



FIXED FEE PROPOSAL

2024 INSPECTION OF THE OGDENSBURG-PRESCOTT INTERNATIONAL BRIDGE

Ogdensburg Bridge & Port Authority

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April 12, 2024

Mr. James Chase
Director of Operations
Ogdensburg Bridge and Port Authority
One Bridge Plaza
Ogdensburg, New York 13669

Subject: 2024 Inspection of the Ogdensburg-Prescott International Bridge

Dear Mr. Chase,

In the proposal that follows, The Parsons Team demonstrates our unwavering commitment to the Ogdensburg Bridge and Port Authority (OBPA). We have had the distinct pleasure of working with you including the most recent set of above water inspections and we have a solid understanding of your assets, the nature of your crossing, the regulatory particulars surrounding this international crossing, and the budgetary constraints that are at the forefront of your facility operations. We are sensitive to all the matters and have an acute sense of value when it comes to the multiple assets managed by the Authority.

This proposal articulates our qualifications and approach to conducting your bridge inspections along with the condition and regulatory reporting, field safety practices, and meeting minority contracting goals, all within a cost-efficient approach. To provide an economically efficient cost for this project we propose to coordinate inspection activities with other work our staff will be performing in the North Country. Additionally, we will be implementing the various reporting tools custom tailored by Parsons to the Ogdensburg-Prescott International Bridge and used in prior year's inspections. Furthermore, we bring both an extensive experience portfolio inspecting suspension bridges along with strong inspection experience on international crossings that we have honed over the years working in complex regulatory and challenging natural environments.

Inspection procedures will be in accordance with the latest AASHTO Manual for Condition Evaluation of Bridges and Bridge Element Inspection Manual, the Federal Highway Administration – Bridge Inspector's Reference Manual, the most recent version of the NYSDOT Bridge Inspection Manual and NYSDOT Safety manual, amongst all the other standards listed in the RFP. As an international bridge crossing, the Parsons led team will comply with applicable Canadian regulations as we have been doing successfully over many years for your bridge, the TIBA Bridges and many others.

Our subconsultants and staff members and their qualifying credentials are described in the proposal. They are trained and experienced in safe and effective bridge inspection as demonstrated by our successful execution of the 2020 – 2023 general inspection contract. Our assigned team knows your facility well and we have no learning curve to encumber our approach and field inspection efforts and meet any needs of the OBPA that may become part of this project.

We value our relationship with you and are excited for this opportunity to continue this relationship and we look forward to helping you keep your bridge performing now and well into the future.

Sincerely,



Thomas Spoth, PE
Sr. Vice President
North America Bridge Practice Lead
Fellow Emeritus

PROJECT UNDERSTANDING

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Project Understanding

Introduction

The Ogdensburg-Prescott International Bridge is an international icon of the Ogdensburg Bridge & Port Authority (OBPA), and it has great significance and economic importance to both the State of New York and Province of Ontario as well as economic importance to both the United States and Canada. Parsons has delivered a range of structural engineering and inspection services for OBPA, including the most recent set of 2020-2023 biennial and special inspections and load ratings. Parsons also performed the most comprehensive main cable interior inspection performed at the Ogdensburg-Prescott International Bridge in 2016 and 2017. Through these services we understand the significance of efficient operations and sustainability of continual services at this international border crossing. Parsons in collaboration with OBPA maintenance personnel have successfully worked on the bridge without

impacting its use by the traveling public. We are available at a moment's notice to assist the OPBA with any engineering or operational related matter and we remain committed to providing the same personalized attention and responsiveness that we are known for.

Parsons' expertise in structural engineering of bridges, our demonstrated experience at this particular facility and our firm's international presence in both New York and Ontario position us to be the ideal firm to support OBPA in their mission to operate and maintain the Ogdensburg-Prescott International Bridge for generations to come safely and successfully. We are proud of our recent work at the bridge and are committed to offer our services once again by way of this proposal for inspection and load rating services over the next four years. Our understanding of the structure and facility operations will benefit the OBPA and our delivery of services because for our team there is no learning curve.





FIGURE 1: Parsons successfully delivered the previous set of 2020-2023 biennial and special inspections and load ratings for the OBPA and we are well prepared to do it again.



In keeping with professional services previously provided for the OBPA, we are proposing for this procurement a project team with proven capabilities and staff recognizable to OBPA, not the least of which is our proposed **Project Manager, Tom Spoth, PE** who served in this role for both the previous general inspections and main cable inspection. Our proposed **Team Leaders are John Schmid, PE** and **Daniel Levine, PE**, whom both oversaw the day-to-day inspection efforts for both the previous general inspections and main cable inspection. Daniel and John will alternate as Team Leader in accordance with NYSDOT Bridge Inspection procedures. Daniel Levine has spent the last four years working closely with OBPA personnel during bridge inspections and subsequent repairs. **Nicole Melendez, PE** is our **Quality Control Engineer (QCE)**, a role she filled for the past several years for OBPA and other bridge inspections including for the Thousand Islands Bridge Authority. Our team of professional engineers and bridge inspectors bring will bring a passion and responsiveness to this project that is both known to the OBPA and expected of us from our clients.

Parsons recognizes and embraces the importance of New York State and OBPA commitment to minority and women owned business enterprises (MWBEs) and Service-Disabled Veteran Owned Businesses (SDVOBs). To this end we have once more teamed with **Prudent Engineering, Inc.** a registered MBE firm to assist with the inspection of the approach spans, as well as **Cambell Engineering Support Services, Inc. (Campbell)**, a WBE-certified firm to provide specialized inspection access services. We have also partnered with **M&P Engineering and Land Surveying**, a registered SDVOB firm to provide as-needed engineering services and support for the load rating.

FIGURE 2: The Parsons Team

FIRM	ROLE/RESPONSIBILITIES
	Prime: Project Management and all other services required except where otherwise provided from subconsultant support
	MBE Subconsultant: Inspection and reporting
	SDVOB Subconsultant: Level 1 Rating
	WBE Subconsultant: Bridge Access

From our many years of service in the field of bridge design and engineering, our staff meets all qualification requirements for this contract, and we are fully familiar with the reference standards listed in the RFP, including the NYSDOT Bridge Inspection Manual, Safety Manual, Inventory Manual, Code of Bridge Inspections, Manual for Uniform Traffic Control Devices, and NYSDOT Flagging procedures. Our Team Leaders and Inspectors are also up to date on the latest developments in bridge inspection including changes to the National Bridge Inspection Standards implemented by the FHWA in May 2022. We look forward to assisting the OBPA in the seamless adoption of these procedural updates.

Our team of inspectors have also worked on many border crossing bridges including the Thousand Islands Bridges, the Peace Bridge, the Blue Water Bridge, and of course the Ogdensburg-Prescott International Bridge itself. We are intimately aware of border crossing regulations and will be assigning inspection staff with passports and/or other valid border documents.

Above Water Inspections

The Scope of Work includes performing a Biennial, SILO, and In-depth, plus Level 1 Load Rating over a 4-year term starting in 2024 for the Ogdensburg-Prescott International Bridge, roadways and ancillary facilities under the jurisdiction of the OBPA. The schedule of inspection cycles is as shown below in Figure 3. The inspections will be performed in accordance with the requirements of the National Bridge Inspection Standards (NBIS), NYSDOT Bridge Inspection Manual, NYSDOT Safety Manual, NYS Uniform Code of Bridge Inspections, AASHTO Manual for Bridge Element Inspections and other reference manuals listed in the RFP.

Inspection results will be compiled and recorded in accordance with AASHTO's Manual for Bridge Element Inspection and Federal NBI Component Ratings will be included in the inspection reports. Parsons' team leader will be responsible for ensuring that the rating data will be uploaded into the NYSDOT inventory system in a timely manner.

Biennial Inspections

The Biennial inspection shall meet the NYSDOT requirements for General Bridge inspections and will consist of an examination of all bridge components above ground and water and will consist of enough observations and measurements to establish the physical and functional conditions of the bridge. Inspection findings will be compared to previously recorded conditions to identify possible developing problems and ensure that the structure continues to satisfy service requirements.

SUBSTRUCTURE:

Inspection of the substructure elements will include a visual inspection of those portions of the piers and abutments above the ground or waterline including the suspension spans anchorages. The substructure also includes the interior and exterior of each tower and interior and exterior of each cable bent. The condition of stone masonry will be observed and recorded. Any damage or deterioration will be reported by narrative, photographs, and appropriate sketches and the report will include comments on the significance of any observed damage or deterioration.

Many of the Ogdensburg-Prescott International Bridge substructure units are within the navigable waterway of the Saint Lawrence River. Parsons will assess the collision vulnerability of substructure units using NYSDOT standards as part of the bridge inspection and inventory reporting process. Our team of inspectors and engineers are experienced working on bridges crossing over navigable waters, including the Thousand Islands Bridges, Mackinac Bridge, and Goethals Bridge to name a few. We remain available to assist the OBPA with any NYSDOT, FHWA, or Canada Transport inquiries stemming from the recent events of the Francis Scott Key Memorial Bridge in Maryland.

SUPERSTRUCTURE:

The portion of the bridge superstructure to be inspected includes that part of the bridge superstructure from the east abutment on the U.S. side (Chimney Point, New York) to the west abutment on the Canadian side (Johnston, Ontario). The approach span superstructure

FIGURE 3: Schedule of Inspection Cycle

YEAR/INSP. TYPE	BIENNIAL INSPECTION	INTERIM INSPECTION	SPECIAL INSP. IN LIEU OF INTERIM INSP.	IN-DEPTH INSPECTION	LEVEL 1 LOAD RATING
2024	○				
2025			○		
2026				○	○
2027			○		

includes the entire supporting truss and girder systems as well as the floor system which consists of closely spaced floor joists (or crossbeams). The superstructure of the suspended spans includes the stiffening truss, floorbeams, and roadway stringers. Inspection of the suspended spans will also include the main cables and suspenders along with various components, fittings, and hardware unique to suspension bridges.

Attention will be given to main load carrying elements or those that might be observed with ongoing deterioration. Damage, if any, or deterioration that measurable weakens the superstructure and/or warrants repair will be recorded in enough detail that it will be possible to confirm the effect of the damage or deterioration and to plan strengthening or repair. Parsons demonstrated this on our previous inspection contract by assisting the OBPA with several self-performed repairs.

Any unusual noises from mechanical components such as rocker links, bearings and expansion joints will be investigated, and the cause determined. The condition of the paint on the superstructure will be reported in enough detail so that the extent of necessary maintenance can be estimated.

ROADWAY AND OTHER ITEMS

Inspection of the roadway will include the steel grid deck, sidewalks, expansion dams, expansion joints, curbs, bridge rails, maintenance walks, roadway lighting and navigation lighting systems. The condition of these components shall be reported in enough detail to make comparison possible with the next inspection occurs.

Special Inspections in Lieu of Interim Inspections

The Ogdensburg-Prescott International Bridge is a large and complex structure and in part for this reason, NYSDOT has allowed in the past for Special Inspections in Lieu of Interim Inspections (SILOs), as is anticipated again between Biennial Inspections for the 2024 to 2027 inspection cycle.

During the 2023 SILO inspection 13 yellow flags were identified on the Canadian approach

girder spans largely due to corrosion of the steel joists over their bearing area on the west girder. Some areas of fatigue cracking were noted. Corrosion and section loss of the lateral bracing connection plates were also reported. Parsons updated the 13 flag reports to bring them into compliance with NYSDOT standards by providing detailed information that allows the flagging reports to function as standalone documents. The United State approach spans have benefited from a recent repair and rehabilitation contract that has successfully corrected previous flags.



FIGURE 4: Parsons assisted the Authority in the prompt repair of conditions discovered as part of the 2023 SILO Inspection.

Span 32 over Ontario Hwy 2 has also been damaged by impacts to the girder bottom flange caused by oversized vehicles. Parsons assisted the OBPA in developing a bottom flange repair detail that can be procured and installed by the OBPA maintenance forces. This was demonstrated in the Fall of 2023 when the OBPA implemented the repair to address conditions noted during the 2023 SILO inspection.

It is anticipated that SILO inspections will be performed between biennial inspections and that these inspections will concentrate on specific locations or elements with noted flag conditions or at locations where continuing deterioration may pose a threat to strength or serviceability before the next Biennial Inspection. Based on previous year's inspections, the Parsons team would develop to scope of the SILO inspection and submit a SILO inspection request letter to NYSDOT for approval. For the

purpose of this proposal the Parsons team has assumed this effort will be like the 2023 SILO inspection, though, if necessary, we will delineate any other inspection scope identified by NYSDOT and negotiate with OBPA to get the work done to the satisfaction of all stakeholders.

In-Depth Inspections

The in-depth inspection will encompass inspection of all the elements covered under the biennial inspection and will also include measurement and documentation of any section loss of superstructure primary elements so that a Level 1 load rating can be performed. Where section loss is observed, it will be measured at the time of the inspection using D-meters or similar equipment. Section loss measurements will include elements such as:

- Girder-Floorbeam Approach Spans
 - Flanges of beam and girder elements in zones near maximum bending moments
 - Webs of beam and girder elements in zones of maximum shear stress
 - Web elements in bearing areas
- Deck Truss Approach Spans
 - Top and Bottom Chords
 - Truss Verticals and Diagonals
 - Gusset Plates
 - Floorbeams (as described above)
- Main Suspension Spans
 - Stiffening Truss Members and Gusset Plates
 - Floorbeam and Stringers (as described above)

Special Inspections

From time to time it is understood that a follow-up special inspection may be necessary subsequent to the above inspections to observe any potential problem areas that arise after the inspection or to examine the adequacy of implemented repairs. In such cases Parsons will perform the inspection and prepare a letter report covering the findings. If special inspections become necessary, the effort to perform these inspections will be compensated for on a negotiated basis with the OBPA.

As an example, Parsons most recently performed a special inspection for the OBPA following our finding of new impact damage to the girder bottom flange in Span 32. Parsons prepared a letter report documenting our findings and subsequently prepared repair drawings which were successfully implemented by in-house maintenance crews. This collaborative effort is an example of how Parsons successfully worked with the OPBA to effectively address inspection findings in a timely manner.

Level 1 Load Rating

In 2026 the Parsons team will complete a NYSDOT Level 1 Load Rating, meaning that an analysis and capacity evaluation will be made for primary load carrying bridge elements and the resulting rating will be documented, signed and certified by a licensed Professional Engineer.

The load rating will include elements from the girder and truss approach spans and the suspended spans. Our previous load rating will serve as the basis for an updated Load Factor Rating (LFR) of bridge elements. We will use commercially available modeling software, as appropriate, and will provide the models to OBPA, along with documented analysis calculations and summary reports.

Schedule Requirements

BRIDGE INSPECTIONS

The annual cycle of bridge inspections is as defined in Figure 3 (see page 3), inclusive of Biennial, SILO and In-Depth inspections. We will schedule our work each year such that the field work of the inspections will be complete prior to September 1 of the respective years indicated.

BRIDGE INSPECTION REPORTING

Per the New York State Uniform Code of Bridge Inspections (UCBI) the submission of inspection reports to NYSDOT will be within 60 days from the end of field inspection activities or 30 days from completion of the QC review, whichever comes first. With this serving as the basis of our work schedule, we will:

- Submit draft Inspection Reports inclusive of Inventory updates by October 1 of each year.
- Submit Final Inspection Report approved by QC no later than November 1 of each year.
- Submit separate Project Summary and Maintenance & Repair Recommendations by December 1 of each year.

Access Requirements

To successfully complete the bridge inspection, it will be necessary to get within arm's reach and clear sight of all bridge elements and components. To achieve this for the approach truss and girder spans, and suspended superstructure of the suspension spans, we will utilize a UB-60 Reach-All or similar equipment for access. One of our inspection teams will be dedicated to the UB-60 operations to inspect the below roadway bridge elements while the other team will work from the roadway and by direct climbing. Tower interior and cable bent interior will be by direct climbing with our staff having undergone appropriate fall-protection training. If necessary, air monitoring equipment will be used.

For placement of the UB-60 on the bridge deck, Parsons will coordinate with OBPA operations staff who will provide traffic control on the bridge and approach, as necessary. Prior inspections have required a 4-hour window to inspect the portions of Span 32 over the travel lanes of Ontario Hwy 2. We will plan to coordinate our inspection work with the OBPA and Ontario Provincial Police to inspect this span as we have done in the past.

The cost of access equipment is included in our fixed fee cost proposal. During past inspections, we have been able to provide the OBPA with use of the under-bridge inspection unit to perform difficult to access maintenance. We look forward to continued collaboration with the OBPA and hope to provide the same level of service on this contract should it become necessary.

We understand that OBPA will, during applicable portions of the inspection, provide a safety boat and traffic control. Our inspection team will coordinate with OBPA operations staff and provide at least 2-days advance notice of inspection location and need.

Stiffening Truss Pin Assemblies

Parsons will inspect the rocker links located at each tower and the cable bents of the suspension spans. For this it is assumed that the OBPA's maintenance personnel will individually remove the end caps from the rocker links so the pin ends will be accessible for visual inspection of the pins and pin housing. Our team leader, Daniel Levine, has relevant rocker link expertise from both the Mackinac Bridge and of course, prior inspections of the Ogdensburg-Prescott International Bridge.



FIGURE 5: Parsons bridge inspection team accessing the approach truss of the Ogdensburg-Prescott International Bridge for arm's length inspection.



APPROACH TO INSPECTION ASSIGNMENTS

Approach to Inspection Assignments

Inspection Plan and Schedule

The Parsons team will approach the inspection assignment as we do for all our work of this type. First, we will review available information from our past inspections and use our prior findings as the basis for planning our upcoming work. This will include past condition reports, flag reports, rating reports and other applicable documents. Prior to mobilizing in the field we will prepare the necessary submittals, inclusive of the Work Plan, Site Specific Health and Safety Plan, and QC Plan. Our detailed work plan and schedule will include a comprehensive item-by-item scope of work to be undertaken along with identification of qualified staff, tools, access equipment and Personal Protective Equipment (PPE) that is needed to complete the work safely and efficiently. A comprehensive site/project-specific safety plan will be part and parcel to the work plan. A schedule of activities refined to a day-by-day schedule will also be developed, both as a planning tool and as a communications tool for others, including the OBPA maintenance and operations staff and for coordination with contractors as may become necessary. Below is a synopsis of our plan that will be formulated in full detail prior to beginning the work.

