

THE WHITFORD QUARTERLY



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FEATURE JOB

NYSDOT - THREE BRIDGE BEARING REPLACEMENT

By: *LOGAN KELLOGG*

The L.C. Whitford Company was awarded a 2-year project worth 1.4 million dollars to replace 52 bearings and the pedestals that consists of three locations (Dresden, Woodhull, and Greenwood) for NYSDOT. We intended to start the project in the summer of 2022, but the windmills going up in the area needed to cross the bridges and wouldn't have been able to because of the weight restrictions. So, we decided to start in the fall of 2022.

We started in Woodhull, NY replacing 10 bearings. Having very little headroom, most of this job was moving the bearings in and out by hand. We finished the location before the snow started to fly.

In the spring of this year, we decided to start with Dresden, NY because it was the most time-consuming location. It consisted of 27 bearings with most of them sitting on piers 60 feet in the air with minimum access from below. We had to make 6 temporary diaphragms to lift the bridge. Under these diaphragms sat either a 200-ton, 400-ton, or an 800-ton jack weighing 1800 lbs. With limited access we used a bridge inspection truck, to set up a heavy duty scaffolding system consisting of overhang brackets every three and a half feet, and box tubing pieced together around the bullnose of the pier.

The last location was in Greenwood NY, this project consisted of 15 bearings and pedestals to be replaced using 200-ton jacks. We ran into a few problems at this location, but the crew was able to overcome them and still complete the job safely.

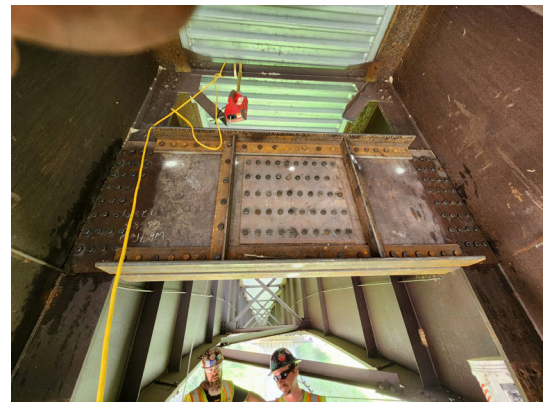
Henry Ford once stated "Coming together is a beginning, keeping together is a progress. Working together is success."



Scaffolding System Used To Access The Piers



800 Ton Jack Weighs 1800lbs



Temporary Diaphragm Made To Lift The Bridge

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SAFETY UPDATE

THIS QUARTER

103,272

MAN HOURS WITH

2

LOST TIME ACCIDENT

KEEP UP THE GOOD WORK!!!!

EQUIPMENT COMPANY – JUSTIN SNYDER

It's been a busy few months and it is always hard to accept summers' departure but looking back it is most inspiring to recognize what has been accomplished by what some would call a "skeleton crew". Parts sales continue to be strong and stand to meet or exceed last year's numbers. Lead times for parts continue to be an obstacle but despite that Jeff Taylor manages to sustain happy customers and keep machine down time to a minimum. The service department has been rocking! Routine maintenance, start-ups, customer breakdowns and warranty work have kept the crew on their feet. A noteworthy highlight in the shop would have to be the installation of the Log Max 7000XT processing head, on Cutting Edge Resources new Timberpro TL735D tracked feller buncher.

That leads me into Sales, where Joe Catalone knocked three more down, selling Timberpro bunchers to three longtime customers. In addition to the above mentioned 735D was another 735D equipped with a Quadco 22SC disc saw and a 745D equipped with a Quadco 24C disc saw. On the Morbark side of things, Bill Malloy has several municipalities in the final stages of purchasing and are hopeful that next quarter will be a big one. We currently have six new Morbark machines in inventory and three more slated for delivered before the year ends.



Morbark 40-36 Chipper

MATERIALS COMPANY – ANDREW HAVENS

This year at the Materials Company we have purchased 2 new pieces of equipment. The first one is a Hercules Model C tensioner with a price tag of \$43,000 which will help with productivity. In years past we would be waiting to use the tensioner being shared between the NY and Penn Dot beam crews so there were some delays but not anymore. The next piece of equipment is a M11 electric bender for the Rebar shop with a price tag of \$32,000. This purchase was because of a safety issue with the old hydraulic bender. The new unit has a safety scanner on it that will not let the machine operate when someone is in the turn table danger zone. There are some learning curves that the guys are dealing with but it is so much safer to operate.

So as our Precast season is winding down, I believe our last beam pour is scheduled for November 1, 2023. We will be cleaning up and checking things out in preparation for next year which looks to be a busy year once again.



Hercules Model C Tensioner



M11 Electric Bender

PRESIDENTS CORNER – BRAD WHITFORD

The President's Corner in the LCW quarterly newsletter kind of feels like a vicious cycle. Quarter 1 - Landing and waiting to start our work. Quarter 2 - Performing our work. Quarter 3 - Scrambling to complete our work. Quarter 4 – Off season. And so it is again. Obviously, that is not representative of all of our work, but I think you know what I mean. Of course (and luckily) our railroad work and our work in Georgia and Virginia proceed mostly unaffected by the weather.

