

THE WHITFORD QUARTERLY



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FEATURE JOB

CUBA LAKE DAM OUTLET REPLACEMENT

By: KEITH BURNHAM

An ugly job, with beautiful scenery. Hey, got to take the bad with the good sometimes. Fortunately, I have an All-Star crew on this one. Consisting of: Jim Zink, Joe Weaver, Joe Wood, Danny Friel, and Gabriella Vossler. The project is located about two miles north of the village of Cuba, not far from Moonwinks restaurant. It's a man-made lake at 1545 feet above sea level, which makes Cuba Lake the highest reservoir in Allegany County. When it was constructed by New York State as a feeder for the Genesee Valley Canal in 1858, it was also the largest man-made lake ever constructed.



Cuba Aerial Photos

The construction extent is approximately 6.2 acres with 0.7 acres of land disturbance.

Our work is primarily installing a new three-pipe siphon system, and the existing outlet pipes are to be grouted and abandoned in-place to repair the deficient conditions. The low-level outlet gatehouse will also need to be demolished for the installation of the new system.

The New York State Historic Preservation Office (SHPO) has also determined the existing structure to be of cultural and historic value. So great care will be taken to perform the selective demolition of the gatehouse. The existing valves will be set aside for the Cuba Lake District, to be displayed as a historic monument.

So far, we're about a third of the way through the project, with a substantial completion date of September 2025. Keep up the great work Jim & crew.



Original Valves



Cofferdam



Concrete Pour

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EQUIPMENT COMPANY – JUSTIN SNYDER

Wow, where has 2024 gone? This year has absolutely flown by, and the last quarter of it has certainly kept us on our toes at the equipment company. With some devastating hurricanes ravaging the south, storm cleanup crews from New York and Pennsylvania jumped into action. One of these contractors: Villani's out of Niagara Falls, New York entered into a RPO contract with the equipment company in late October and purchased a new Morbark 6400XT Wood Hog Gen 1 in December. This marked the second private contractor sale of the year and the first sale for salesman Ken Kent. Storm damage in the Carolina's also led to a sale of a Morbark 6400XT Wood Hog Gen 2 to James River Equipment out of Ashland, Virginia.

We were able to move one of our late model Timberpro trades; a 2021 TL735D Feller Buncher to King's Sawmill out of Spring Glen, Pennsylvania in October sold by Joe Catalone.

The quarter was capped off with two year-end sales by Garret Stephen; a 2024 Timberpro 830D Forder sold to Riendeau Logging out of Ashford, Connecticut and the CZM EK65HP Drill sold to D&A Grove Construction out of Mount Union, Pennsylvania.

Our service crew was kept very busy especially with some of the challenges we have had with grinders sold to customers that have been operating in the south. Joe and Dutch did a fantastic job on a customers buncher repair in the shop, it was great to see a major repair done in a professional and timely manner all while saving the customer a bunch of money.



Timberpro Forwarder



Spilt Customer Buncher

MATERIALS COMPANY – JESSICA LAFLEUR HUNT

With the Materials Company's shipping season slow throughout the winter, we've been able to focus on our "behind the scenes" work. We have managed to pick up 14 jobs so far this year with multiple Purchase Orders already received. Receiving the paperwork and documents needed from the contractors early on has helped Brady, Chad, and me to start the shop drawings and quality packages early on, so we can be ahead of the game come production time. With multiple jobs coming up for bid in the next few months, we are confident we'll have a full schedule soon with the intent of bringing the crews back the end of February/early March.

Some of what has been taking place at the shop is the maintenance improvements of the facility and buildings. Just a few of these items are... repairs of the forms, stairs, and decks of the beds, new shop roof, maintenance and repair of the cranes in both the PennDOT and rebar shop, rehab and inspection of slider beam, mechanical and electrical upgrades to our NY beds and steam lines, batch plant upgrades and repairs, equipment and machinery repairs, some new and remodeled office spaces, lighting improvements in and outside the facility, in addition to multiple safety features installed. A lot of these items were long overdue, and everyone has really pulled together to ensure we kick-off in the spring with fully functioning and ready-to-go facility. Special thanks to Deb, Tom, Eric Neudeck, Jim Green, and the Materials Company winter crew who helped in making sure it was all possible.

Lastly, the next few months will be crunch time for us here at the shop. We will be implementing a lot of new processes in 2025 that will promote safer working practices, leaner production methods, and hopefully the ability to tap into a wider variety of precast manufacturing. With that being said, Serge will be assisting us in leading the effort to encourage sensible & cost-effective standards at the NYSDOT and PCI levels for the precast/prestressed concrete industry within the State of New York. We have already had multiple discussions with representatives from both groups to address current industry concerns and they've shown genuine interest in our data and expertise. We will be meeting with them in the weeks ahead and hope to have good news to share.