INSPECTION TEAM MAKEUP

The site inspection team will consist of integrated staff from Parsons, Prudent, and M&P Engineers with Parsons' Team Leader, John Schmid, PE responsible for overseeing field activities and reporting of inspection findings. Parsons and Prudent will provide NYSDOT qualified Team Leaders. Parsons will provide a NYSDOT qualified QC engineer.

2024 BIENNIAL INSPECTION

The basis of our inspection work plan will be a Monday – Friday work week that falls within the typical working hours of the Ogdensburg maintenance crew. Once our plan is accepted, OBPA can share the plan with U.S. and Canadian Border Patrol in advance of inspection work.

For the 2024 Biennial Inspection, we will plan to complete the inspection within a two-week period, as shown in Figure 6, on the next page, which identifies work progress by span numbers.

EQUIPMENT AND ACCESS

The girder, truss spans, and underdeck framing of the suspended spans will be accessed using a UB-60 or similar reach-all equipment positioned on the bridge deck. We will use two inspection teams. Team 1, a two-person team dedicated to the UB-60 equipment and Team 2, a two-person team using direct climbing for access; the latter including the use of tie-off lines, self-rigged lines, conventional ladders, walking on the cables using existing handropes as tie-off and climbing within the towers.

The portion of the Canadian girder approaches that are situated over land can be inspected by means of an aerial lift and can focus on the existing flag locations in Spans 29 through 31. Span 32 over Ontario Hwy 2 can be performed with the UBIU or aerial platform with the coordination of the provincial police.

SEQUENCE AND TIMELINE

We will plan to have inspection Team 1 start the inspection with the UB-60, beginning on the New York side and progressing north. The United States Approach Spans 1 thru 14 will take approximately 2 to 3 days in part due to the improved conditions after the recent rehabilitation contract. The Canadian Approach Spans 18 to 32 will be inspected during the remainder of the first week and entirety of the second week. These spans require the most attention based on previous inspection findings.

While Team 1 focuses on the Approach Spans, Team 2 will simultaneously inspect the above deck framing of the suspended spans, the towers and cable bents, the suspension system, and the anchorages. When this work is complete, Team 2 will transition to the inspection of the concrete piers using the OBPA's boat. Any ancillary inspection work can be completed by Team

FIGURE 6: 2024 Biennial Inspection Schedule

SPANS BY NUMBER	FIELD INSPECTION SCHEDULE									
Girder Spans 1-8	Team 1									
Truss Spans 9-14			Team 1							
Suspensions Spans 15-17										
Superstructure Above Roadway	Team 2									
Superstructure Below Roadway					Team 1					
Cables			Team 2							
Towers & Cable Bents					Team 2					
Anchorage							Team 2			
Truss Spans 18-23							Team 1			
Girder Spans 24-32									Team 1	
Concrete Piers (Boat Access)							Team 2			
							Week 1		Week 2	

NOTES:

1. Five Day Week (Monday - Friday Daylight Hours)
2. Team 1 includes UB-60 Reach-All
3. Team 2 Direct Climb Tie-off Access

FIGURE 7: 2024 Biennial Inspection Schedule - Tasks & Estimated Hours

2024 BIENNIAL - TASK & ESTIMATED HOURS				
Personnel:	PM	TL	ATL	QCE
Billing Rate:	\$377.05	\$257.12	\$140.69	\$184.30
Task/Hours				
Field Inspections	4	80	80	-
Draft Inspection Report	4	16	40	8
QC Review	-	8	8	20
Final Inspection	4	8	8	2
NYSDOT Reporting	-	4	40	8
Maintenance & Repair Recommendations	2	4	4	1

ESTIMATED NUMBER OF DAYS FOR OBPA PROVIDED RESOURCES

Pin Inspection	Traffic Control	Safety Boat
2	10	9

2 before they leave the work site. Team 2 will complete their work in a two-week period.

FUTURE YEARS INSPECTIONS

For the SILO Inspections the Parsons team will use a similar plan to the above but will shorten the inspection duration to fall within a single week. This is because the SILO inspection is a targeted effort that focuses on prior flagged conditions and elements with a CS-3 or CS-4 rating. The SILO inspection will make use of the UB-60 reach-all, though some direct climbing will be used as necessary. The 2026 In-Depth inspection will be similar to what is described above, but since this inspection involves more detail, including field verification of existing member sizes and section loss, the overall time frame will be 3 to 4 days longer in duration than the Biennial Inspection.

Bridge Inspection Reporting Requirements

BRIDGE ELEMENT AND COMPONENT CONDITION REPORTING

Parsons previously verified the element types and quantities contained within the NYSDOT BDIS System. This includes modifications resulting from the previously completed rehabilitation contracts. As part of our inspection reporting, we will enter the quantity of observed defects under the applicable condition state for each element in accordance with the NYSDOT bridge Inspection Manual and AASHTO Manual for Bridge Element Inspection.

The Federal NBI Component Ratings will also be entered into the BDIS system. Starting in 2024, NYSDOT has adopted the newly added component condition ratings for bridge railings, bridge railing transitions, and bridge bearings. Parsons Team Leader Daniel Levine has recently completed NHI training specific to these components and is familiar with the updated rating practices implemented by the FHWA. For these reasons, and his direct experience at the Ogdensburg-Prescott International Bridge, he is well suited for this task.

If necessary, elements requiring special emphasis inspections or condition vulnerability assessments will be brought to the attention of the OBPA.

NYSDOT BDIS SYSTEM REPORTING

The Parsons team was previously granted access to the BDIS system for our previous year's inspection. As part of this contract, as we have successfully done in the past, Parsons will provide the OBPA with all Team Leader, QC Engineer, and Load Rating Engineer qualifications so that permissions can be assigned for inspection reporting.

Notification of flags will be made to OBPA's designated representative in accordance with NYSDOT Bridge Inspection Manual. Action notification will be made by email with electronic files of the flagged bridge report and related high-resolution photographs. Notification will also be made in person as part of our daily post-inspection debrief.

Should a condition warrant expedience of action, the inspection Team Leader will notify the OBPA at the time of discovery and prior to issuing of the flag report. Or, in the unlikely case of discovery of a perilous condition the Team Leader will take immediate measures to protect public safety, including closure of the bridge if necessary.

Parsons has demonstrated as part of our previous inspections our preferred approach of working closely with bridge maintenance crews and operations personnel to ensure no condition goes unnoticed or unaddressed. Often, by means of a collaborative effort, we are able to design and implement a solution or repair to any discovery in short order.

STRUCTURAL FLAGGING HISTORY

Previous biennial and SILO inspections have monitored and assessed yellow flags while the OBPA addresses flagged conditions on a priority basis. Our inspection will include detailed inspections of these repairs and will make specific observations of the performance of past repairs, as applicable.

Locations that have active flags due to section loss will have the remaining steel section measured with a D-meter or similar equipment and the condition documented with sketches and photographs.

LEVEL 1 LOAD RATING

The Level 1 Load Rating will be performed following the applicable inspection cycle as noted in the Project Understanding section above. The Load Factor Rating (LFR) methodology will be used to fully document the analysis and capacity evaluation, which will be reported per NYSDOT Engineering Instruction (EI) 20-026.

Parsons successfully performed the latest load rating following the 2022 Biennial and 2023 SILO Inspections. For load rating under this project, we will expand on the existing load rating to capture all bridge inspection findings from 2026, including section loss measurements.

QUALITY ASSURANCE (QA/QC) PLAN

We are committed to providing quality services and products. We will as a corporation and as individuals, meet the mutually agreed-to requirements the first time and strive for continuous improvement of our work processes.

The “Parsons Promise” is an assurance that we have the expertise and resources to deliver on our clients’ visions and that our work on even the most complex and challenging projects will meet quality objectives and provide long-term benefits. Since 1944 Parsons has been providing engineering services relating to complex bridge, including the Ogdensburg-Prescott Bridge in 2015-2016 and 2020-2023. Parsons is:

- ISO 9001 Quality Management System certified.
- Consistently ranked in Top 10 in design and construction management according to Engineering News-Record.
- Branded with a reputation for high standards of excellence in the timely performance of complex and challenging bridge assignments.
- Our Project Manager and Engineer in Charge combined have more than 80 years’

experience on North America’s most complex bridge, including that for the OBPA and Thousand Islands Bridge Authority (TBTA) Bridges

Parsons maintains regimented and auditable QA procedures, and all work performed for OBPA will comply with these procedures. These procedures clearly define the QA/QC requirements for all aspects of the work and include the requirements for checking data input and output, rating calculations and reports to ensure that they agree in their entirety to NYSDOT guidelines and criteria, sound engineering practices and professional standards.

Parsons will create and rely on a project-specific QA/QC plan for each inspection assignment. A portion of the plan will include document control, minutes of meetings, an action item tracking process and comment resolution records for submittal reviews. Our quality plan will also address work product to be performed by our subconsultants, Prudent, M&P, and Campbell.

Parsons will issue deliverables only after completion of proper documentation of our QA/QC procedures. Tom Spoth, PE, our Project Manager, will circulate draft reports for review, comment, and quality plan compliance verification. For each submittal the QC/QA review steps will include:

- Verify that the QC plan and inspection standards have been met.
- Verify that review comments have been addressed.
- Review of completed work by an engineer with equal or greater experience for applicable elements of the work.
- Project Manager’s QC review of each submittal.
- QA review by the Quality Manager to verify that all applicable checks were completed and signed off.

SAFETY

Parsons is widely recognized for its record of industry-leading injury-free project execution and preeminence in sustaining and improving the general well-being of all stakeholders and the environment.

Parsons is a world leader in safety, as recognized by the Occupational Safety and Health Administration (OSHA) in our selection into the Voluntary Protection Program (VPP). Parsons “ESHARP” (Environmental, Safety, Health, and Risk Program), is also an industry-leading approach to worker safety and has resulted in our workers’ compensation experience modification rate to 0.55, one of the best in our industry.

All staff will be trained in project-applicable aspects of ESHARP. Further, as in the past for OBPA projects, our inspectors will each have Ogdensburg-Prescott International Bridge-specific safety training including fall protection and confined space entry training. Our Team Leaders and Assistant Team Leaders hold an OSHA 10 certification. John Schmid, PE, our Team Leader, and engineer in responsible charge of field activities also brings rope access training, with an emphasis on rescue techniques. John is also certified for confined space entry. John Barker, our team’s Safety Manager, is a Certified Safety Professional–Board of Certified Safety Professionals. In their respective roles, John Schmid and John Barker will assure a project-specific safety plan is in-place and that staff are experienced and trained on its use. In the event any new COVID-19 precautions or regulations come into effect during the inspection, these will be addressed in our safety plan.

John Schmid will implement safety protocols in the field, inclusive of activity hazard analysis, morning toolbox talks, proper use of fall protection and other personal protective equipment and other relevant matters. All of Parsons inspectors will have had multiple years of experience working at heights either at the OBPA, TIBA, PBA and other large complex bridge inspection assignments.

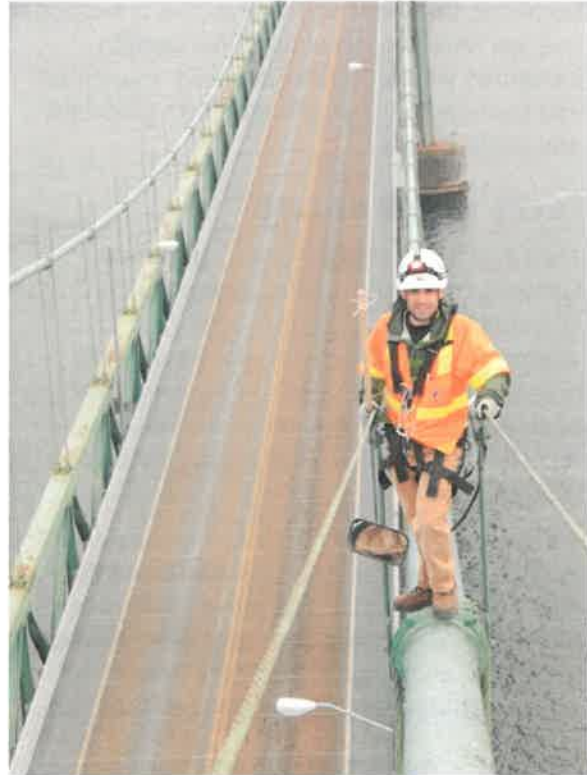


FIGURE 8: Parsons engineering inspection team assess every detail of the bridge to ensure safety.

SUBMITTALS

As part of our pre-planning activities, Parsons will prepare and submit the following documents to OBPA. These submittals will be made at least 2 weeks prior to mobilizing for commencement of field work.

- Work Plan and Schedule (updated as necessary for each applicable inspection cycle).
- Site Specific Health and Safety Plan.
- QC Plan.

DELIVERABLES

The work resulting from the inspection and load rating will be presented in the following deliverables:

Draft Inspection Report: This draft inspection report, inclusive of photographs, will be essentially a complete inventory report submitted for the purpose of review and

comment by the OBPA. Included in this report will be a printout of the information entered into NYSDOT BDIS.

Final Inspection Report: This complete report and inventory will incorporate resolved comments received from OBPA and other team reviews, including Parsons' Project Manager. Color photographs will be included in the hard copies, while these photographs will be compressed in the pdf electronic copies for file size control.

SILO Inspection Report: This report will be custom tailored to the specific elements identified in our SILO Inspection request letter and will include any other elements identified by NYSDOT. Also included in the report will be a printout of the information entered into NYSDOT BDIS.

Flag Reports: Flag reports, if any, will follow standard NYSDOT BDIS format and will include applicable descriptions, sketches and photographs.

Level 1 Load Rating: These reports will include a summary rating, description of any unique corrosion condition that controls the rating, rating methodology statements, and rating calculations.

Project Summary Report: A Project Summary Report will be prepared and submitted to OBPA. This entire-bridge inspection report will include a narrative of inspection work performed, methods used, make-up of the inspection team including office support, equipment used and description of inspection finding with supporting photographs.

Maintenance and Repair Recommendations Report: The report will be a separate stand-alone report prepared to describe deficiencies and any deterioration conditions encountered, plus related recommendations for action related to the safe use of the bridge. Specific repair recommendations will include a description of a potential repair method and a relating conceptual cost estimate. Engineering design, if performed, will be separate.

STRUCTURE OF OUR PROJECT TEAM AND ROLES OF FIRMS

Structure of our Project Team and Roles of Firms

The Parsons Team

Parsons will serve as the lead for the work of this project, with inspection engineering support from Prudent. Prudent is a New York State-certified MBE, and their participation will far-exceed the MBE goals for this project. Parsons has worked with Prudent in the past on other OBPA projects and has a well-established and successful working relationship. Our team is New York State-based and has substantial resources as shown in Figure 9.

Parsons is committed to subcontract applicable work to WBE and SDVOB entities to meet the project participation goals. To achieve this, we have brought Campbell, a certified WBE, and M&P Engineering, a certified SDVOB, to our project team.

The team organization chart presented in Figure 10 demonstrates how we have structured our organization and assigned our personnel to match the scope and sequence of work OBPA has established in the RFP. The organization chart identifies our key personnel, Tom Spoth, PE and John Schmid, PE, as well as the job title and project responsibilities of other qualified staff, all of whom have previously performed inspection and related activities for the OBPA.

Tom has outstanding qualifications in suspension bridge design, investigation, assessment and rehabilitation and he is an industry recognized subject matter expert and a Fellow Emeritus at Parsons. Tom has been with Parsons for 39 years and currently serves as Parsons North American Bridge Practice Lead. He served as Engineer of Record for the main cable interior inspection at the Ogdensburg-Prescott International Bridge and he has also represented the Thousand Islands Bridge Authority for over 24 years. Tom is eminently qualified to lead the project. Tom will report directly to the OBPA's designated lead on the project and is available to present to the Board if requested to do so.

Parsons Fellows program represents the top one percent of technical talent within Parsons and they serve to advance science, engineering and technology for the benefit of our clients.

John Schmid, PE has over 40 years of relevant experience inspecting suspension bridges and he previously served as Engineer-in-Charge for prior general and main cable interior inspection at the Ogdensburg-Prescott International Bridge. John is an NBIS qualified Team Leader, and as key staff to the execution of this project, will once again serve as Engineer-in-Charge.

In accordance with NYSDOT policy, John and Dan will alternate as Team Leaders to provide the Authority with unbiased high-quality field inspection.

Roles and Qualifications of Key Personnel

TEAM LEADERS

John Schmid, PE and Daniel Levine, PE are both NBIS qualified Team Leaders and have worked together on the inspection of long-span complex bridges for over 10 years, including the past four years for the OBPA. John and Daniel are up to date on the latest changes to the National Bridge Inspection Standards which are currently being adopted by NYSDOT. John and Daniel will once again serve as Team Leaders, alternating each year in accordance with NYSDOT guidelines.

Applicable certificates of course completion are included in the Appendix.

ASSISTANT TEAM LEADERS

Fredrick Burgwardt, PE and Keith Mierzwa of Prudent will serve as Assistant Team Leaders. Fredrick and Keith are also NBIS qualified Team Leaders and assisted Parsons with the 2020 and 2022 biennial inspections.