A quarterly newsletter also can't possibly do justice to the multitude of triumphs and exceptional things that happen and our people accomplish during the course of a construction season. I've said it before and I'll say it forever – the construction business is a tough racket! It's easy to get caught up and distracted with the daily grind, i.e., the bad weather and the equipment breakdowns and the lack of labor and the materials that didn't show up and the rotten inspector and the red tape and. . . Sometimes it's easy to lose sight of the great things. We had an outage for our railroad project in Burkeville, VA this past Monday (9/18). 14 of our people started the outage at 9:00 AM Monday morning and completed it at 3:00 AM Tuesday morning. A differing site condition required the crew to remove 5 inches of backwall (on the fly) to successfully complete the outage. That's amazing! Karl just called from Georgia to say that we picked up 2 projects today worth \$9.2M. That's awesome!! Extraordinary things happen on most of our jobs on a daily and weekly basis and we should never lose sight of that.

What do you say going forward, we focus more on the triumphs than "the grind"?

*Regards,
Brad*

GEORGIA NEWS

Project #22108 – Bridge Rehab @ 6 locations on I-20

All work is complete on four of the six bridges in this contract, except for Bridge Painting. LCW awaits submittal approvals from CSX Railroad to finish the remaining work on Bridges #3 and #4. We will be jacking one bent at each of these bridges and replacing the existing steel bearings. At bridge #4 we will also be replacing edge beams, performing bridge deck latex concrete overlay, resealing joints, and striping the bridge. All six bridges will also get painted. Our current scheduling dictates a probable work resumption in the spring on this project. The overall completion date is October 31st, 2024.

Project #23002 – Bridge Repairs at Snapfinger Road

LCW is replacing three pier caps at the Snapfinger Road over Snapfinger Creek Bridge, located in a western Atlanta suburb of DeKalb County. Each cap's superstructure will be raised via bridge jacking and temporarily supported with a constructed steel falsework structure. We will then remove the existing concrete caps and replace them. Once the new concrete has acquired the design strength, we will lower the superstructure onto new bearings at each of the new caps. We have already made access under the bridge and currently await approved shop drawings for the bridge jacking design and engineering submittal. Work should begin in October and conclude this winter.

Project #23070 – Bridge Repairs on I-95 in Liberty County

L C Whitford is repairing four bridges located on I-95 near Savannah, GA. We have already performed the concrete patching and epoxy pressure injection portion of the work. Currently we are working on the thirty-three pile encasements, each approximately 10' in height. The remaining work is polymer overlays and bridge joints. The completion date for this project is January 31st, 2025.

Project #23073 – Emergency Approach Slab Replacement on I-75

GDOT contracted LCW to perform an emergency approach slab replacement on I-75 southbound near Forsyth, GA. Coordination with GDOT asphalt paving maintenance crews went well. Hence, the asphalt roadway transition to concrete approach slab was constructed in the same traffic closure. We completed all work over the August 19th weekend.

Project #23076 – Wrong Way Driving Safety Enhancements

LCW is performing another wrong way driving safety enhancement project for GDOT. The purpose is to persuade and restrict motorists from driving the wrong way when entering ramps on highways. We will be installing signs at over 800 locations. All interchanges will receive new roadway striping and many will also be upgraded with concrete curbs and medians. Layout and initial work will begin this fall. The completion date is July 31st, 2024.

Project #23080 – Emergency Bridge Jacking on I-16

GDOT and Gregory Bridge Co. contracted LCW to assist with an interstate emergency on I-16 near Soperton, GA. Interstate 16 is the major travel corridor for all trucking from the Port of Savannah to Atlanta and all other western commerce destinations. The I-16 westbound bridge over Pendleton Creek in Treutlen County settled at intermediate bridge bents #2 and #3 at varied measurements. Gregory Bridge was contracted to drive piles and pour new pier caps to incorporate the existing cap. This ensured the bridge would sink no lower. LCW was hired to rebalance the bridge to proper elevation. The bridge was leaning from left to right in the westbound direction. Beam #1 on the exterior right shoulder had dropped four inches whereas Beams #5 & #6 on the left shoulder were not affected. We gradually raised each concrete beam to its proper respective position and shimmed the beams with galvanized steel plates.

Project #23091 – Bridge Repairs in District 6

LCW was awarded this GDOT project a few weeks ago from the August Letting. We will be performing polymer overlays and bridge joint sealing on five bridges in north Georgia. Work will begin this winter, weather permitting. The completion date for this project is October 31st, 2024.



Project #23002 – Snapfinger Pier Caps To Be Replaced



Project #23070 – Liberty County Piles To Be Encased



Project #23073 – Approach Slab



Project #23080 – Beam #1



Project #23080 – Pier Cap Reinforcement



Project #23080 – Jacking Finished Product



Project #23080 – Joe Howland With The Jacking Crew

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FINAL THOUGHT

"Tell me and I forget. Teach me and I remember. Involve me and I learn."

