the Hudson River Valley from 212 feet in the air, the historic bridge will serve as an educational resource on bridge engineering and construction. The goal of the organization is to have the Walkway open to the public in 2009, the 400th Anniversary of Henry

Hudson's *Halfmoon* sailing up the Hudson, an American Heritage River.



West shore view of the bridge



A current view of the bridge surface

The Bergmann Team was selected to provide planning and design services following the Locally Administered Federal Aid procedures. Construction values depend on the options, which range from \$10M to \$35M. The design team will provide: an underwater and above-water structural inspection of the piers and substructure; a structural analysis of various potential loadings; a steel deterioration assessment; an environmental assessment following NEPA and SEQRA standards; a cost/benefit analysis determining local and regional economic benefits; extensive community outreach and fundraising; permitting evaluations (including railroad, utility, environmental, and historic permits); design recommendations for incorporating an historic railway while meeting code requirements for safety; ADA accessibility for the elevated structure; overlooks to capitalize on the spectacular panoramic

views of the Hudson River Valley; kiosks for way-finding and interpretive signage; public amenities including restrooms, parking, and trail heads; and connections to the local waterfront district, the Poughkeepsie Railroad Station, and an extensive 30 mile trail system in Ulster and Dutchess counties.



Visualization of the 2009 Walkway opening with the Halfmoon sailing beneath

Get Involved! As a member of the bridge industry, we encourage you to learn more about the history of this important structure, and support the Walkway's efforts so that this unique landmark can be enjoyed for generations to come. Support is growing every day from elected officials, government agencies, the private sector and the general public. For example, the National Park Service just joined the effort by providing technical advice.

To learn more about Walkway over the Hudson's efforts, or to purchase *Bridging the Hudson*, Pulitzer Prize winning author Carleton Mabee's fascinating book on the history of the bridge, please feel free to log onto www.walkway.org.



Future Walkway visualization



Southern view from the Walkway platform showing the Mid-Hudson Bridge and the Clearwater

Submitted by Peter Melewski, PE, Bergmann Associates, and Walkway over the Hudson.

Photographs & Graphics provided by Walkway over the Hudson, Bergmann Associates, and McLaren Engineering Group.

Upcoming Events

- **April 5, 2007: Joint Presentation—Dave Santos of D.A. Collins will discuss the 145th Street Bridge, and John Walsh of Kubricky Construction will discuss the Lime Kiln Bridge.**
- **May 10, 2007: Bala Sivakumar of Lichtenstein Consulting Engineers will discuss “Weigh In Motion” (using W-I-M data in bridge design, evaluation, and with limit enforcement).**

Statewide Conference on Local Bridges Held

The 13th Statewide Conference on Local Bridges was held in Syracuse on October 25th and 26th. Preliminary registration figures indicate that there were in excess of 365 in attendance. Attendees included county, town and city representatives, DOT staff, FHWA, SEMO, DEC and SHPO representatives, consultants and contractors. DOT Chief Engineer Mike Shamma, DOT State Bridge Engineer George Christian, DOT Syracuse Regional Director Carl Ford and County Highway Superintendents Association President David Rivet provided opening remarks. The counties in Region 5 (Buffalo) were highlighted in this year's program. The program also included an FHWA presentation on the results of its review of the Locally-administered Federal-aid Program process and a session was devoted to interacting with DEC, SHPO and FEMA/SEMO. There were presentations on Life Cycle Costing, DOT's Bridge Inspection Program, and case studies of bridge projects on both the local and state systems. An entire session was dedicated to bridge maintenance and repairs. Conference presentations are viewable on DOT's website under Divisions/Office of Structures/Events/News.

In conjunction with the conference, a training session was held on Tuesday the 24th. DOT staff from the Office of Structures prepared and presented a four hour session on *Bridge Construction Quality Assurance*. The workshop was very well received with over 80 local bridge owners attending. The total number of attendees at the workshop was 195, including 143 that received PDHs.

The three New York Chapters of ABCD once again provided financial support to this conference. This support helps keep the conference registration at a very affordable level which, in turn, helps draw the intended audience – the local bridge owner. According to past data, more than 100 county, town and city representatives have been attending this conference each year. The conference provides an opportunity for these local owners to interact with state bridge engineers along with a host of bridge professionals from the consulting, contractor and supplier community. It also provides opportunity for them to share best practices with each other.

As usual, the Western Chapter brought its ABCD promotional material which was prominently displayed in the registration area. It should also be noted that, over the years, many ABCD members have prepared and delivered presentations at this conference. In addition, ABCD has had a seat on the Steering Committee since the conference's inception. That seat rotates among the

three chapters – our Chapter will occupy it for the next two years.

Without a doubt the Statewide Conference on Local Bridges has proven itself to be a success. From its financial support to its involvement in planning and delivering the conference, ABCD has played an integral part in that success. Kudos !!

Submitted by Frank Naret, NYS Department of Transportation

Things to Ponder

If you're not familiar with the work of Steven Wright, he's the guy who once said: "I woke up one morning and all of my stuff had been stolen...and replaced by exact duplicates." Here are some more of his gems:

Borrow money from pessimists - they don't expect it back.

Half the people you know are below average.

99% of lawyers give the rest a bad name.

42.7% of all statistics are made up on the spot.

A conscience is what hurts when all your other parts feel so good.

A clear conscience is usually the sign of a bad memory.

All those who believe in psychokinesis, raise my hand.

The early bird may get the worm, but the second mouse gets the cheese.

I almost had a psychic girlfriend but she left me before we met.

OK, so what's the speed of dark?

How do you tell when you're out of invisible ink?

If everything seems to be going well, you have obviously overlooked something.

Depression is merely anger without enthusiasm.

When everything is coming your way, you're in the wrong lane.

Ambition is a poor excuse for not having enough sense to be lazy.

Hard work pays off in the future, laziness pays off now.

I intend to live forever - so far, so good.

If Barbie is so popular, why do you have to buy her friends?

Eagles may soar, but weasels don't get sucked into jet engines.

What happens if you get scared half to death twice?

My mechanic told me, "I couldn't repair your brakes, so I made your horn louder."

Why do psychics have to ask you for your name?

If at first you don't succeed, destroy all evidence that you tried.

A conclusion is the place where you got tired of thinking.

Experience is something you don't get until just after you need it.

The hardness of the butter is proportional to the softness of the bread.

To steal ideas from one person is plagiarism; to steal from many is research.

The problem with the gene pool is that there is no lifeguard.

The sooner you fall behind, the more time you'll have to catch up.

The colder the x-ray table, the more of your body is required to be on it.



www.abcdeny.org

2006-2007 Key Contacts

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