FIGURE 9: Office Locations of the Parsons Team

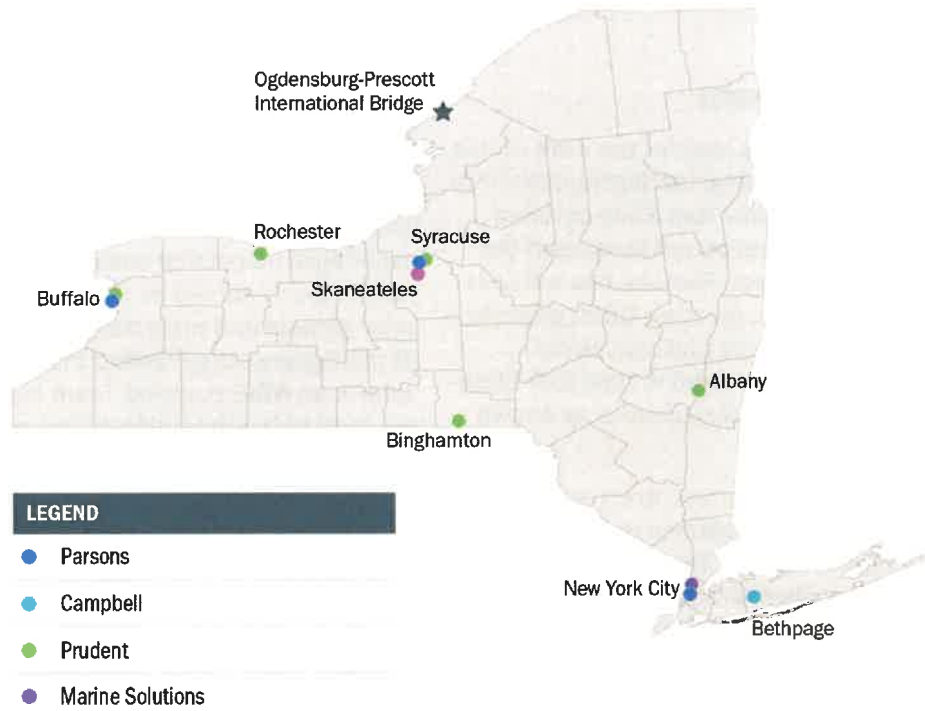
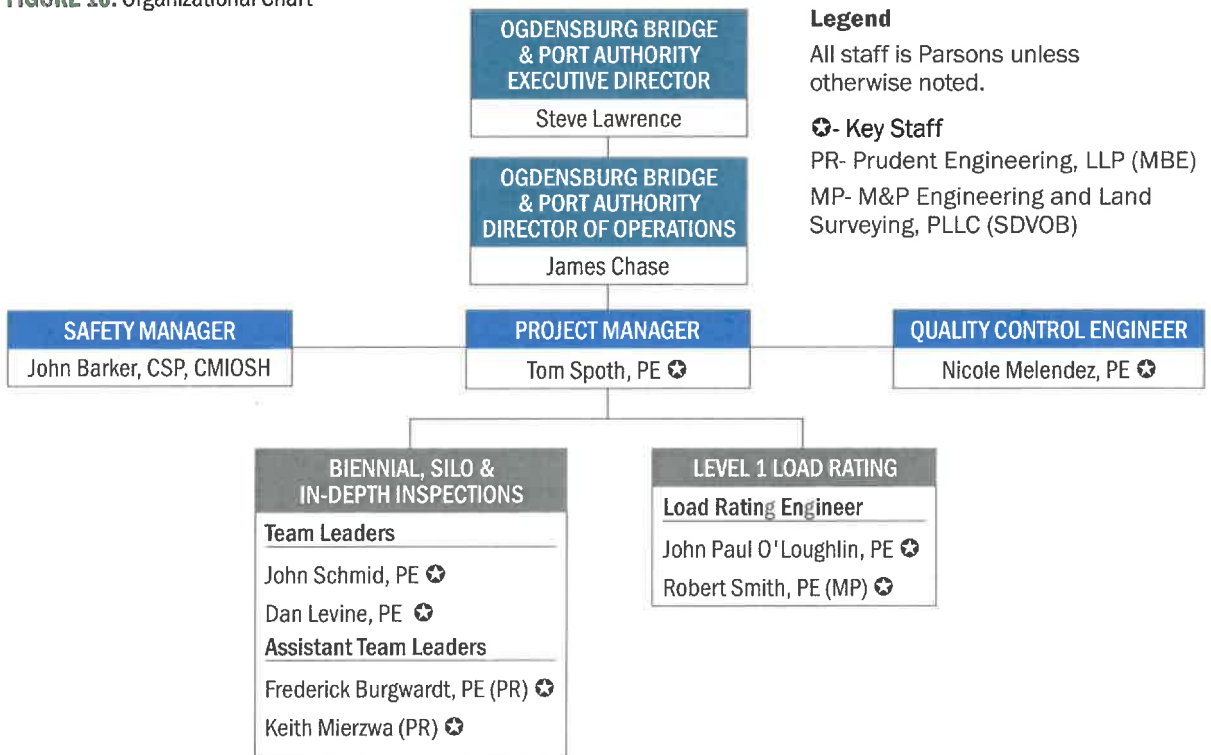


FIGURE 10: Organizational Chart



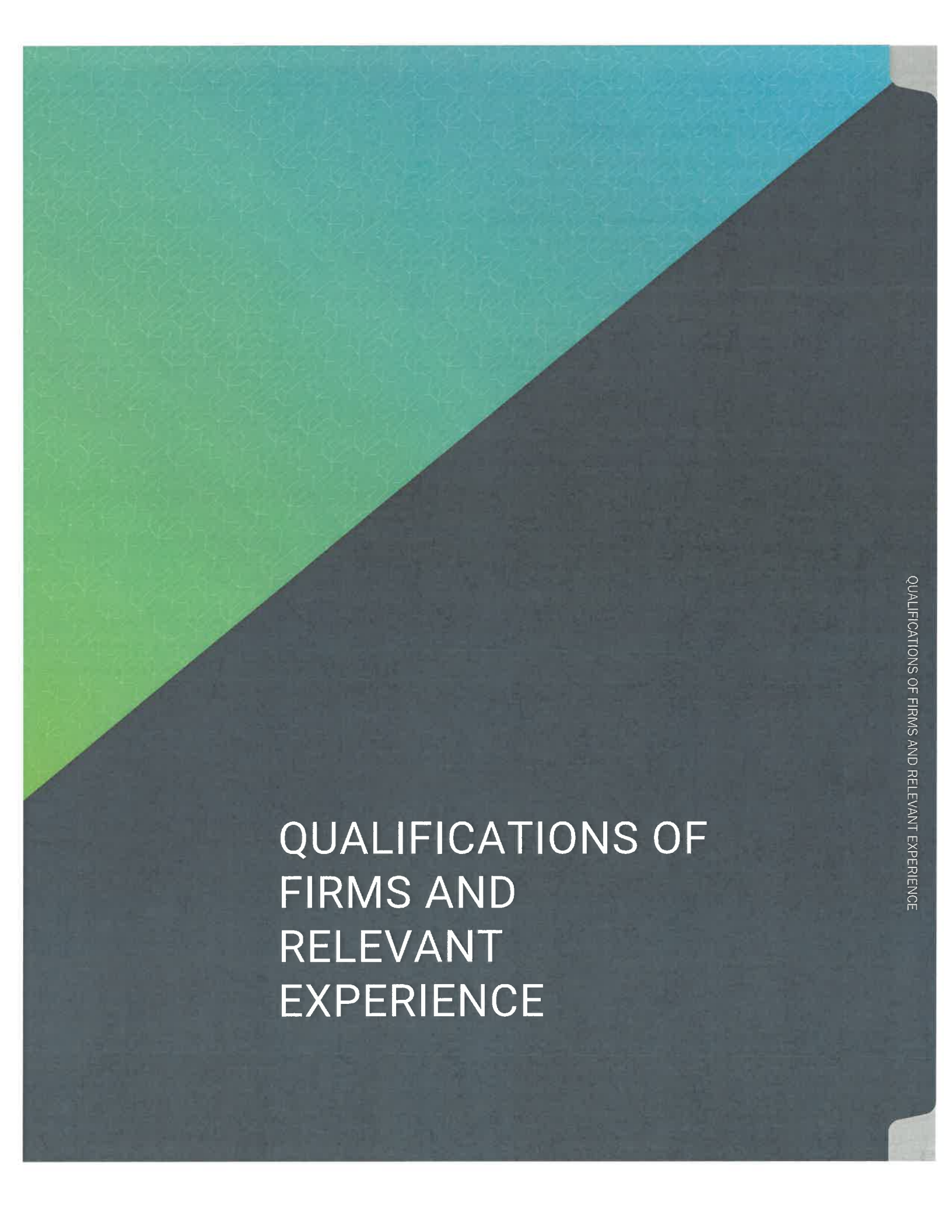
QUALITY CONTROL ENGINEER

Nicole Melendez, PE will serve as Quality Control Engineer for this project. She has prior experience inspecting the Ogdensburg-Prescott International Bridge and meets the qualifications in the NYSDOT Bridge Inspection Manual to function as the QCE.

LOAD RATING ENGINEERS

John Paul O'Loughlin, PE will function as the Load Rating Engineers for this project. John Paul previously held a lead role for the 2023-2024 Load Rating of the Ogdensburg-Prescott International Bridge and is familiar with the bridge's structural system, history of rehabilitation, and loading criteria. He will be assisted by Robert Smith, PE of M&P Engineers, our SDVOB, in collecting field data as well as performing the load rating calculations.

Resumes for all personnel noted above, as well as applicable certifications are included in the appendix.



QUALIFICATIONS OF FIRMS AND RELEVANT EXPERIENCE

QUALIFICATIONS OF FIRMS AND RELEVANT EXPERIENCE

Qualifications of Firms and Relevant Experience

Founded in 1944, Parsons is one of the world's largest and most respected engineering firms with offices and projects throughout the United States and Canada. With more than 18,000 employees we have completed some of the most challenging projects in North America. In New York State we have more than 400 personnel with offices in New York City, Syracuse, and Buffalo. We also have offices in Markham, ON staffed with bridge engineers who are available to support this project if needed. While we are a global firm, we have taken great care to **"operate local and be responsive."** We pride ourselves on our ability to access skills and experience from any corner of our organization, but our staff never loses sight of clients and local conditions. In this case we believe we bring the best of all worlds - National experience matched to local needs and conditions. Plus, as the team's prime consultant, Parsons offers unmatched suspension bridge expertise both as a firm and the key staff we are proposing.

Parsons' Bridge Technical Organization is a legacy of the firm Steinman Boynton Gronquist and Birdsall, the premier suspension bridge engineering firm in the U.S. founded by Dr. David B. Steinman in 1921, this consulting engineering practice specialized in suspension bridges and was acquired by Parsons in 1989. It is through this legacy that the Parsons team of engineers gained the wealth of knowledge that serves suspension bridge owners locally and around the world. There are about 50 long-span suspension bridges in the United States, with several of these bridges built more than a century ago, and most other bridges are more than 40 years old. They are reaching an age when monitoring their performance and evaluating physical condition and structural capacity versus load requirement have become an aspect of much attention. Parsons continues to be a leading engineering firm in these activities and we have worked on far more than half of North America's suspension bridges. This experience includes suspension bridge and approach structure condition inspection and superstructure evaluation for dozens of suspension bridges in the past 20 years and beyond.

PARSONS - LEADERS IN BRIDGE INSPECTION

Parsons has fully trained staff in NYSDOT requirements, including NBIS and AASHTO Element Level Bridge Inspection Training.

Since the 1970s, Parsons has inspected more than 30 suspension bridges owned and operated by 21 Bridge Authorities.

In addition, we have been providing ongoing professional engineering services to many suspension bridge owners, including TIBA (since Steinman's original design of the crossing), New York City for their East River Bridges, the Mackinac Bridge Authority, and other border crossing bridge operators such as the Buffalo Fort Erie Public Bridge Authority (Peace Bridge).

We possess the resources to successfully deliver a full array of services to the OBPA. The engineers we are proposing for this project are amongst the best in the world. They are available and will be dedicated to this project from start to finish. Details of the team, roles, and responsibilities are presented in the *Structure of our Project Team and Roles of Firms* section.

CORE VALUES

Parsons has six core values: safety, quality, diversity, integrity, sustainability, and innovation. Our core values are more than slogans and we measure our performance in promoting and achieving each one. More importantly we demonstrate the value they bring to our clients.



Safety. With an EMR of 0.55, Parsons has one of the industry's best safety records. This is pivotal when working in and around bridges for both the safety of the workers and the traveling public.



Quality. Parsons QMS is ISO 9001:2015 certified, and we embrace quality in a manner which evaluates the optimum solution from cost, serviceability, and performance perspectives.



Diversity. We have an enviable track record not only in promoting our own firm's diversity but also in selecting diverse teaming partners. We will strive to meet or exceed your goals for MBE, WBE and SDVOB engagement, choosing from companies with a proven track record of delivering quality professional services.



Integrity. We are consistently rated as one of the world's most ethical companies. In an era where public authorities are under strict accountability and demands for transparency every member of an agency's consulting and vendor team needs to align its values with those of the client, and as expected by the public and regulators.



Sustainability. Our approach is to consider materials and systems that last and that are renewable or easily replaceable. Maximizing existing asset service life and optimizing life cycle costs underpins all our thinking as we evaluate and implement optimal engineering solutions.



Innovation. Our approach to innovation will be to work collaboratively with OBPA and our team members to develop new and innovative methodologies and solutions. Parsons' global reach also enables us to assess creative solutions gained from experience elsewhere that might prove beneficial for the OBPA.

CAPABILITY TO PERFORM PROJECT

The Parsons team is excited and energized about the opportunity to deliver this project for OBPA.

Parsons has a very strong track record when it comes to working with transportation authorities. As proof we note that we have provided services for several decades to transportation agencies and authorities and have a very high percentage of repeat work. In Figure 11 we have presented a partial list of transportation providers within New York State and elsewhere with whom we have worked for many years and continue to provide engineering services for bridge inspection and preservation.

FIGURE 11: Parsons' Bridge Clients



We serve transportation authorities by first matching the best skills and individuals to the scope of work. Next, we plan and dedicate the resources from start to finish and schedule all tasks of the assignment to mobilize uniquely qualified resources when as needed.

RELEVANT PROJECT EXPERIENCE

Parsons overall experience on suspension bridges is extensive and unmatched. In the chart below, Figure 12, we've identified several of the suspension bridges for which we have provided condition inspection services, and also we indicate the roles that our key staff for this project had in providing those services.

Parsons delivered the 2020-2023 Biennial bridge inspections for OBPA and continues to support OBPA on work related to that contract. Parsons has delivered a range of structural engineering and inspection services including

the most comprehensive main cable interior inspection ever undertaken for the suspension spans of the Ogdensburg-Prescott International Bridge. Parsons also performed in-depth structural as well as underwater inspections on the Grasse River Rail Bridge (Bridge #40) and the Raquette River Rail Bridge (Bridge #80) for OBPA. The inspections consisted of superstructure condition evaluation and a detailed above water assessment of the piers and abutments for both bridges. Inspection reports included drawings outlining inspection findings plus maintenance recommendations and rehabilitation details.

FIGURE 12: Parsons Suspension Bridge Condition Inspection Experience

SUSPENSION BRIDGE NAME/LOCATION	PROJECT SCOPE											KEY PERSONNEL	
	Inspection	Analysis/ Rating	Cable Investigation	Rehab Design	Deck Replacement	Special Investigations	Structural Steel Rehab	Substructure Repairs	Const. Eng./ Inspection	Tom Spoth, PE	John Schmid, PE		
1. Ogdensburg-Prescott International Bridge, New York	●	●	●			●	●			●	●		
2. Mackinac Bridge, Michigan	●	●	●	●	●	●	●	●	●	●	●		
3. New Tacoma Narrows Bridge (New Bridge Design), Washington		●								●			
4. Thousand Islands Bridges, U.S. & CN Crossing, New York-Ontario	●	●	●	●	●	●	●	●	●	●	●		
4. Tacoma Narrows Bridge (1950 bridge), Washington	●	●	●	●	●	●	●	●	●	●	●		
5. New Carquinez Suspension Bridge, California		●						●		●			
6. Mount Hope Bridge, Rhode Island	●	●	●	●	●	●	●	●	●	●	●		
7. I-74 Twin Bridges, Iowa-Illinois	●	●	●	●	●	●	●	●	●	●	●		
8. Clinton Gateway Bridge, Iowa-Illinois	●	●	●	●	●	●	●	●	●	●	●		
9. Golden Gate Bridge, California	●	●	●	●	●	●	●	●	●	●	●		
10. Ambassador Bridge, Michigan-Ontario	●	●	●	●	●	●	●	●	●	●	●		
11. Brooklyn Bridge, New York	●	●	●	●	●	●	●	●	●	●	●		
12. George Washington Bridge, New York-New Jersey	●	●	●	●	●	●	●	●	●	●	●		
13. Williamsburg Bridge, New York	●	●	●	●	●	●	●	●	●	●	●		
14. Triborough Bridge, New York	●	●	●	●	●	●	●	●	●	●	●		
15. Verrazano-Narrows Bridge, New York	●	●	●	●	●	●	●	●	●	●	●		
16. Tagus River Bridge (New Bridge Cable), Lisbon, Portugal	●	●	●	●	●	●	●	●	●	●	●		
17. Cornwall-Massena Bridge, New York-Ontario	●	●	●	●	●	●	●	●	●	●	●		
18. St. John's Bridge, Oregon	●	●	●		●	●	●	●		●	●		
19. Benjamin Franklin Bridge, Pennsylvania-New Jersey	●	●	●	●	●	●	●	●	●	●	●		
20. Manhattan Bridge, New York	●	●	●	●	●	●	●	●	●	●	●		
21. Throgs Neck Bridge, New York	●	●	●	●	●	●	●	●	●	●	●		
22. Bronx-Whitestone Bridge, New York	●	●	●	●	●	●	●	●	●	●	●		
23. Flaming Gorge Bridge, Wyoming	●	●	●	●	●	●	●	●	●	●	●		
24. Grand'Mere Bridge, Canada	●	●	●	●	●	●	●	●	●	●	●		
25. Skagit River Bridge, Washington	●	●	●	●	●	●	●	●	●	●	●		
26. Brazos, Texas	●	●	●	●	●	●	●	●	●	●	●		
27. Colorado River, Texas	●	●	●	●	●	●	●	●	●	●	●		
29. Duarte Bridge, Santo Domingo, Dominican Republic	●	●	●	●	●	●	●	●	●	●	●		
30. Atchafalaya Basin Bridge, Louisiana	●	●	●	●	●	●	●	●	●	●	●		

Ogdensburg-Prescott International Bridge Inspection And Load Rating



CLIENT AND REFERENCE

Ogdensburg Bridge and Port Authority

One Bridge Plaza, Suite 102
Ogdensburg, New York 13668
315.393.4080

Steven Lawrence
Executive Director
(315) 393-4080 x 226

CONTRACT VALUE

\$499,536

Parsons received a contract extension so the OBPA would have engineers on hand after the contract would otherwise have expired.