PRESIDENTS CORNER – BRAD WHITFORD

What can you say at the end of one year and the beginning of another that doesn't sound cliché? My goal is always to present an accurate view of how I feel the past year went, and what I anticipate for the coming year. To distort either would be a mistake as the final results are always self-evident. Not only that, I would never intentionally distort things. So, when I say that 2024 was a banner year for LCW, and that I am excited for 2025, it is because I mean it!

In general, in business, diversification is considered a good thing. That could never be truer for LCW. With 109 years (thereabouts) under our belt, "new developments" is a relative term. I have mentioned a few times that the work-type pie chart for the company has evolved greatly over the years. The Georgia, railroad and waterproofing divisions were all shots-in-the-dark that ended up paying off – in a big way. As far as I am concerned, they are all still recently new developments if you think of 1916 as being our inception date! In any event, those divisions round out the company and contribute significantly to the bottom line. We are fortunate to have them.

I understand there have been concerns about the apparent lack of LOCAL work that we have on the books for 2025. While I understand those concerns and do not discount them, I would say just wait. The work always comes from somewhere, and it will this time too. We have had some personnel changes and additions in the last several months that I am excited and optimistic about.

LCW has been on an enviable streak, and I am not seeing an end in sight.

I thank you for all that all of you do to that end.

Regards,

Brad

GEORGIA NEWS – KARL YOUNG

Project #23107 – Bridge Rehab near Monroe & Athens

On this GDOT project there are a total of four structures located in Monroe and Athens. All bridge jacking & bearing replacement, edge beams and header repairs are complete at the three Monroe bridge sites. We are currently working at the Athens bridge location on the jacking, bearings, and edge beams. Repair of the parapet wall and replacing the chain-link fence posts will also start soon. Eventually, once temperatures and the weather allow, we will perform polymer overlays, bridge joint seals and painting of all four structures. Work will be completed this summer.

Project #23129 – Bridge Rehabs at 3 locations on I-95

This larger scale GDOT bridge rehabilitation project takes place at three bridge locations along the I-95 corridor south of Savannah. The scope of work includes concrete header repairs, edge beam replacements, bridge jacking & bearing replacements, erosion stabilization, polymer overlays, bridge joint sealing and bridge painting. Work is currently starting now, in January, and will likely be complete by the end of this year – well ahead of its April 29th, 2026 completion date.

Project #24067 – Bridge Drift Removal in Ellijay, GA

LCW was awarded this Invitation to Bid (ITB) bridge repair project in August and completed the removal of all stream drift materials within the 60-day contract completion date. All debris had to be hoisted from the stream bed up to the bridge deck in order to comply with Federal Endangered Species Acts for various species of freshwater mussels, mollusks, and snails. No mechanized equipment could touch the stream bed. We utilized daily lane closures to make space for a work area on the bridge deck. Boats were utilized below so crew members could access the debris, cut free sections of trees, and attach cables for hoisting. Debris was hoisted to the deck and then hauled off for disposal.

Project #24074 – Sound Barrier Wall Repair on I-85

A few sections of the new pre-cast concrete sound barrier wall were damaged via vehicle crash and fire on I-85 in Braselton, GA. In September, GDOT hired LCW to remove and replace the damaged sections of wall. After removal of broken panels was complete, a vertical steel beam needed heat straightening for proper alignment before new panels could be set. Several charred panels in an adjacent section needed pressure washing and flipped around for better aesthetics. Thankfully, new panels were readily available from our supplier and our crews finished the project ahead of schedule.

Project #24076 – Emergency Bridge Repairs in Tallapoosa, GA

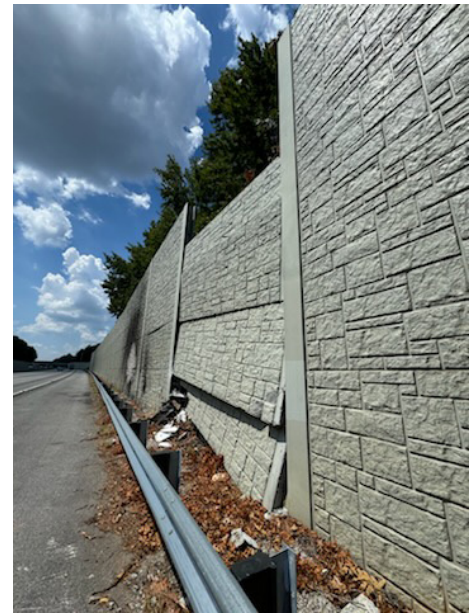
Also in September, GDOT selected The L. C. Whitford Co., Inc. to perform emergency bridge repairs on the SR 100 bridge over the Tallapoosa River in Haralson County. The two-lane bridge was restricted to one lane of travel when steel bearing failures were discovered upon a routine GDOT bridge inspection. The repairs needed immediate attention, especially to accommodate the local school bus traffic. LCW jacked the bridge bearings locations, heat straightened a warped steel girder, replaced anchor bolts & steel bearings, and removed & replaced a section of concrete edge beam. Proud of Joe Howland and crew for swiftly making the repair and making the bridge fully operational again. Another job well done!