- Benjamin Franklin

RECENT CONTRACTS

AWARDED

Georgia

- GDOT – Bridge Rehabilitation, I-95, Liberty County
- GDOT – Rapid Response Approach Slab Repair I-75
- GDOT – Bridge Rehabilitation, District 6
- GDOT – Wrong Way Driving Safety Enhancements
- GDOT – Emergency Bridge Jacking, I-16

Indiana

- Norfolk Southern – Bridge Rehabilitation, Attica, Indiana

New Jersey

- NYS&WRR – Repair 39.32 & 59.87

New York

- Dominion – Berkley Substation, Hampton, NY
- NYSDOT- D265042, Debris Removal Western New York
- Blattner – Bridge Repair Rt. 28, Hartsville, NY
- Town of Jerusalem - East Bluff Drive Reconstruction
- Town of Troupsburg – UV Disinfection Improvement, WWTP
- Town of Livonia – Blank Road Culvert Replacement
- Schmind Pipeline – Sheet Piling Chaffee Creek, Newfield, NY

North Carolina

- Norfolk Southern – Pile Welding, Newborn, NC
- Dominion – Prince Edward Solar, Charlotte, NC

Pennsylvania

- PennDot – ECMS 97669, Bridge Rehabilitation US 6, Shippen, PA
- Norfolk Southern – Steel Repair, Wilkes Barre, PA
- NYS&WRR – Bridge Repair 191.24, Susquehanna, PA
- Norfolk Southern – Steel Repair, Pittsburgh, PA
- Norfolk Southern – PA Span 34 & 35 Replacements, Pittsburgh, PA

Virginia

- Dominion – North Anna Nuclear Substation, Waxpool, Aviator, Tyson Corners, EPG, Opal, Alton, Cartersville

West Virginia

- W&LERR – Bridge Repair 26.51 Benwood, WV

WATERPROOFING UPDATE – JUSTIN FILLHART

The L.C. Whitford Co., Inc.'s Waterproofing & Containment Division continues to deliver quality installations for all of the markets that we serve. This year, we have completed several railroad projects, several NYSDOT and PennDOT projects, a few roofing projects, some sanitary manhole applications, and nearly a hundred containments for all of the energy markets that we serve. And we are not done yet...

The end of this year is shaping up to be yet one of the busiest closeouts to a season that we have had yet. There are still a handful of DOT, railroad, and roofing projects yet to complete before the weather turns, as well as numerous containment projects in the hydroelectric, electric transmission/distribution, and natural gas markets.

LCW's specialty crews and niche markets have proven to be a true asset for the company, but if not for the dedication and expertise of the crew members involved, it may be an asset unrealized. Our hat's off to our specialty crews in making this division what it is today and I truly cannot wait to see where we go from here.

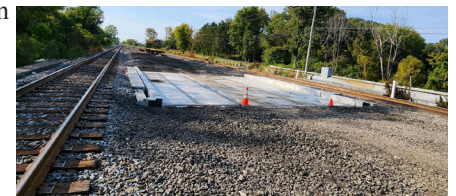


RAILROAD UPDATE – MATT INGALLS

Summer has come and gone but that hasn't seemed to lighten the work load in the railroad division here at LCW. We have completed two span replacements in the past month, one being in Burkeville, VA and another in Huron, OH. With the completion of those jobs it brings our total completed to 20 and we have 8 more to complete by the end of 2023. We have also been very busy bidding projects as well. In the past three weeks we have been awarded 3 large projects for 2024. I would like to thank each and every member of the railroad division. Without their dedication to success and "onto the next" mentality, this would not be possible. "In any moment of decision, the best thing you can do is the right thing, the next best thing is the wrong thing, and the worst thing you can do is nothing." - Theodore Roosevelt



Span Replacement in Burkeville, VA



Span Replacement in Huron, Ohio

SAFETY UPDATE – COLTON SAULTER

Working on or near roadways possesses hazards to workers that some may not be exposed to in a day-to-day operation. Moving equipment and trucks, outside traffic, limited visibility, as well as tight working areas are just a few. We have experienced a few incidents this year that have involved outside drivers wrecking in our zones or nearly causing an accident. Here are some tips to avoid being involved in an accident:

- Be aware of your surroundings.
- Ensure proper traffic controls are in place and free of damage throughout the day.
- Always plan an escape route..
- Wear the proper PPE.

Our total incident rate is down from 2022 so let's keep the trend going and finish out the season on a good note. As always if you have any questions or concerns, please let me know.

CHUCK'S CHUCKLE

PIZZA DELIVERY

Sally was extremely upset after opening her pizza that was just delivered from Pizza King. She found just pizza crust with no toppings. She immediately called the pizza shop to complain. She explained "I ordered a pepperoni and cheese pizza also with mushrooms. All I received was bread with no toppings at all."

The shop owner stated "I don't know how that could be because I personally made that pizza exactly as you ordered." Sally stuttered a little "never mind, I just realized I opened the box upside down."