The Ogdensburg-Prescott International Bridge is a two-lane international crossing designed in 1958 and completed in 1960. It features a prominent 2,150-foot suspension bridge centered over the shipping lane of the St. Lawrence River and connects the towns of Ogdensburg, New York, and Prescott, Ontario. The suspension bridge consists of a central 1,150-foot main span and 500-foot suspended side spans. The 2,294-foot American approach consists of eight built-up plate girder spans and six deck truss supported spans. The 2,242-foot Canadian approach consists of nine built-up riveted plate girder spans and six deck truss supported spans. On either side of the suspended spans are 234-foot backstay spans between the cable bent pier and anchorage.

Parsons is providing technical and professional assistance with above- and below-water inspections for the bridge in accordance with National Bridge Inspection Standards (NBIS), New York State Department of Transportation (NYSDOT), and this Agreement. We are conducting routine biennial inspections of all bridge components, as well as interim or special inspections for active structural flags, elements where continuing deterioration may pose a threat between inspections, new problem areas, or following repairs. The condition of all pins for the stiffening truss links at the towers and cable bents will be examined by removing pin caps and retaining rods.

The biennial inspection includes a load rating of all members with detailed section loss readings (D-meters) for superstructure primary members in each span at all locations with section loss or other conditions warranting analysis. Our subconsultant performs underwater inspections and sounding surveys for the 27 bridge piers, across the river, and upstream and downstream of all river piers to update any condition changes near the bridge.



Parsons has previously performed in-depth inspections of the main cables and provided the Authority with a detailed maintenance plan for maintaining the condition of the main cables and suspension system.

Parsons also provided emergency inspection for one of the spans after being struck by an over height vehicle. Parsons was able to immediately provide senior technical staff on site to evaluate the damage and develop a quick repair plan to maintain the integrity of the span. This quick action allowed the bridge to remain open to traffic, and allowed the repairs to be done on a fast track basis.

Providing safe means for adequate inspection access can be challenging on bridge inspections. To safely accomplish the inspections, we created a site-specific health and safety plan identifying potential hazards and mitigation measures prior to the start of fieldwork. Parsons also implemented a quality control system to assure compliance with NYSDOT's inspection and documentation requirements, applicable OSHA regulations, and any applicable Canadian regulations.

Final reports included maintenance and repair recommendations with cost estimates.

Prudent Engineering, LLP (Prudent), as subconsultant, performed in-depth condition inspection of all bridge components above ground and in-water, including structural metalwork, paint cover, sidewalks, roadway, substructure concrete, stone masonry and expansion dams. Additionally, visible portions of the main cables, anchorages and suspenders, roadway, and navigation lighting systems were examined.

The inspection was performed in accordance with current guidelines of the National Bridge Inspection Standards and the New York State Department of Transportation. Final Bridge Inspections reports were completed after each biennial inspection event to document the findings of the cyclical in-depth inspections. In addition to the written descriptions, the report contained scaled drawings with the areas of deterioration outlined as well as photos documenting the extent of erosion and other damages. The submission of this final report included specific recommendations for rehabilitation. Bridge inspection findings, including flags and the final reports were documented in the NYSDOT Bridge Data Information System (BDIS).



Thousand Islands International Bridges



CLIENT AND REFERENCE

Thousand Islands Bridge
Authority (TIBA)

Tim Sturick, Director
315.482.2501

CONTRACT VALUE

\$2.5 Million

The Thousand Islands Bridge transportation system consists of an international border crossing extending from Collins Landing near Alexandria Bay, New York, to Ivy Lea near Gananoque in Ontario, covering 8.5 miles. The Thousand Islands bridges were designed by Parsons and construction was completed in August of 1938.

Starting from mainland Canada, the Thousand Islands Bridges over the St. Lawrence River comprises a 1,765 ft. overall length suspension bridge spanning the Canadian Channel to Georgina Island; a 348 ft. steel arch span from Georgina Island to Constance Island; two 300 ft. continuous truss spans from Constance Island crossing the Lost Channel to Hill Island; a 88 ft. reinforced concrete masonry arch bridge crossing the international rift and boundary from Hill Island, Canada to Wellesley Island (U.S.); and a 4,500 ft. overall-length steel girder and suspension bridge from Wellesley Island crossing the American Channel to mainland New York.

Since original construction of the Thousand Islands Bridge(s), Parsons has served the Authority as its Consulting Engineer. On a regular basis Parsons has performed biennial condition inspections, in-depth inspections, underwater and special inspections and main cable interior inspections. Parsons has also designed the complete deck replacement, electrical system and lighting replacement, bearing resetting procedures, steel repairs and has prepared contract plans, specifications and cost estimates and construction management for this work. Parsons also prepares as part of our inspection work, ongoing maintenance lists and tracking, as it relates to potential NYSDOT Flag Reporting.

In our literally decades of providing bridge inspection services we have been guided by the NYSDOT Bridge Inspection Manual and UCBI Code, as well as applicable FHWA and AASHTO publications and regulations, plus OSHA and Canadian safety regulations. Parsons has also developed for TIBA the element data collection system and has implemented compliant reporting practices for NYSDOT. We also have performed a complete element load rating.



Peace Bridge



CLIENT AND REFERENCE

Buffalo and Fort Erie Public
Bridge Authority

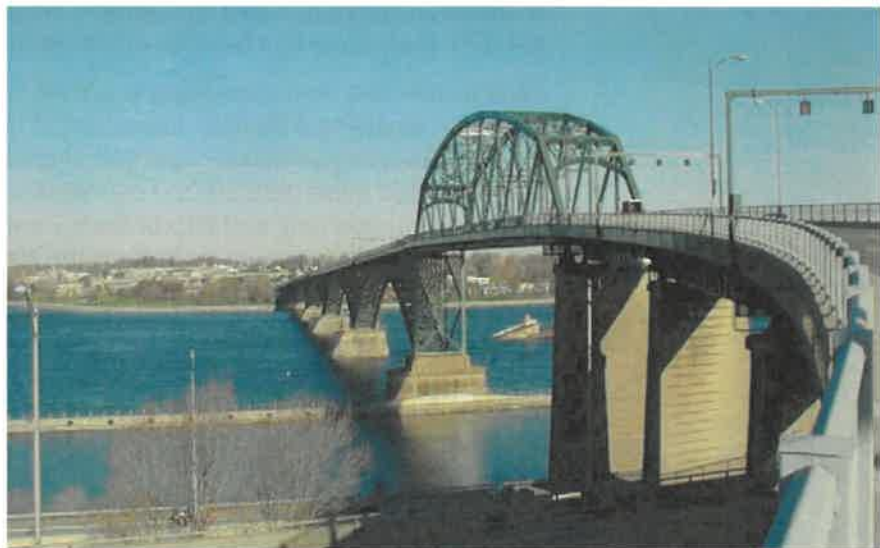
Tom Boyle, Chief Operating
Officer 716.884.8632

CONTRACT VALUE

\$3 Million

The 5,800-foot-long Peace Bridge border crossing at Buffalo, New York and Fort Erie, Ontario consists of multiple steel arch spans, a steel truss span, viaduct approach spans and ancillary structures. Parsons is particularly proud of our long and successful association with the Buffalo and Fort Erie Public Bridge Authority (PBA). Since the 1970s Parsons has provided planning, design, and construction administration services for numerous PBA projects, including multiple biennial, underwater and special inspections. Additional tasks over our many years of service to the PBS have included the recently completed complete deck replacement design, steel repair design, environmental studies, rehabilitation and strengthening design, load ratings, capacity determination studies; feasibility reports, contract document preparation, construction inspection, construction engineering services, bid assistance, monitoring coordination of contractors' work, quality control, and preparation of engineering records and reports.

In our literally decades of providing engineering and bridge condition inspection services we have been guided by the NYSDOT Bridge Inspection Manual and UCBI Code, as well as applicable FHWA and AASHTO publications and regulations, plus OSHA and Canadian safety regulations. Parsons has also developed for the PBA the element data collection system and has implemented compliant reporting practices for NYSDOT. We have also assisted the PBA in development and implementation of maintenance plans and provided supporting data and studies for development of their capital program for bridge preservation.



Biennial Inspections of New York City East River Bridges



New York City's East River bridges include the Brooklyn, Manhattan and Williamsburg Bridges, all of which Parsons has performed Biennial condition inspections.

The Brooklyn Bridge, a 6,016 ft cable suspended structure with a main span of 1,595 ft and opened in 1883, carries two three-lane vehicular roadways over the East River between the Boroughs of Brooklyn and Manhattan. Pedestrians and cyclists cross the bridge via specially designated pathways which terminate on the city street system.

Parsons has performed Biennial as well numerous special inspections on this iconic structure including in-depth structural as well in-depth cable inspections. Other work performed includes rehabilitation and strengthening of the main suspended structure, as well as extended inspections and rehabilitation work on both approach structures. Currently, Parsons is the lead engineer in a complete rehabilitation of the masonry supporting the approach structures which includes a seismic retrofit.

The Williamsburg Bridge, a 7,214-ft. cable suspension structure with a main span of 1,600 ft., carries four two-lane vehicular roadways and two New York City subway tracks over the East River between the Boroughs of Brooklyn and Manhattan. Pedestrians and cyclists cross the bridge via specially designated pathways, which terminate on the city street system.

Parsons performed numerous in-depth inspections of the structure over the years including Biennial inspections as well as detailed cable inspections. Parsons inspections of the suspended and approach spans found deterioration and other flag conditions which were addressed by NYCDOT over a series of repair contracts which has kept the bridge operating in accordance with current bridge standards.

The Manhattan Bridge, opened in 1909, carries highway and transit traffic over the East River between Manhattan and Brooklyn. The suspension bridge is 5,782 ft. in length, including approaches, with a 1,470-ft. main span and two side spans each 725 ft.

Parsons has had numerous assignments in connection with the structure, including a Biennial Inspection of the Manhattan Bridge which included underwater diving inspection of subaqueous structures. During the inspection more than 30,000 elements were condition rated, 1,200 defects were recorded, and 615 of them were flagged. Parsons' findings resulted in prompt corrective action by the NYCDOT including emergency repairs, review of load rating and flag condition repairs.

In our literally decades of providing engineering and bridge condition inspection services we have been guided by the NYSDOT Bridge Inspection Manual and UCBI Code, as well as applicable FHWA and AASHTO publications and regulations, plus OSHA safety regulations.

CLIENT AND REFERENCE

New York City Department of Transportation (NYCDOT)

Denise Noble-Rauch, NYCDOT
Director of Bridge Repair
(212) 839-4146

CONTRACT VALUE

\$8 Million

(D038193) NYSDOT 2022-2025 Biennial Bridge & Interim Inspection, Regions 3 & 7



CLIENT AND REFERENCE

New York State Department of Transportation (NYSDOT)

Charles Kincaid, PE, JMT
315.937.2112

CONTRACT VALUE

\$772, 700 (Fee)

As the subconsultant on this contract, Prudent Engineering, LLP's (Prudent) bridge inspection teams are responsible for conducting biennial and interim bridge inspection of bridge structures in New York State DOT Regions 3 and 7. In the 2022 inspection year, Prudent's field teams inspected a total of 217 locally and state-owned bridges in Region 3 and Region 7. In the 2023 inspection year, 149 bridge inspection were completed in Region 3 and 30 bridge inspections were completed in Region 7.

Equipped with inspection technology and reporting software, Prudent's teams were responsible for field inspection, quality control of evaluated structures, and for flagging structurally deficient bridges that required corrective maintenance. Particular inspection concerns included documenting evidence of corrosion, rust, cracks and fissures, concrete deterioration, and other defects compromising the safety and structural well-being of bridges. After assessing bridge elements, inspection personnel assigned the inspected structures individual condition ratings based on American Association of State Highway and Transportation Officials (AASHTO) standards.

Prudent's staff provided overall project management and quality control (QC) and has procured and administered work zone traffic control (WZTC) and special access subcontracts, Project responsibilities additionally included recording and reviewing flags; working with regional staff and bridge owners to resolve flags; performing Level I and II load ratings; coordinating QC submissions for inspected bridges; maintaining information in the NYSDOT bridge database BDIS; preparing cost projections, budgets, and monthly cost control reports; and monitoring the project to ensure inspection operations are progressed on schedule and within budget.



APPENDIX



Tom Spoth, PE
PROJECT MANAGER

Tom has 39 years of experience in bridge design, fabrication, inspection, condition evaluation, rehabilitation, and management of major bridge projects. His assignments have included design of new suspension and cable-stayed bridges, upgrade and rehabilitation design for existing suspension, truss, arch and movable bridges.

Tom has dedicated the better part of his more than 39 year career to design, and restoration of bridges. In this time he has performed in-depth cable interior inspections, including on a repeat client basis, for the Golden Gate Bridge, Mackinac Bridge, both Thousand Islands Bridges, the 1950 Tacoma Narrows Bridge, Mount Hope Bridge, and the Ogdensburg-Prescott International Bridge, amongst others. With this specialize area of expertise, Tom has also been called by clients to serve as an expert on suspended pipelines, suspended roofs and other cable supported structures.

Work Experience

Ogdensburg Bridge & Port Authority. Above & Below Water Inspection and Load Rating 2020-2023, Ogdensburg, NY. 08/2020-12/2023.

Parsons is providing technical and professional assistance with above- and below-water inspections and a load rating for the bridge in accordance with National Bridge Inspection Standards, the New York State Department of Transportation, and the project agreement. Parsons' scope includes conducting routine biennial inspections of all bridge components and interim or special inspections for active structural flags, elements where continuing deterioration may pose a threat between biennial inspections, new problem areas, or following repairs. Work also includes examining the condition of all pin joints for the stiffening truss links at the towers and cable bents by removing pin caps and retaining rods. Final reports include maintenance and repair recommendations with cost estimates. Tom provided technical direction and oversight for the bridge inspection, load rating activities, and steel repairs and oversaw the preparation and execution of emergency repairs relating to vehicle impact damage to an existing bridge steel girder. [Reference: Steven Lawrence, Executive Director \(315\) 393-4080 x 226](#)

Ogdensburg Bridge & Port Authority. Ogdensburg-Prescott International Bridge Main Cable Inspection Services, Ogdensburg, NY. 10/2015-02/2017.

Project Manager responsible for performing a Phase I preliminary visual inspection of the cable suspension system which consisted of an anchorage to anchorage walkthrough inspection of the main cables to determine the general condition of the cable exterior, the suspender cables, and the variety of other components that make up the suspension system. Tom also served an identical role for the subsequent main cable interior inspection that included unwrapping an wedging the main cable interior strands for inspection access. [Reference: Steven Lawrence, Executive Director \(315\) 393-4080 x 226](#)

YEARS OF EXPERIENCE

Total: 39

With Parsons: 39

EDUCATION

Bachelor of Science,
Civil Engineering, Old
Dominion University

REGISTRATIONS

Professional Engineer,
082803, New York

CERTIFICATIONS

Bridge Inspector,
Federal Highway
Administration's
Resource Center

PROFESSIONAL AFFILIATIONS

Parsons Fellow
Emeritus

International Bridge,
Tunnel and Turnpike
Association (IBTTA),
Engineering and Design

Chi Epsilon, Member

American Society of
Civil Engineers (ASCE),
Member

AWARDS

Recipient of ASCE
Roebling Award for
lifetime achievement in
Bridge Engineering

Tom Spoth, PE – continued

Mackinac Bridge Authority. Mackinac Bridge, Mackinaw City-St. Ignace, MI. 01/1985-Present. Inspections included annual, fracture critical, special, main cable interior, suspender removal, steel grid, and inspection of fatigue-prone floor system elements. Projects included 1999 deck study and alternatives analysis, suspension bridge expansion joint replacement, floor truss top chord element replacement, rocker link replacement, bearing replacement and header reconstruction, traveler replacement, and open steel grid replacement, plus field and shop inspection of work. Starting in 1985, Tom served as Structural Engineer, Lead Engineer, and now Project Manager. Work also included condition inspection reporting and recommendations for ongoing maintenance and asset management advice relating to steel grid service life strategies and retrofit of main span floor framing. [Reference: Kim Nowack \(906\) 643-7600](#)

Tacoma Narrows Constructors. Tacoma Narrows Bridges, Tacoma, WA. 09/2002-12/2007. Final design, construction support, and construction engineering for the \$815 million construction of the New Tacoma Narrows Bridge and upgrades to the 1950 Tacoma Narrows Bridge. Design of new bridge included wind studies, complete superstructure prefabrication, erection engineering, and construction support services. Also included is seismic, wind, deck, and bridge railing upgrades for the existing 1950 Tacoma Narrows Bridge. Tom served as the Bridge Design Manager for final design, construction support, and erection engineering services for both bridges. [Reference: Tim Moore \(360\) 705-7163](#)

Thousand Islands Bridge Authority. Thousand Islands Bridge US and Canadian Crossings, Alexandria Bay, NY; Ivey Lee, Ontario, Canada. 12/1996-Present. Tom served as Project Manager for all upgrades and engineering inspections, including multiple annual and special inspections provided for these border crossing bridges since 1996. Tom also served as the Project Manager and Engineer-of-Record responsible for the deck studies and deck replacement design for both the U.S. and Canadian suspension bridges. The projects included reconfiguration of the floor system framing and design of a new concrete-filled steel grid deck to replace the existing decks, plus a complete construction sequence analysis for the main suspension spans. All new deck elements were precast for installation at night while maintaining bridge operations during the daytime. [Reference: Tim Sturick \(315\) 482-2501](#)

Jacques Cartier and Champlain Bridges Incorporated. Honoré-Mercier Bridge, Montreal, Quebec, Canada. 08/2008-11/2009. The refreshment of the Honoré-Mercier Bridge in Montreal, Quebec, represented the largest bridge rehabilitation effort in Canadian history at the time. The work was let in two separate design-build contracts, and Parsons played a significant role throughout. The project included a complete deck replacement and steel refurbishment for the 1930s and 1950s portions of the bridge. Parsons provided engineering design for the steel repairs and for the deck replacement for 16,000 square meters of precast deck that was installed to maintain traffic during daytime operations. Tom, as Project Executive, was overall project delivery and technical direction for design deliverables of this fast-track, design-build contract. [Reference: Sol Lorenzo \(450\) 686-0980](#)

Metropolitan Transportation Authority Bridges and Tunnels. Henry Hudson Bridge, New York, NY. 05/2005-06/2010. Parsons provided deck replacement study, planning, design, and construction support serves to replace the lower-level bridge deck of the Henry Hudson Bridge. The bridge has an 821-foot-long main span double-deck steel arch crossing the Harlem River in New York City. The approach viaducts are of steel and concrete construction. The work included replacing the 70-year-old concrete deck with a new concrete-filled steel grid deck while maintaining three lanes of traffic. Tom served as Principal-in-Charge for the engineering, design, and construction support services. The project also included structural rating and steel strengthening upgrades. [Reference: Bill Neubauer \(212\)304-5026](#)



Nicole Melendez, PE

QUALITY CONTROL ENGINEER

Nicole has civil and structural experience in design, rating, inspection, construction services, and project management of railroad and highway bridge projects. Her experience ranges from conceptual design studies to final design and construction of large-scale infrastructure projects. Nicole has experience providing structural design and inspection for highway bridges, load ratings for railway bridges, on-call construction services, and project management.