Project #24067 – Debris



Project #24067 – Complete



Project #24074 – Damaged Wall



Project #24076 – Bearing Failure



Project #24076 – New Bearing



Project #24074 – Wall Repair Complete

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FINAL THOUGHT

"When you have exhausted all possibilities, remember this: you haven't."
-Thomas A. Edison, Inventor

SAFETY UPDATE THIS
QUARTER
114,813
MAN HOURS WITH
2
LOST TIME ACCIDENT
KEEP UP THE GOOD
WORK!!!!

RECENT CONTRACTS
AWARDED

Georgia

• GADOT – River Debris Removal, Rome, GA

New York

- Fingerlakes RR – Emergency Repair, Geneva, NY
- NYS&WRR – Bridge 117.76 Repair, Tusten, NY
- Fingerlakes RR – Painting Work, Canadaigua, NY
- Hornell WWTP – Subcontract Waterproofing
- Norfolk Southern – Span Offloading, Owego, NY
- Falls Road RR – Rail Repair, Lockport, NY

Pennsylvania

• PNY&WRR – Crash Beam Repair, Lackawaxen, PA

Tennessee

• Norfolk Southern – Steel Repair, Chattanooga, TN

Virginia

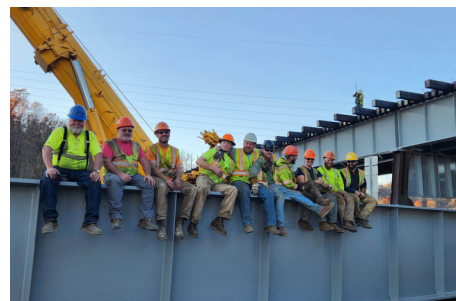
• Dominion – Clifton Forge, Sanitex, Youngs Branch, Sandlot, Mars, Grove Ave Sub.

RAILROAD UPDATE – BY MATT INGALLS

This was an exceptional year for the LCW railroad division. We were able to start and complete twenty projects this year with only three crews consisting of about eighteen people in total. The projects spanned seven states, and I would hate to see the number of miles that these individuals have traveled in a vehicle this year. We have a jam packed schedule to take us into the new year and we plan on adding some more projects to the list in the next couple of months. I cannot thank all these guys enough for making the railroad division what it is today. Let's keep this momentum rolling into 2025!



Spartanburg, SC - Abutment Encasement



Mingo Junction, OH - Span Replacement Crew

SAFETY UPDATE – COLTON SAULTER

As another year ends, I am pleased to share that our total recordable injury rate has decreased by 43%. This achievement reflects the dedication and commitment of everyone throughout the company to maintaining a safe work environment. While this milestone is worth celebrating, we must remember that safety is an ongoing effort. Together, we can build on this momentum and continue to reduce injuries in the years ahead.

CHUCK'S CHUCKLE

The Perfect Man

A man walked out to the street and caught a taxi just going by. He got into the taxi, and the cabbie said, "Perfect timing. You're just like Brian!"

Passenger: "Who?"

Cabbie: "Brian Sullivan. He's a guy who did everything right all the time. Like my coming along when you needed a cab, things happen like that to Brian Sullivan, every single time."

Passenger: "There are always a few clouds over everybody."

Cabbie: "Not Brian Sullivan. He was a terrific athlete. He could have won the Grand Slam at tennis. He could golf with the pros. He sang like an opera baritone and danced like a Broadway star and you should have heard him play the piano. He was an amazing guy."

Passenger: "Sounds like he was something really special."

Cabbie: "There's more. He had a memory like a computer. He remembered everybody's birthday. He knew all about wine, and which foods to order and which fork to eat them with. He could fix anything. Not like me. I change a fuse and the whole street blacks out. But Brian Sullivan, he could do everything right."

Passenger: "Wow. Some guy then."

Cabbie: "He always knew the quickest way to go in traffic and how to avoid traffic jams. Not like me, I always seem to get stuck in them. But Brian, he never made a mistake and he really knew how to treat a woman and make her feel good. He would never answer her back even if she was in the wrong; and his clothes were always immaculate, shoes polished too. He was the perfect man! He never made a mistake. No one could ever measure up to Brian Sullivan."

Passenger: "An amazing fellow. How did you meet him?"

Cabbie: "Well, I never actually met Brian. He died. I'm married to his widow."