Work Experience

Ogdensburg Bridge and Port Authority, Ogdensburg-Prescott International Bridge Inspection and Load Rating, Ogdensburg, New York. 08/2020-12/2023. Quality Control Engineer. Parsons is providing technical and professional assistance with above- and below-water inspections and a load rating for the bridge. Nicole is responsible for overseeing and ensuring compliance with client design standards and Parsons' quality standards. [Reference: Steven Lawrence, Executive Director \(315\) 393-4080 x 226](#)

Thousand Islands Bridge Authority (TIBA). Thousand Islands Bridge U.S and Canadian Crossings, Alexandria Bay, New York, Ivy Lee, Ontario, Canada. 07/2017-03/2024. Team Leader. The Thousand Islands International Bridge system crosses the St. Lawrence River and connects the mainland of the United States with Canada. The bridge system carries United States I-81 and Canada's Highway 137. The 8.5-mile-long crossing consists of two suspension bridges, a steel arch, two reinforced concrete rigid frames, a two-span continuous truss, steel girder viaduct spans, and approach roadways. Parsons performed detailed, hands-on bridge inspections for the United States and Canadian crossings and prepared draft and final inspection reports. This project also involved developing scope and technical specifications for a 2016 underwater inspection of Canadian Crossing Pier 17 (South Main Tower). As Team Leader Nicole served as field inspector for 3 annual inspections as well as main cable interior special inspections. Nicole was responsible for NBIS compliance and all relating report preparation. Currently Nicole is lead structural engineer for an upcoming suspender replacement and physical testing program. [Reference: Tim Sturick \(315\) 482-2501](#)

Mackinac Bridge Authority. Mackinac Bridge, Mackinaw City-St. Ignace, MI. 07/2015-Present. Team Leader. Parsons was responsible for bridge condition inspection, providing professional engineering services, including structural engineering services for emergency repairs and structural retrofitting on an as-needed basis. Nicole served as Team Leader for the 2015 - 2018 condition inspections, inclusive of the deck condition element inspection, and she served as field inspector in 2014. Nicole held a key role in development of relating inspection reports. [Reference: Kim Nowack \(906\) 643-7600](#)

YEARS OF EXPERIENCE

Total: 18

With Parsons: 10

EDUCATION

Bachelor of Science,
Civil Engineering,
Rutgers

REGISTRATIONS

Professional Engineer,
100376, New York

CERTIFICATIONS

FHWA-NHI-130055:
Safety Inspection of
In-Service Bridges,
National Highway
Institute

PROFESSIONAL AFFILIATIONS

ACE Mentor Program
of America, Inc., Office
Coordinator

Nicole Melendez, PE – continued

Port Authority of New York & New Jersey (PANYNJ). Goethals Bridge Public-Private Partnership, Elizabeth, NJ & Staten Island, NY. 05/2013-06/2019. Package Lead. This design-build-finance-maintain project replaced the existing 1.2-mile-long toll bridge over the Arthur Kill Waterway between Elizabeth, New Jersey, and Staten Island, New York. The new bridge features dual 7,300-foot structures with 900-foot cable-stayed main spans that included over 1,000 precast deck elements. Parsons was lead designer for the design-build team. Nicole served as work package lead responsible for the design and construction services for the multidisciplinary aspects of the project including coordination of all work packages that included bridge mounted utilities. [James Starace, PE, 212.435.7449](#)

MTA Bridges and Tunnels. Verrazzano-Narrows Bridge Main Cable and Suspension System Staten Island & Brooklyn, NY. 06/2019-10/2019. Structural Engineer. Parsons was responsible for reviewing and investigating all available documents and prior inspection and investigation reports, performing in-depth condition verification inspections, preparing a structural analysis and design, developing design contract documents, and providing construction support services for removal and testing of selected suspenders at the Verrazano-Narrows Bridge as well as main cable interior inspections. As structural engineer Nicole conducted field condition inspections and main cable wire assessment following the NCHRP 534 guidelines. She was responsible for selecting wire samples for laboratory analysis and physical testing. [Reference: Piv Lim \(718\) 390-8156](#)

New City Department of Transportation (NYCDOT). Brooklyn Bridge Manhattan-Brooklyn, NY. 05/2017-Present. Parsons performed in-depth inspections, took borings to determine the composition of soils and configuration of foundations, and provided a rehabilitation design that consisted of a variety of tasks, including remediation of hazardous materials; installation of electrical service and a ventilation system; jet grouting for soils strengthening; reinforcement of the foundations; conservation measures for the brick and granite walls, including crack stitching, repointing, dutchman repairs, lead paint removal and general bridge element restoration. For seismic safety of the iconic stone masonry towers, drilling and grouting of steel reinforcing bars were also designed and specified to be installed. Parsons is overseeing the work and providing construction support services. Nicole was responsible for assisting with project management tasks, including client interface and subconsultant coordination. She also oversaw the production of the more than 400-page design drawing package, technical specifications and relating study reports. [Reference: Denise Noble-Rauch, 212.839.4137](#)

TIBA. Thousand Islands Bridge U.S and Canada Crossings, Alexandria Bay, NY, Ivy Lee, Ontario, Canada. 07/2017-Present. Team Leader. The Thousand Islands International Bridge system crosses the St. Lawrence River and connects the mainland of the United States with Canada. The bridge system carries United States I-81 and Canada's Highway 137. The 8.5-mile-long crossing consists of two suspension bridges, a steel arch, two reinforced concrete rigid frames, a two-span continuous truss, steel girder viaduct spans, and approach roadways. Parsons performed detailed, hands-on bridge inspections for the United States and Canadian crossings and prepared draft and final inspection reports. This project also involved developing scope and technical specifications for a 2016 underwater inspection of Canadian Crossing Pier 17 (South Main Tower). As Team Leader Nicole served as field inspector for 3 annual inspections as well as main cable interior special inspections. Nicole was responsible for NBIS compliance and all relating report preparation. Currently Nicole is lead structural engineer for an upcoming suspender replacement and physical testing program. [Reference: Tim Sturick \(315\) 482-2501](#)



John Schmid, PE

TEAM LEADER

John has 44 years of experience involving long-span bridge designs, condition inspections, rehabilitation designs, and inspection projects. He has managed multi-million dollar design and construction projects on major suspension bridges, in addition to managing and directing large scale inspection projects for a variety of public and private clients.

Work Experience

Ogdensburg Bridge & Port Authority. Above & Below Water Inspection and Load Rating 2020-2023, Ogdensburg, NY. 08/2020-Present. Parsons is providing technical and professional assistance with above- and below-water inspections and a load rating for the bridge in accordance with National Bridge Inspection Standards, the New York State Department of Transportation, and the project agreement. Parsons' scope includes conducting routine biennial inspections of all bridge components and interim or special inspections for active structural flags, elements where continuing deterioration may pose a threat between biennial inspections, new problem areas, or following repairs. Work also includes examining the condition of all pin joints for the stiffening truss links at the towers and cable bents by removing pin caps and retaining rods. Final reports include maintenance and repair recommendations with cost estimates. John is the project manager responsible for overseeing field inspections and the preparation of inspection reports, overseeing the preparation of load rating calculations, maintaining regular communication with client, and preparing and submitting all invoices. [Reference: Steven Lawrence, \(315\) 393-4080 x 226](#)

Ogdensburg Bridge and Port Authority, Ogdensburg-Prescott International Bridge Main Cable Inspection Services, Ogdensburg, New York, United States. 10/2015-03/2024. Project Manager and Senior Technical Specialist. Parsons performed a condition evaluation of the main cables and suspension system for this international crossing between New York State and Ontario. The bridge is a two-lane crossing that includes a central feature consisting of a 1,650-foot-long suspension bridge over the St. Lawrence River. The main suspended span is 1,150 feet, flanked by 500-foot suspended side spans. The two main cables are spaced 36 feet center to center, each constructed from 37 prefabricated steel wire structural strands to form a cable diameter of approximately 11.5 inches. John is the project manager responsible for overseeing field inspections and the preparation of inspection reports, overseeing the preparation of load rating calculations, maintaining regular communication with client, and preparing and submitting all invoices. [Reference: Steven Lawrence, \(315\) 393-4080 x 226](#)

Ogdensburg Bridge and Port Authority, Ogdensburg Railway Bridges Inspection and Rehabilitation, Ogdensburg, New York, United States. 05/2015-01/2017. Project Manager and Field Engineer. Parsons performed a detailed inspection of Bridge No. 40 at milepost 17.58 and Bridge No.

YEARS OF EXPERIENCE

Total: 44

With Parsons: 42

EDUCATION

Master of Engineering,
Structural Engineering,
Manhattan College

Bachelor of
Engineering, Civil
Engineering,
Manhattan College

REGISTRATIONS

Professional Engineer,
065553, New York

PROFESSIONAL AFFILIATIONS

American Society of
Civil Engineers (ASCE),
Associate Member

CERTIFICATIONS

FHWA-NHI-130056
Safety Inspection of
In-Service Bridges for
Professional Engineers

John Schmid, PE – continued

80 at milepost 24.1. The inspection was conducted in accordance with the American Railway Engineering and Maintenance-of-Way Association. Parsons completed an in-depth inspection report and an underwater inspection report. These Ogdensburg Bridge Port Authority bridges were 117 years old and were part of its short line rail system. John was responsible for managing the project, serving as chief inspector during the inspection of several railroad bridges, preparing reports, and developing detailed repair drawings for each structure. [Reference: Steven Lawrence, \(315\) 393-4080 x 226](#)

Michigan Department of Transportation, Blue Water Bridge Structural Engineering Services, Port Huron, Michigan. 09/2012-06/2024 Project Manager. The Blue Water Bridge connects routes I-94/I-69 in Port Huron, Michigan, with Highway 402 in Port Edward, Ontario. The bridge is managed by the Michigan Department of Transportation (MDOT) and the Federal Bridge Corporation Limited. Oversight is split at the center of the arches, with MDOT managing the western half and Federal Bridge Corporation Limited managing the eastern half. Parsons provided structural engineering services for the MDOT half of the bridge structures, including annual and fracture-critical inspections of Bridge 1, Bridge 2, the mechanically stabilized earth walls that support the MDOT plaza, plaza structure S24 which spans the on-ramp from Pine Grove, and plaza structure S25 which spans Pine Grove. The inspection included all annual and fracture-critical member inspections and element-level inspections of all four structures, bridge coating warranty inspections in 2018 and 2019, and an initial channel cross-section survey. The assignment also included a load rating and a gusset plate rating for the deck trusses. The main span of Bridge 1 consists of an 870-foot-long cantilever truss with a suspended center span supported by 330-foot-long anchor truss spans on both sides of the river. The approaches consist of a combination of plate girder and 200- and 265-foot-long deck truss spans on both the east and west approaches. Bridge 2 consists of a 1,480-foot-long continuous steel tied-arch span with steel box girder and AASHTO prestressed concrete I-beam approach spans on both the east and west approaches. In addition to the inspection work, Parsons prepared as-needed structural designs, reviewed computations and drawings in connection with work to be performed by others, performed 3D computer structural modeling, and provided emergency repair consultations details. John was the project manager on all of the projects. [Reference: Carrie Warren \(313\) 287-1458](#)

Mackinac Bridge Authority. Mackinac Bridge Indefinite Delivery Services, Contract 2011-0353, Mackinaw City and St. Ignace, Michigan. 08/1981-04/2025. The Mackinac Bridge is a world-renowned suspension bridge of very large proportions and complicated design. The structural engineering needs of the bridge are continual and range from periodic, regularly scheduled inspections to unanticipated emergency repairs. Parsons performed various structural engineering services that included conducting annual fracture inspections of the superstructure, substructure, anchorages, towers, suspension system, and roadway. Inspections were performed in accordance with the National Bridge Inspections Standards, the AASHTO Manual for Condition Evaluation of Bridges, and the Federal Highway Administration Bridge Inspectors' Training Manual. The project scope also included preparing structural designs and emergency repair details and generating studies and reports [Reference: Kim Nowack \(906\) 643-7600](#)



Dan Levine, PE

TEAM LEADER

Dan has experience performing bridge condition assessments. He has participated in annual inspections of the Mackinac Bridge, the Thousand Islands Bridge, and the Blue Water Bridge. In addition, Dan has specific experience in suspension bridge cable inspections, including the Ogdensburg-Prescott International Bridge, the Mackinac Bridge, the Thousand Islands Bridge, and the Verrazano-Narrows Bridge. He is National Bridge Inspections Standards (NBIS)-certified and responsible for performing structural calculations, preparing structural details, and coordinating with other trades for a variety of projects types and sizes.

Work Experience

Ogdensburg Bridge & Port Authority. Above & Below Water Inspection and Load Rating 2020-2023, Ogdensburg, NY. 08/2020-Present. Parsons is providing technical and professional assistance with above- and below-water inspections and a load rating for the bridge. Daniel is responsible for overseeing bridge inspection activities during the annual, fracture critical, and special inspections. Following completion of the field inspections, responsibilities included preparing reports documenting findings and, when necessary, providing recommendations for repairs. Also reports inspection data to the New York State Department of Transportation in both National Bridge Inventory and Bridge Element formats. [Reference: Steven Lawrence, Executive Director \(315\) 393-4080 x 226](#)

Ogdensburg Bridge & Port Authority. Ogdensburg-Prescott International Bridge Main Cable Inspection Services Ogdensburg, NY. 10/2015-02/2017. Field Inspector responsible for preparation of report of findings. Project included performing a Phase I preliminary visual inspection of the cable suspension system which consisted of an anchorage to anchorage walkthrough inspection of the main cables to determine the general condition of the cable exterior, the suspender cables, and the variety of other components that make up the suspension system. [Reference: Steven Lawrence, Executive Director \(315\) 393-4080 x 226](#)

Thousand Islands Bridge Authority. Thousand Islands Bridge Interior Cable Inspection, Ivy Lea, Ontario, Canada, to Alexandria Bay, NY. 07/2017-Present. Parsons performed inspections of two full main cable panel lengths and eight cable band bonds of the Canadian and American suspended spans and provided support services for cable rewinding operations. Dan as Assistant Team Leader and later Team Leader planned, supervised, and documented the unwrapping of the main cable at two locations on both the American and Canadian suspended spans (four locations total). Performed an initial condition assessment of the main cable wire wrapping prior to its removal. Labeled, removed, and assessed the original wood fillers. Removed residual paste from the perimeter strands and performed an initial condition assessment immediately following the unwrapping. [Reference: Tim Sturick \(315\) 482-2501](#)

YEARS OF EXPERIENCE

Total: 12

With Parsons: 10

EDUCATION

Bachelor of Science,
Civil Engineering,
University at Buffalo

REGISTRATIONS

Professional Engineer,
097330, New York

CERTIFICATIONS

FHWA-NHI-130055:
Safety Inspection of
In-Service Bridges,
National Highway
Institute

Dan Levine, PE – continued

Mackinac Bridge Authority. Mackinac Bridge Inspection and Other Engineering Services, St. Ignace, MI. 08/2013-Present. Bridge Inspector/Assistant Team Leader. The Mackinac Bridge is a world renowned suspension bridge of very large proportions and design. The structural engineering needs of the bridge are repairs. In 2011, Parsons contracted with the Mackinac Bridge Authority to perform various structural engineering services that include, conducting annual fracture inspections of the superstructure and substructure, anchorages, towers, suspension system, and roadway in accordance with the NBIS, AASHTO Manual for Condition Evaluation of Bridges, and the Federal Highway Administration Bridge Inspectors' Training Manual. The project scope also includes preparing structural designs and emergency repair details; and generating studies and reports. In addition to the annual inspection, Dan performed an in-depth cable inspections and evaluation of the main cables of the Mackinac Suspension Bridge. Following NCHRP Report 534 guidelines, this in-depth inspection included unwrapping the main cables, wedging open the cable to inspect the individual wire strands, and rewrapping the cable. All findings are compiled into a detailed report and accompanied with a photographic record log and written recommendations. [Reference: Kim Nowack \(906\) 643-7600](#)

Port Authority of New York & New Jersey (PANYNJ). Goethals Bridge Public-Private Partnership, Elizabeth, NJ & Staten Island, NY. 09/2014-03/2020. Superstructure/Substructure Designer. The \$934 million design-build-finance-maintain project replaced the existing 1.2-mile toll bridge over the Arthur Kill Waterway between the City of Elizabeth, New Jersey, and Staten Island, New York. The bridge features twin 6,600-foot structures with 900-foot cable-stayed main spans. Parsons was the lead designer for the design-build team. Dan was tasked with the design and detailing of the main span's shared-use-path and cable anchorage systems. Dan played a significant role in design of the steel anchor boxes that serve to anchor the stay cable within the tower tops. Large structural demands and complex geometry required the boxes to be designed to a high level of detail. Fabrication procedures and welding operations were carefully considered to minimize fatigue. A variety of tools including structural models, and 3D printing techniques were utilized to help mitigate the challenges associated with such an intricate design and methodical fabrication. [James Starace, PE, 212.435.7449](#)

Buffalo and Fort Erie Public Bridge Authority. Peace Bridge Redecking Planning and Design Engineering Services, Buffalo, NY. 08/2013-12/2016. Civil/Structural Engineer. The project includes engineering, design, and construction support services for geometric improvements to the United States approach and subsequent redecking of the Peace Bridge, a 3,580-foot-long international bridge and port of entry that crosses the Niagara River between Buffalo, New York, and Fort Erie, Ontario, Canada. The bridge connects the United States and Canada. The deck replacement portion includes a study of appropriate light-weight deck options, daytime and nighttime construction staging options, and final design of the selected deck type. Daniel compiled three cost estimates for the redecking and rehabilitation of the Peace Bridge. Two redecking options were considered. One option involved full-time lane closures with a cast-in-place concrete filled grid deck. Dan was responsible for performing the structural analysis and load rating design, and detailing of the cast-in-place concrete deck for Phase II of the Peace Bridge widening project. Working on an international bridge crossing, Dan had to ensure that the deck was capable of handling the loading requirements of both New York State and Ontario, Canada. [Reference: Tom Boyle \(905\) 994-3672](#)



Frederick Burgwardt, PE

ASSISTANT TEAM LEADER

Mr. Burgwardt joined Prudent in 2018 following a 27-year professional civil engineering career with the NYSDOT as a Bridge Design Squad Leader, Project Design-Build Liaison, Design Squad Leader, and Project Design Manager. His expertise includes broad-scope state highway intersection safety and capacity improvement projects, structural design, and project management for bridge replacement and rehabilitation projects. Mr. Burgwardt is Prudent's Structural Engineering Design Lead and as such, is well-versed in leading projects through all design phases, from planning and estimating to quality control and team direction. Mr. Burgwardt has completed the National Highway Institute (NHI) Safety Inspection of In-Service Bridges for Professional Engineers.

Work Experience

Ogdensburg Bridge and Port Authority, Biennial Bridge Inspection, Ogdensburg-Prescott International Bridge, Ogdensburg, NY, 2022 – 2023.

Team Leader for 2022 in-depth structural inspection of the Ogdensburg-Prescott International Bridge Inspection including examination of all bridge components above ground and water, including structural metalwork, paint cover, sidewalks, roadway, substructure concrete, stone masonry and expansion dams. Additionally, visible portions of the main cables, anchorages and suspenders, roadway, and navigation lighting systems were examined. Duties include in-field bridge inspection, preparation of the bridge inspection report, Bridge Data Information System (BDIS) report, and entering flags in the BDIS. [Reference: John Schmid, PE, 212.266.8392, john.schmid@parsons.com](#)

NYPA, 4600003751, PO #4500343269, Robert Moses Niagara Power Project (RMNPP), North Abutment and Deck Improvements Structural Condition Assessment, Town of Lewiston, NY, 10/2022 – 06/2023.

Team Leader for this project to perform structural condition assessment of the North Buttress of the RMNPP including structural inspection of the North Abutment cells and two accessible buttress cells; crane supporting column assessment using a scissor lift, and inspection of the inaccessible North Abutment buttress cells. Deliverables for this project are regular inspection finding reports and draft and final condition reports including inspection observations, field notes, abutment cell and buttress cell sketches, photo location plans, and photos with descriptions. [Reference: Alexander Thamel, PE, 612.389.9104, alexander.thamel@hatch.com](#)

NYS Department of Transportation, D038193, PIN 3B22.22, 2022 – 2025 Biennial & Interim Bridge Inspections, Regions 3 and 7, NY, 2022 –

Ongoing. Project Manager / Team Leader responsible for leading biennial and interim inspections of various bridges and culverts in Regions 3 and 7, including bridges within CSX right-of-way. Duties include stream cross section and abutment / wingwall profiles to measure changes in streambed depth caused by erosion and scour, abutment undermining readings,

YEARS OF EXPERIENCE

With Prudent: 6 Years

With Other Firms: 33 Years

EDUCATION

B.S. Civil & Environmental Engineering, Clarkson University, 1984

REGISTRATIONS

Professional Engineer, 067207, New York

TRAINING

National Highway Institute (NHI) Safety Inspection of In-Service Bridges for Professional Engineers, 2018

Frederick Burgwardt, PE – continued

hydraulic analysis of upstream and downstream channels, underdeck condition sketches, electrical hazard surveys, preparing beams and girders for ultrasonic thickness gauge (D-Meter) reading for recording section loss in webs and flanges, section loss documentation, and photo documentation. Reference: Charles Kincaid, PE, 315.937.2112, ckincaid@jmt.com

NYS Department of Transportation, D037966, Regional Design Services Agreement, Region 3, Assignment #4, PIN 3028.15, Route 281 over I-81 Bridge Deck Replacement, Town of Preble, Cortland County, NY, 2021. Project Engineer responsible for performing field inspections for a project to replace the deck of the Route 281 bridge, including repairs to the substructure, superstructure and other areas. In preparation for the design development phase, inspected existing deck and superstructure, coordinated Work Zone Traffic Control (WZTC) and deck core operations during inspection, prepared bridge deck, superstructure and substructure report and QC review. Drafted initial project proposal and field inspection report, and final superstructure inspection report. Reference: Michael Croce, PE, 585.498.7800, michael.croce@collierseng.com

NYP&A/NYS Canal Corporation, Contract No. 4700000063, Statewide Canal Structures Inspection Support Services, Various Locations, Madison, Monroe, and Onondaga Counties, NY, 2021. Team Leader responsible for leading field inspection team, including scheduling and participating in structural inspections of eleven bridges over canals and feeder canals in the New York State Canal System, in Madison, Monroe and Onondaga. Deliverables for this project included verbal reports of Flag conditions and the generation of Inspection Reports and Flag Reports for submission using the New York State Canal Infrastructure Management System (CIMS). Reference: Charles Kincaid, PE, 315.937.2112, ckincaid@jmt.com

NYS Department of Transportation, D037872, Biennial & Interim Bridge Inspection Region 2, NY, 2020 – 2021. Team Leader responsible for leading biennial and interim inspections of various bridges and culverts in Region 2, including bridges within CSX right-of-way. Duties include stream cross section and abutment / wingwall profiles to measure changes in streambed depth caused by erosion and scour, abutment undermining readings, hydraulic analysis of upstream and downstream channels, underdeck condition sketches, electrical hazard surveys, preparing beams and girders for ultrasonic thickness gauge (D-Meter) reading for recording section loss in webs and flanges, section loss documentation, and photo documentation. Reference: Charles Kincaid, PE, 315.937.2112, ckincaid@jmt.com

Ogdensburg Bridge and Port Authority, Biennial Bridge Inspection, Ogdensburg-Prescott International Bridge, Ogdensburg, NY, 2020. Team Leader for 2020 in-depth structural inspection of the Ogdensburg-Prescott International Bridge. Inspection included examination of all bridge components above ground and water, including structural metalwork, paint cover, sidewalks, roadway, substructure concrete, stone masonry and expansion dams. Additionally, visible portions of the main cables, anchorages and suspenders, roadway, and navigation lighting systems were examined. Duties included in-field bridge inspection, preparation of the bridge inspection report, Bridge Data Information System (BDIS) report, and entering flags in the BDIS. Reference: John Schmid, PE, 212.266.8392, john.schmid@parsons.com



Keith Mierzwa
ASSISTANT TEAM LEADER

Since joining Prudent Engineering, Mr. Mierzwa has been an integral part of the Design Team performing on projects in the office and field. His field work has included dam inspections, bridge inspections, field measurements, and data collection. In the office, he has been responsible for generating engineer estimates, creating plans and drawings, assisting with the design of different structures including bridges, culverts, and vertical structures; performing load ratings; and doing QA/QC for several projects. He is proficient in AutoCAD, MathCAD, and MicroStation. Mr. Mierzwa successfully completed the confined spaces compliance training and Federal Highway Administration / National Highway Institute Safety Inspection of In-Service Bridges course.

Work Experience

Ogdensburg Bridge and Port Authority, Ogdensburg- Prescott International Bridge Biennial Bridge Inspection, 2022. Assistant Team Leader for 2022 in-depth structural inspection of the Ogdensburg-Prescott International Bridge. Inspection included examination of all bridge components above ground and water, including structural metalwork, paint cover, sidewalks, roadway, substructure concrete, stone masonry and expansion dams. Additionally, visible portions of the main cables, anchorages and suspenders, roadway, and navigation lighting systems were examined. [Reference: Steven Lawrence, Executive Director \(315\) 393-4080 x 226](#)

NYPA, 4600003751, PO #4500343269, Robert Moses Niagara Power Project (RMNPP), North Abutment and Deck Improvements Structural Condition Assessment, Town of Lewiston, NY, 06/2022 – 01/2024. Assistant Team Leader performing structural condition assessment of the North Buttress of the RMNPP, including structural inspection of the North Abutment cells and two accessible buttress cells; crane supporting column assessment using a scissor lift, and inspection of the inaccessible North Abutment buttress cells. Deliverables for this project are regular inspection finding reports and draft and final condition reports including inspection observations, field notes, abutment cell and buttress cell sketches, photo location plans, and photos with descriptions. [Reference: Alexander Thamel, P.E., 612.389.9104](#)

NYS Department of Transportation, D037966, Regional Design Services Agreement, Region 3, Assignment #4, PIN 3028.15, Route 281 over I-81 Bridge Deck Replacement, Town of Preble, Cortland County, NY, 2021. Engineer III/Assistant Team Leader assisting with and performing field inspections for a project to replace the deck of the Route 281 bridge including repairs to the substructure, superstructure, and other areas. In preparation for the design development phase, inspected existing deck and superstructure. Assisted in acquiring quotes for deck coring, worked on deck coring plan and locations, created lab test spreadsheet for each concrete

YEARS OF EXPERIENCE

With Prudent: 8 Years

EDUCATION

B.S. Civil & Environmental Engineering, Clarkson University

TRAINING

National Safety Council, OSHA 4-Hr. Confined Spaces Compliance Seminar, 2017

FHWA-NHI-130055 Safety Inspection of In-Service Bridges

Keith Mierzwa – continued

core. Organized inspection documents prior to field inspection. Drafted preliminary reports, including adding drawings, photographs and labels, repair drawings, repair table, and making revisions, in support of the final bridge inspection report. [Reference: Michael Croce, PE, 585.498.7800](#)

NYS Department of Transportation, D037872, Biennial & Interim Bridge Inspection Region 2, NY, Assistant Team Leader, 2020 – 2021. Assistant Team Leader responsible for assisting with biennial and interim inspections of various bridges and culverts in NYSDOT Region 2. Duties included stream cross section and abutment/wingwall profiles to measure changes in streambed depth caused by erosion and scour, abutment undermining readings, hydraulic analysis of upstream and downstream channels, underdeck condition sketches, electrical hazard surveys, preparing beams/girders for Ultrasonic Thickness Gauge (D-Meter) reading for recording section loss in webs and flanges, section loss documentation, and photo documentation. [Reference: Charles Kincaid, PE 315.937.2112](#)

NYP&A/NYS Canal Corporation, Contract No. 4700000063, Statewide Canal Structures Inspection Support Services, Various Locations, Madison, Monroe, and Onondaga Counties, NY, Assistant Team Leader, 2021. Assistant Team Leader assisting with and performing field inspections of eleven bridge structures over canals and feeder canals in the New York State Canal System, in Madison, Monroe and Onondaga Counties. Deliverables for this project included verbal reports of Flag conditions and the generation of Inspection Reports and Flag Reports for submission using the New York State Canal Infrastructure Management System (CIMS). [Reference: Charles Kincaid, PE, 315.937.2112](#)

NYS Department of Transportation, D037637, Biennial & Interim Bridge Inspection Region 2, Assistant Team Leader, 2018 – 2020. Assistant Team Leader responsible for biennial and interim inspections of various bridges and culverts in Region 2, including bridges within CSX right-of-way. Duties include stream cross section and abutment / wingwall profiles to measure changes in streambed depth caused by erosion and scour, abutment undermining readings, hydraulic analysis of upstream and downstream channels, underdeck condition sketches, electrical hazard surveys, preparing beams / girders for ultrasonic thickness gauge (D-Meter) reading for recording section loss in webs and flanges, section loss documentation, and photo documentation. [Reference: Charles Kincaid, PE, 315.937.2112](#)

City of Rochester, Joseph A. Floreano Rochester Riverside Convention Center, River Terrace Repairs, City of Rochester, Monroe County, NY, Assistant Team Leader, 2019. Assistant Team Leader responsible for assisting in assessing access for construction inspection of the approximately 450-linear feet of the convention center riverwall and balconies to be repaired. During construction phase acted as onsite construction inspector documenting daily terrace repair construction activities. [Reference: Gary Garwig, PE, Stantec, 585.978.0047](#)

Onondaga County Department of Water Environment Protection, Combined Sewer Outflows Long Term Control Plan Program, Catch Basin Assessments, City of Syracuse, Onondaga County, NY, Assistant Team Leader, 2019. Assistant Team Leader for assignment under term contract which involved condition inspections of select catch basins within CSO 006 and CSO 010 in the City of Syracuse, New York. Responsible for performing condition inspections of catch basins and preparing condition inspection report with photo-documentation.. [Reference: Zachary Monge, P.E., Jacobs, 315.401.7109](#)



JOHN O'LOUGHLIN, PE

LOAD RATING ENGINEER

John O'Loughlin has experience on a wide range of bridge and highway projects. His experience includes the design of two local county bridges in New York State, five New York State Thruway Authority bridges, a cashless tolling facility for the New York State Thruway Authority, and a railroad bridge for the Connecticut Department of Transportation.

Work Experience

New York State Department of Transportation, I-81 Viaduct, Syracuse, New York. 09/2022-03/2024. Structural Engineer. Parsons is preparing an environmental impact statement for replacement or removal of the I-81 viaduct in Syracuse, New York. Parsons is providing scoping, preliminary highway and bridge design, traffic studies, environmental studies, public involvement, and urban design for alternatives to replace the viaduct with a new structure or an urban arterial, with an emphasis on economic, social, and environmental issues. John is responsible for the design and layout of several retaining walls along I-690 in Syracuse, including coordinating with the highway team to design the walls along the proposed roadway alignment. [Reference: Elizabeth Parmley, PE, elizabeth.parmley@dot.ny.gov, 315.428.4102](mailto:elizabeth.parmley@dot.ny.gov)

New York State Thruway Authority, Bridge Design Support Services Term Agreement, Contract D214817, Albany and Syracuse Divisions, New York. 08/2022-02/2024. Project Engineer. Parsons is the prime consultant for a \$5 million task order contract for bridge design support services. To date, Parsons has been assigned two tasks, including replacing the North Main Street bridge over I-90 and replacing the Cauterskill Road bridge over I-87. John is responsible for designing the superstructure and substructure of the North Main Street Bridge and the superstructure of the I-90 over Oriskany Boulevard Bridge, including assisting the project manager with addressing client comments, managing technical tasks performed by associate bridge engineers, and coordinating with subconsultants. [Reference: Christine Wagner, PE, christine.wagner@thruway.ny.gov, 518.436.3184](mailto:christine.wagner@thruway.ny.gov)

McLaren Engineering Group. 05/2017-08/2022. Bridge Engineer. John was a junior bridge engineer from 2017 to 2019, involved in design and project management on several smaller projects. Responsibilities included completing the design of structural members, including steel shoring towers and wooden pier structures. Duties included calculation preparation, detailing, and drafting. Coordinated directly with clients on smaller projects, developing a better understanding of the full scope of engineering work. After promotion to staff engineer in 2021, responsibilities included working as a technical designer and as an assistant project manager on some projects. Experience included calculation preparation, detailing, drafting, and project management on projects varying from temporary shoring systems to full complex bridge replacements.

YEARS OF EXPERIENCE

Total: 6
With Parsons: 1

EDUCATION

Master of Science,
Civil Engineering,
Manhattan College,
New York

Bachelor of Science,
Civil Engineering,
Manhattan College,
New York

REGISTRATIONS

Professional Engineer,
106528, New York

CERTIFICATIONS

Remote Pilot, Federal
Aviation Administration

COURSEWORK/TRAINING

FHWA-NHI-130056
Safety Inspection of
In-Service Bridges for
Professional Engineers,
National Highway
Institute (NHI), 2023

JOHN O'LOUGHLIN, PE – continued

Connecticut Department of Transportation, East Avenue Metro-North Railroad Bridge Replacement, Norwalk, Connecticut. 01/2019-08/2022. Project Engineer and Assistant Project Manager. John designed and performed calculations for the replacement of the East Avenue Railroad Bridge. Responsibilities included designing the superstructure, including steel girders, diaphragms, bearings, ballast retainers, and connections; designing the substructure, including abutments, backwalls, footings, and wingwalls; coordinating the bridge design with the roadway and railroad alignments; and designing retaining walls and other civil project elements. The civil project elements adjacent to the roadway were designed in accordance with the 2017 AASHTO LRFD Bridge Design Specifications, 8th Edition. All railroad bridge structure elements were designed in accordance with the 2016 AREMA Manual for Railroad Engineering.

Rockland County, Grassy Point Bridge Replacement, Haverstraw, New York, United States. 06/2017-01/2019. Junior Bridge Engineer. John designed and performed calculations for the replacement of the Grassy Point Bridge. Responsibilities included designing the substructure, including abutments, wingwalls, drilled shafts, and piles; designing portions of the approach earthwork; and ensuring the designed elements were in accordance with the proposed roadway alignment. All elements were designed in accordance with the 2017 AASHTO LRFD Bridge Design Specifications, 7th Edition and the New York State Department of Transportation Bridge Manual.

New York State Thruway Authority, Replacement of Three Bridges over the New York State Thruway, Rockland County, New York. 06/2017-01/2019. Junior Bridge Engineer. John designed and performed calculations for the replacement of three highway bridges over the New York State Thruway. Responsibilities included designing the superstructure, including steel girders, diaphragms, connections, and bearings; working with the contractor to design temporary shoring systems to adapt to the necessary field changes; and reviewing and commenting on submittal and shop drawings to ensure that all structures were in accordance with the contract documents. Used the 2014 AASHTO LRFD Bridge Design Specifications, 7th Edition and the New York State Department of Transportation Bridge Manual.

Construction Inspector. STV. 05/2016-08/2016. John was responsible for inspecting the bridge construction on Phase 1 of the Kosciuszko Bridge, focusing on rebar and concrete placement.

New York State Department of Transportation. 05/2015-08/2015. Transportation Construction Inspector. John was responsible for inspecting bridge and highway construction on the Van Wyck Expressway as part of the Kew Gardens Interchange project. Work focused on rebar and concrete placement.



Robert Smith, PE

ASSISTANT LOAD RATING ENGINEER

Mr. Smith's extensive career with the New York State Department of Transportation included experience within the design, maintenance and construction groups. He was promoted to a construction area supervisor in 2011 where he managed nearly a hundred projects including: bridge replacements, highway reconstruction, resurfacing, bridge rehabilitation, culverts, closed drainage systems, traffic signals, and other highway appurtenances. In April of 2022 he joined Barton & Loguidice, D.P.C. as a senior construction manager, he continued to provide project oversight to ensure work conforms to engineering standards, established policies, procedures, and program objectives. He supervised and developed subordinate engineers to increase efficiency. He performed professional engineering duties related to oversight of construction design, project budget, estimates, work plans and contract changes.

Work Experience

West Genesee Street Mill and Pave Project, City of Syracuse, New York, June 2024. This project, in the City of Syracuse; involved improvements to West Genesee Street between North Salina Street and Myrtle Street approximately 2.3 miles. The work involved milling and two course overlaying with hot mix asphalt pavement. The project also included over 10,000 feet of new concrete sidewalk, 6500 feet of granite curb, drainage improvements, water line replacement, and audible pedestrian signals. Mr. Smith performed quality assurance reviews of daily work reports and checked engineering calculations to ensure work is completed in accordance with NYS standards and specifications. He reviews monthly estimates for accuracy and compliance with the contract plans. Mr. Smith will supervise and support the engineer-in-charge providing engineering guidance, ensure EEO compliance, and will serve as the liaison between the client or designer and the EIC. [Reference: John Kivlehan, City of Syracuse, 315-448-8205.](#)

Creekwalk Improvement, Bridge and Walkway Maintenance, Syracuse, New York, Dec 2023. This project, in the City of Syracuse; involved widening and paving over 1000 feet of trail in the Inner Harbor and over 300 feet near Maltbie Street. The Maltbie Street location included rehabilitation of BIN 2268170; including 100% paint removal and painting, steel repairs, timber deck removal and replacement, along with scour treatments. Mr. Smith performed the duties of Engineer In-charge writing daily work reports and making engineering calculations to ensure work is completed in accordance with NYS standards and specifications. He prepared monthly estimates in compliance with the contract plans, ensured EEO compliance. [Reference: John Kivlehan, City of Syracuse, 315-448-8205.](#)

Major Rehabilitation of Union Falls Road Bridge over Saranac River, Black Brook, New York, Nov 2023. This project consisted of the rehabilitation of BIN 3335670 with the removal of a truss bridge and replacement with a 125-foot long steel multigirder structure with a composite concrete

YEARS OF EXPERIENCE

Total: 3

With M&P: <1

EDUCATION

Bachelor of Science,
Civil Engineering, SUNY
Buffalo

REGISTRATIONS

Professional Engineer,
074229, New York

TRAINING

Forensic Engineering
and Expert Witness
Services Training, 2012

Structural Forensic
Engineering Training,
2014

Robert Smith, PE – continued

deck structure. The project included substructure repairs, bearing replacement, and 600 feet of highway reconstruction. Serving as construction manager, Mr. Smith performed quality assurance reviews of daily work reports to ensure work was completed in accordance with NYS standards and specifications. He reviewed monthly estimates for accuracy and compliance with contract plans and ensured EEO compliance. [Reference: Karl Weiss, Clinton County, 518-565-4040.](#)

Replacement of True Brook Road Bridge over True Brook, Town of Saranac, New York, Nov 2023.

This project consisted of the removal of a concrete box structure and was replaced with an integral abutment, single span steel girder, and composite concrete deck structure. The new construction included coffer dams, steel piles, heavy stone fill and reconstruction of approximately 1000-feet of a HMA roadway in a rural setting. Serving as construction manager, Mr. Smith performed quality assurance reviews of daily work reports to ensure work was completed in accordance with NYS standards and specifications. He reviewed monthly estimates for accuracy and compliance with contract plans and ensured EEO compliance. [Reference: Karl Weiss, Clinton County, 518-565-4040.](#)

Fixed Fee Summary

2024 Biennial Inspection and Report Fixed Fee	<u>\$157,544</u>
2025 SILO Inspection and Report Fixed Fee	<u>\$44,989</u>
2026 In-Depth Inspection and Report Fixed Fee	<u>\$166,567</u>
2026 Level 1 Load Rating and Report Fixed Fee	<u>\$75,070</u>
2027 SILO Inspection and Report Fixed Fee	<u>\$47,277</u>
TOTAL	<u>\$491,448</u>



**Empire State
Development**

OFFICE OF CONTRACTOR AND SUPPLIER DIVERSITY

OCSD-2

(REQUIRED ONLY OF CONTRACTS VALUED AT \$250,000 OR MORE)

STAFFING PLAN

Submit with Bid or Proposal – Instructions on page 2

Contract No.:	Project Location: Ogdensburg, NY, to Route 16 in Johnstown, Ontario	Report includes Prime Contractor/Subcontractors: <input type="checkbox"/> Work force to be utilized on this contract <input type="checkbox"/> Total work force <input checked="" type="checkbox"/> Prime Contractor <input type="checkbox"/> Subcontractor Subcontractor Name(s): <div style="border: 1px solid black; height: 20px; width: 100%;"></div>
Contract Name / Details: Above & Below Water Inspection and Load Rating, Ogdensburg-Prescott International Bridge		
Company Name: Parsons Transportation Group of New York Inc.		
Company Address and Contract Details: 100 Broadway, Floor 18, New York, New York 10005		

Enter the total number of employees for each classification in each of the EEO-Job Categories identified

EEO-Job Category	Total Work force	Work force by Gender		Work force by Race/Ethnic Identification										Disabled		Veteran	
		Total Male (M)	Total Female (F)	White		Black		Hispanic		Asian		Native American		(M)	(F)	(M)	(F)
				(M)	(F)	(M)	(F)	(M)	(F)	(M)	(F)	(M)	(F)				
Officials/Administrators	1213	956	255	642	167	41	21	78	22	157	36	9	1	42	16	59	1
Professionals	1344	923	413	549	222	53	37	85	49	190	84	3	0	47	30	57	4
Technicians	404	292	109	172	71	30	9	38	13	41	12	0	0	23	8	22	0
Sales Workers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office/Clerical	126	17	109	5	59	8	19	3	18	0	7	0	1	0	16	4	3
Craft Workers	4	4	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0
Laborers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Workers	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Temporary /Apprentices	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	3092	2193	886	1371	519	134	86	204	102	388	139	12	2	112	70	144	8

PREPARED BY (Signature):	NAME: Thomas Spoth, PE	ALTERNATE TEL: (917) 848-8520 (Mobile)
DATE: 04/02/2024	TITLE: Senior Vice President	EMAIL: tom.spoth@parsons.com
	TELEPHONE: (212) 266-8394	OTHER:



**Empire State
Development**

OFFICE OF CONTRACTOR AND SUPPLIER DIVERSITY

OCSD-2

(REQUIRED ONLY OF CONTRACTS VALUED AT \$250,000 OR MORE)

STAFFING PLAN

Submit with Bid or Proposal – Instructions on page 2

Contract No.:	Project Location: New York	Report includes Prime Contractor/Subcontractors: <input type="checkbox"/> Work force to be utilized on this contract <input checked="" type="checkbox"/> Total work force <input type="checkbox"/> Prime Contractor <input checked="" type="checkbox"/> Subcontractor Subcontractor Name(s): Prudent Engineering, LLP (FEIN 16-1430064)
Contract Name / Details: Above & Below Water Inspection and Load Rating of the Ogdensburg-Prescott International Bridge		
Company Name: Prudent Engineering, LLP Company Address and Contract Details: 6390 Fly Road, East Syracuse, NY 13057		

Enter the total number of employees for each classification in each of the EEO-Job Categories identified

EEO-Job Category	Total Work force	Work force by Gender		Work force by Race/Ethnic Identification								Disabled		Veteran			
		Total Male (M)	Total Female (F)	White (M)	White (F)	Black (M)	Black (F)	Hispanic (M)	Hispanic (F)	Asian (M)	Asian (F)	Native American (M)	Native American (F)	(M)	(F)	(M)	(F)
Officials/Administrators	1	1								1							
Professionals	20	19	1	17	1					2							
Technicians	89	78	11	72	10	2	1	1		2							
Sales Workers																	
Office/Clerical	20	9	11	9	10					1							
Craft Workers																	
Laborers																	
Service Workers																	
Temporary /Apprentices																	
Totals	130	107	23	98	21	2	1	1		5	1						

PREPARED BY (Signature): 	NAME: Julie A. Droste	ALTERNATE TEL:
	TITLE: Proposal Writer	EMAIL: jdroste@prudenteng.com
DATE: 03.26.2024	TELEPHONE: 315.748.7724	OTHER:



**Empire State
Development**

OFFICE OF CONTRACTOR AND SUPPLIER DIVERSITY

OCSD-2

(REQUIRED ONLY OF CONTRACTS VALUED AT \$250,000 OR MORE)

STAFFING PLAN

Submit with Bid or Proposal – Instructions on page 2

Contract No.:	Project Location: New York	Report includes Prime Contractor/Subcontractors: <input type="checkbox"/> Work force to be utilized on this contract <input type="checkbox"/> Total work force <input type="checkbox"/> Prime Contractor <input checked="" type="checkbox"/> Subcontractor Subcontractor Name(s): <div style="border: 1px solid black; padding: 2px; width: fit-content;">Marine Infrastructure Engineering Solutions, P.C.</div>
Contract Name / Details: Above & Below Water Inspection and Load Rating of the Ogdensburg-Prescott International Bridge		
Company Name: Marine Infrastructure Engineering Solutions, P.C.		
Company Address and Contract Details: 420 Lexington Avenue, Suite 300 New York, NY 10170		

Enter the total number of employees for each classification in each of the EEO-Job Categories identified

EEO-Job Category	Total Work force	Work force by Gender		Work force by Race/Ethnic Identification								Disabled		Veteran					
		Total Male (M)	Total Female (F)	White		Black		Hispanic		Asian		Native American		(M)	(F)	(M)	(F)		
				(M)	(F)	(M)	(F)	(M)	(F)	(M)	(F)	(M)	(F)						
Officials/Administrators	35	30	5	30	5												2		
Professionals	31	21	10	21	3		1				1							1	
Technicians	9	4	5	3	3	1			1										
Sales Workers																			
Office/Clerical	11	2	9	2	7		2		1										
Craft Workers	40	39	1	37	1			2					5					5	
Laborers	4	4		4															
Service Workers																			
Temporary /Apprentices																			
Totals	130	100	30	97	19	1	3	2	2	1	1	1	5	5	5	5	8	8	8

PREPARED BY (Signature):	NAME: Jeremy Pope, PE	ALTERNATE TEL:
DATE: 4/2/2024	TITLE: Vice President	EMAIL: jpope@MSImarinesolutions.com
	TELEPHONE: 917-426-0975	OTHER:



**Empire State
Development**

OFFICE OF CONTRACTOR AND SUPPLIER DIVERSITY

OCSD-2

STAFFING PLAN

(REQUIRED ONLY OF CONTRACTS VALUED AT \$250,000 OR MORE)

Submit with Bid or Proposal – Instructions on page 2

Contract No.:	Project Location: New York	Report includes Prime Contractor/Subcontractors: <input type="checkbox"/> Work force to be utilized on this contract <input checked="" type="checkbox"/> Total work force <input type="checkbox"/> Prime Contractor <input checked="" type="checkbox"/> Subcontractor Subcontractor Name(s): <div style="border: 1px solid black; height: 20px; width: 100%;"></div>
Contract Name / Details: Above & Below Water Inspection and Load Rating of the Ogdensburg-Prescott International Bridge		
Company Name: M&P Engineering and Land Survey, PLLC		
Company Address and Contract Details: 1326 New Seneca Tpke, Skaneateles, NY 13152		

Enter the total number of employees for each classification in each of the EEO-Job Categories identified

EEO-Job Category	Total Work force	Work force by Gender		Work force by Race/Ethnic Identification													
		Total Male (M)	Total Female (F)	White		Black		Hispanic		Asian		Native American		Disabled		Veteran	
				(M)	(F)	(M)	(F)	(M)	(F)	(M)	(F)	(M)	(F)	(M)	(F)	(M)	(F)
Officials/Administrators	2		2														
Professionals	9	9															
Technicians	4	3	1														
Sales Workers																	
Office/Clerical	2		2														
Craft Workers																	
Laborers	2	2															
Service Workers																	
Temporary /Apprentices																	
Totals																	

PREPARED BY (Signature): <i>Nicole Olszewski</i>	NAME: Nicole Olszewski	ALTERNATE TEL:
DATE: 03/27/2024	TITLE: Office Manager	EMAIL: nholmes@mpengineers.com
	TELEPHONE: 315-488-5552	OTHER:



**Empire State
Development**

OFFICE OF CONTRACTOR AND SUPPLIER DIVERSITY

OCSD-2

(REQUIRED ONLY OF CONTRACTS VALUED AT \$250,000 OR MORE)

STAFFING PLAN

Submit with Bid or Proposal – Instructions on page 2

Contract No.:	Project Location: New York	Report includes Prime Contractor/Subcontractors: <input type="checkbox"/> Work force to be utilized on this contract <input checked="" type="checkbox"/> Total work force <input type="checkbox"/> Prime Contractor <input checked="" type="checkbox"/> Subcontractor Subcontractor Name(s): <div style="border: 1px solid black; height: 20px; width: 100%;"></div>
Contract Name / Details: Above & Below Water Inspection and Load Rating of the Ogdensburg-Prescott International Bridge		
Company Name: M&P Engineering and Land Survey, PLLC		
Company Address and Contract Details:		

Enter the total number of employees for each classification in each of the EEO-Job Categories identified

EEO-Job Category	Total Work force	Work force by Gender		Work force by Race/Ethnic Identification													
		Total Male (M)	Total Female (F)	White		Black		Hispanic		Asian		Native American		Disabled		Veteran	
				(M)	(F)	(M)	(F)	(M)	(F)	(M)	(F)	(M)	(F)	(M)	(F)	(M)	(F)
Officials/Administrators	2		2														
Professionals	9	9															
Technicians	4	3	1														
Sales Workers																	
Office/Clerical	2		2														
Craft Workers																	
Laborers	2	2															
Service Workers																	
Temporary /Apprentices																	
Totals																	

PREPARED BY (Signature):	NAME: Nicole Olszewski	ALTERNATE TEL:
DATE: 03/27/2024	TITLE: Office Manager	EMAIL: nholmes@mpengineers.com
	TELEPHONE: 315-488-5552	OTHER:



INSTRUCTIONS: This form must be submitted with any bid, proposal, or proposed negotiated contract or within a reasonable time thereafter, but prior to contract award. This MWBE and SDVOB Utilization Plan must contain a detailed description of the supplies and/or services to be provided by each certified Minority and Women-owned Business Enterprise (M/WBE) and/or Service Disabled Veteran Owned Business (SDVOB) under the contract. Attach additional sheets if necessary.

*** indicates mandatory fields**

*Contractor Name: Parsons Transportation Group of New York Inc. Address: 100 Broadway, Floor 18
 *Representative Name: Thomas Spoth PE, Senior Vice President Town, State & Zip: New York, New York 10005
 *Phone: (212) 266-8394 *ESD Contract/Project Number: TBD
 *Fax: N/A RFP/RFQ/Solicitation Number: 2024-03
 *Email: tom.spoth@parsons.com *MWBE Goal: MBE 5 % + WBE 5 % = MWBE GOAL 10 %
 *Total Dollar Value of Contract/Grant: \$ TBD *SDVOB Goal: 6 %

1. * Certified MWBE or SDVOB Firm Name, Contact Person's Name, Address, Phone and Email.	2. * Check All That Apply	3. * Federal ID No.	4. Detailed Description of Work (Attach additional sheets, if necessary, Attach Contract if available)	5. Dollar Value of Contract (if unavailable or yet undetermined, indicate \$1)
A. M&P Engineering and Land Surveying, PLLC	NYS CERTIFIED <input type="checkbox"/> MBE <input type="checkbox"/> WBE <input checked="" type="checkbox"/> SDVOB	87-1445770	Load Ratings	\$1
B. Prudent Engineering, LLP Philip A. Thayaparan, P.E. 6390 Fly Road East Syracuse, NY 13057 315.748.7700 pthayaparan@prudenteng.com	NYS CERTIFIED <input checked="" type="checkbox"/> MBE <input type="checkbox"/> WBE <input type="checkbox"/> SDVOB	16-1430064	Above water biennial bridge inspection	



INSTRUCTIONS: This form must be submitted with any bid, proposal, or proposed negotiated contract or within a reasonable time thereafter, but prior to contract award. This MWBE and SDVOB Utilization Plan must contain a detailed description of the supplies and/or services to be provided by each certified Minority and Women-owned Business Enterprise (M/WBE) and/or Service Disabled Veteran Owned Business (SDVOB) under the contract. Attach additional sheets if necessary.

* indicates mandatory fields

***Contractor Name:** Parsons Transportation Group Inc. _____
 ***Representative Name:** Thomas Spoth PE, Senior Vice President _____
 ***Phone:** (212) 266-8394 _____
 ***Fax:** N/A _____
 ***Email:** tom.spoth@parsons.com _____
 ***Total Dollar Value of Contract/Grant:** \$ TBD

Address: 100 Broadway, Floor 18 _____
Town, State & Zip: New York, New York 10005 _____
 ***ESD Contract/Project Number:** TBD _____
RFP/RFQ/Solicitation Number: 2024-03 _____
 ***MWBE Goal:** MBE 5 % + WBE 5 % = **MWBE GOAL** 10 %
 ***SDVOB Goal:** 6 %

1. * Certified MWBE or SDVOB Firm Name, Contact Person's Name, Address, Phone and Email.	2. * Check All That Apply	3. * Federal ID No.	4. Detailed Description of Work (Attach additional sheets, if necessary, Attach Contract if available)	5. Dollar Value of Contract (if unavailable or yet undetermined, indicate \$1)
A. Campbell Engineering Support Services, Inc. Gregory Campbell 999 S. Oyster Bay Rd, Suite 110 Bethpage, NY 11714 516-597-5021 gcampbell@campbellcorps.com	<u>NYS CERTIFIED</u> <input type="checkbox"/> MBE <input checked="" type="checkbox"/> WBE <input type="checkbox"/> SDVOB	11-2731868	Under Bridge Inspection Unit rental with 2 operators	\$1
	<u>NYS CERTIFIED</u> <input type="checkbox"/> MBE <input type="checkbox"/> WBE <input type="checkbox"/> SDVOB			



6. If unable to fully meet the MWBE and/or SDVOB goals set forth in the contract, the Contractor must submit a Waiver Request form, which may be obtained from the Office of Contractor and Supplier Diversity, at OCSD@ESD.NY.GOV.

PREPARED BY (Signature): [Signature] DATE: 04/02/2024
Preparer's Name (Print or Type): Thomas Spoth, PE
Preparer's Title: Senior Vice President
Date: 04/02/2024

TELEPHONE NO.: 212.266.8394
EMAIL ADDRESS: tom.spoth@parsons.com

** FOR OCSD USE ONLY **

REVIEWED BY: DATE:

SUBMISSION OF THIS FORM CONSTITUTES THE CONTRACTOR'S ACKNOWLEDGEMENT AND AGREEMENT TO COMPLY WITH THE MWBE AND SDVOB REQUIREMENTS SET FORTH UNDER NYS EXECUTIVE LAW ARTICLES 15-A AND 17-B, 5 NYCRR PART 143, 9 NYCRR PART 252, AND THE ABOVE-REFERENCED SOLICITATION. FAILURE TO SUBMIT COMPLETE AND ACCURATE INFORMATION MAY RESULT IN A FINDING OF NONCOMPLIANCE AND POSSIBLE TERMINATION OF YOUR CONTRACT.

UTILIZATION PLAN APPROVED?
Contract No.:
Project No. (if applicable):
Contract Award Date:
Estimated Date of Completion:
Amount Obligated Under the Contract:
Description of Work:
NOTICE OF DEFICIENCY ISSUED?
NOTICE OF ACCEPTANCE ISSUED?

The MWBE Certification status of the firms listed on this form MUST be verified using the New York State Contract System's Directory of Certified Minority and Women-owned Business Enterprises.

This directory is available at https://ny.newnycontracts.com.

The SDVOB Certification status of the firms listed on this form MUST be verified using the Directory of New York State Certified Service-Disabled Veteran-Owned Businesses.

This directory is available at https://online.ogs.ny.gov/SDVOB/search.

**OGDENSBURG BRIDGE & PORT AUTHORITY
MAY 9, 2024 BOARD MEETING**

Agenda Item C. Commerce Park Campus

1. Approval of Lease Supplement No. 2 with LiveFast Motors LLC.

REPORT:

Staff has negotiated Lease Supplement No. 2 with LiveFast Motors LLC for 103 square feet of office space and 490 square feet of reserved parking space at Building 1 of the Commerce Park Campus for a two (2) month period commencing April 1, 2024 and terminating May 31, 2024 at a rate of \$15.00 per square foot for office space and \$2.00 per square foot for reserved parking space equaling a total of \$210.42 per month, \$420.84 for the two (2) month period, inclusive of utilities.

All other terms and conditions of the original Lease Agreement shall remain in full force and effect and are hereby ratified and affirmed.

RESOLUTION:

RESOLVED, that the Executive Director is hereby authorized and directed to execute Lease Supplement No. 2 with LiveFast Motors LLC for 103 square feet of office space and 490 square feet of reserved parking space at Building 1 of the Commerce Park Campus for a two (2) month period commencing April 1, 2024 and terminating May 31, 2024 at a rate of \$15.00 per square foot for office space and \$2.00 per square foot for reserved parking space equaling a total of \$210.42 per month, \$420.84 for the two (2) month period, inclusive of utilities, and be it;

FURTHER RESOLVED, that all other terms and conditions of the original Lease Agreement shall remain in full force and effect and are hereby ratified and affirmed.

INITIATOR/PREPARER: Anthony Adamczyk

APPROVED BY: *[Signature]*

MOTION PASSED BY: *David King*

Unanimous: Yes No

SECONDED BY: *Megan J.M. Whitton*

Abstained By: *Vernon D. Beauvois*

**OGDENSBURG BRIDGE & PORT AUTHORITY
MAY 9, 2024 BOARD MEETING**

Agenda Item C. Commerce Park Campus

2. Approval of Lease Agreement with 5G Technologies USA, LTD.

REPORT:

Staff has negotiated a new Lease Agreement with 5G Technologies USA, LTD for 850 square feet of office space in Building 4 of the Commerce Park Campus for a one (1) year and two (2) week period commencing February 15, 2024 and terminating February 28, 2025 at a rate of \$7.30 per square foot equaling a total of \$517.08 per month, \$6,205.00 for the lease period, inclusive of utilities.

RESOLUTION:

RESOLVED, that the Executive Director is hereby authorized and directed to execute a new Lease Agreement with 5G Technologies USA, LTD for 850 square feet of office space in Building 4 of the Commerce Park Campus for a one (1) year and two (2) week period commencing February 15, 2024 and terminating February 28, 2025 at a rate of \$7.30 per square foot equaling a total of \$517.08 per month, \$6,205.00 for the lease period, inclusive of utilities.

INITIATOR/PREPARER: Anthony Adamczyk APPROVED BY: 

MOTION PASSED BY: Nicole Terroneo Unanimous: Yes No

SECONDED BY: Tori Kennedy Abstained By: _____

**OGDENSBURG BRIDGE & PORT AUTHORITY
MAY 9, 2024 BOARD MEETING**

Agenda Item D. Ogdensburg International Airport

1. Approval of T-Hangar Lease Agreement with Gregory Oudheusden.

REPORT:

Staff has negotiated a new Lease Agreement with Gregory Oudheusden for T-Hangar No. 7 at the Ogdensburg International Airport for a one (1) year period commencing June 1, 2024 and terminating May 31, 2025 at a rate of \$240.00 per month, \$2,880.00 for the one (1) year period, inclusive of utilities.

RESOLUTION:

RESOLVED, that the Executive Director is hereby authorized and directed to execute a new Lease Agreement with Gregory Oudheusden for T-Hangar No. 7 at the Ogdensburg International Airport for a one (1) year period commencing June 1, 2024 and terminating May 31, 2025 at a rate of \$240.00 per month, \$2,880.00 for the one (1) year period, inclusive of utilities.

INITIATOR/PREPARER: Anthony Adamczyk

APPROVED BY: *Steve Lewis*

MOTION PASSED BY: *Nicole Terrinella*

Unanimous: Yes No

SECONDED BY: *Megan J.M. Whitton*

Abstained By: _____

**OGDENSBURG BRIDGE & PORT AUTHORITY
MAY 9, 2024 BOARD MEETING**

Agenda Item D. Ogdensburg International Airport

2. Approval of Task Order Authorization # 2 for Preparation of a Title VI Plan for the Ogdensburg International Airport

REPORT:

All entities receiving any amount of federal financial assistance from the FAA are required to abide by Title VI of the Civil Rights Act of 1964 (Title VI). Title VI is a section of the Civil Rights Act of 1964 requiring that "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." Assessment tools are needed to allow the Authority to analyze and balance the number/proportion of Limited English Proficiency (LEP) persons in the service territory, the frequency in which LEP persons come in contact with the OGS Airport, the importance of the Airport, and resources available to ensure that reasonable steps are taken to provide meaningful access to the Airport.

Consulting services for assisting Ogdensburg Bridge and Port Authority ("Client") with the preparation of a Title VI Plan consistent with Federal Aviation Administration (FAA) requirements are required.

McFarland-Johnson, Inc. has provided the Authority with Lump Sum Consultant Agreement for Task Order Authorization No. 2 for preparation of a Title VI Plan for the Ogdensburg International Airport consistent with Federal Aviation Administration (FAA) requirements.

The cost of this Agreement is \$20,165.00

RESOLUTION:

RESOLVED, that the Executive Director is hereby authorized to execute Task Order No. 2 with McFarland-Johnson, Inc. to provide professional services for preparation of a Title VI Plan for the Ogdensburg International Airport consistent with Federal Aviation Administration (FAA) requirements, for an amount not to exceed \$20,165.00.

INITIATOR/PREPARER: Steve Lawrence

APPROVED BY: 

MOTION PASSED BY: Tori Kennedy

Unanimous: Yes No

SECONDED BY: Nicole Terminelli

Abstained By: _____

**TASK ORDER
AUTHORIZATION
NO. 2**

Resolution # _____
Approval Date _____
PIN # _____
FAA AIP # _____
MJ Project # 19151.02

PROJECT: Five-Year Consultant Services Contract for Ogdensburg International Airport

DATE OF ISSUANCE: April 19, 2024

PROJECT DESCRIPTION: The items of work to be accomplished under this Task Order include the following and are further described on the attached Scope of Services pages 1 – 4:

- Preparation of a Title VI Plan consistent with Federal Aviation Administration (FAA) requirements

METHOD OF COMPENSATION: Lump Sum Fee

THIS TASK ORDER AMOUNT No. 2

DAYS OR DATES TO COMPLETE THIS TASK ORDER

\$ 20,165.00

April 26, 2024 – July 31, 2024

The Agreement for Professional Engineering Services between Ogdensburg Bridge and Port Authority and McFarland-Johnson, Inc., for Professional Services at Ogdensburg International Airport, five-year period, dated December 20, 2023, shall govern all TASK ORDERS executed under this Assignment, unless modified in writing and agreed to by CONSULTANT and SPONSOR.

ACCEPTED:

APPROVED:

McFarland Johnson, Inc.

Ogdensburg Bridge and Port Authority

by Jeffrey R. Wood
Jeffrey R. Wood
Vice President

by _____
Steven Lawrence
Executive Director

Digitally signed by Jeffrey R. Wood
Date: 2024.04.22 09:28:32 -04'00'

SCOPE OF WORK

OGDENSBURG BRIDGE AND PORT AUTHORITY OGDENSBURG INTERNATIONAL AIRPORT (OGS) FAA TITLE VI PLAN

FAA TITLE VI PLAN PREPARATION

PROJECT OVERVIEW

All entities receiving any amount of federal financial assistance from the FAA are required to abide by Title VI of the Civil Rights Act of 1964 (Title VI). Title VI is a section of the Civil Rights Act of 1964 requiring that “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” These assessment tools allow the Airport to analyze and balance the number/proportion of Limited English Proficiency (LEP) persons in the service territory, the frequency in which LEP persons come in contact with the Airport, the importance of the Airport, and resources available to ensure that reasonable steps are taken to provide meaningful access to the Airport.

The project consists of consulting services for assisting Ogdensburg Bridge and Port Authority (“Client”) with the preparation of a Title VI Plan consistent with Federal Aviation Administration (FAA) requirements.

Ogdensburg International Airport (“OGS” or “Airport”) is expected to furnish McFarland Johnson, Inc. (“Consultant”) with full information as to Client's requirements, including any special or extraordinary considerations for the Project or special services needed, and also to make available all pertinent existing data.

The Consultant's services will consist of the following and is further described in the sections below:

1. Four Factor Analysis
2. Language Assistance Plan
3. Public Participation Plan

PROJECT TEAM

McFarland Johnson, Inc. (MJ) will be the prime firm responsible for overall management of the Project, quality control and assurance, research, plan preparation, and all scope services described herein.

SCOPE OF WORK

Task 1.01: Project Management and Meetings

The Project Team will meet with Client to verify, confirm, and define the scope required for the Project, which includes:

1. Review and verification of FAA Title VI Plan requirements and components
2. Review of existing plan information and/or previously approved FAA plans and/or reports
3. Outline of information to be provided by Client to complete the FAA Title VI Plan and ancillary plans
4. Establishment of communication protocols, file sharing, and overall project approach

5. Confirmation of schedule and milestones

Task 1.02: Quality Control/Quality Assurance (QA/QC)

The Consultant will perform quality control measures and execute the project consistent with its established quality assurance policies. Quality will be achieved through appropriate planning and control of work operations and quality control activities including reviewing, checking, and internal auditing, as necessary. Quality control measures will be documented consistent with Consultant’s policy. The Quality reviews and assurances will be conducted by staff with appropriate education, skills, and knowledge as required to complete the scope of services.

Task 2.01: Four Factor Analysis

The Consultant will complete a Four Factor Analysis to evaluate the specific language services that are appropriate to provide. The analysis will be individualized to the Airport and will include four (4) factors:

1. Establishing the number of Limited English Proficiency (LEP) persons in the service areas. The Consultant will collect Census Bureau data and a listing of the counts and percentages of LEP individuals in the service areas.
2. Establishing the frequency with which LEP persons come into contact with the program. The Consultant will review airport passengers statistics collected and to be provided by the Client, and analyze the data for the frequency and types of languages of LEP persons, as available. In the event that passenger statistics data is not available from the Client, Consultant will review the current Census data or other publicly available database(s) for community statistics.
3. Establishing the nature of the airport travel services provided to passengers. The Client will provide a summary and description of the flight services.
4. Establishing the resources available to the recipient for LEP outreach and assist the Client in identifying a long-term funding source for providing language assistance if needed.

Task 2.02: Language Assistance Plan

Once the Four Factor Analysis is completed, the Consultant will use the results to describe which existing language assistance services are appropriate for the Language Assistance Plan (LAP), including the results of the Four Factor Analysis and a description of the LEP population. The LAP will include the following description of how the Client:

1. Provides language assistance services by language
2. Provides notice to LEP persons about the availability of language assistance services
3. Monitors, evaluates and updates the LAP
4. Trains employees to provide language assistance to LEP populations

Task 2.03: Public Participation Plan/Community Participation Plan

The Consultant will update the Client’s existing Public Participation Plan for the Title VI Program. The Public Participation Plan will include considerations of Title VI, the Executive Order on LEP, and the DOT LEP Guidance.

1. The Consultant will include additional details on engaging minority, LEP persons, and people with disabilities.
2. The Public Participation Plan will include a summary of public outreach and involvement activities undertaken in the last three (3) years.

3. The Consultant will review the Department of Transportation Order 5610.2(a), Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations and establish effective strategies for engaging minority and low-income populations.

The Consultant will also review the requirements of 49 U.S.C. Sections 530 (c) (1)(I) and FAA joint planning regulations (23 CFR Part 450) to evaluate compliance with public notices.

Task 2.04: Title VI Plan

The Project Team will prepare the required template forms based on the supporting information and data identified in the aforementioned tasks. The following FAA templates will form the basis of the report and will be updated specifically to OGS:

1. FAA Form 5100-145, FAA Title VI Pre-Grant Award Checklist (2/24)
2. FAA Airport Sponsor Title VI Plan Template (December 2, 2022 version)

DELIVERABLES

The Title VI Plan Report will be provided in an electronic format and transmitted to the Airport following FAA Title VI Plan template guidelines. The Title VI Plan Report will include the following:

1. Four Factor Analysis
2. Language Assistance Plan
3. Public Participation Plan
4. FAA Title VI Plan

All deliverables will be provided electronically; no printed copies will be submitted.

ASSUMPTIONS

The following assumptions are based on the Consultant's understanding of the basic scope of services. Services above and beyond the assumptions may result in additional fees.

1. Consultant cannot warrant that documents, records, or reports prepared by others not under the direction of the Consultant are accurate or up to date.
2. One (1) round of comments and updates will be received and incorporated.
3. Relevant passenger data will be provided by the Client to help with the analysis.
4. Consultant will not research or include data related to airport users or activity from Canada or other countries.
5. The Client will upload the Title VI Plans and associated documents to the FAA portal.
6. This proposal is based on the information available at this time. The fees may have to be revised if the Project/Scope definition changes from the description presented in this document. Any change and/or technical support, other than those presented in this proposal, may result in an increase of the cost included herein. Any work, studies, additional support and/or expenses that are not described in this proposal would not be performed without an agreement between the Client and Consultant and authorized via Change Order by the Client.
7. Comments from the FAA or any cooperating agencies that could require major modifications to the scope of services and resulting in unanticipated additional effort, would be considered as additional technical support, and is not covered in this proposal.

8. The Client will be responsible for a prompt review of any document submitted by the Consultant in relation to this proposal. Our schedule will be subject to the Notice-To-Proceed (NTP) and date that Client completes any required review.
9. Preparation of graphics and posters (e.g., Airport, Nondiscrimination Compliance Posters, Unlawful Discrimination Poster, etc.) are not included in the scope of services.

PROJECT SCHEDULE

The following schedule outlines the milestones and key activities required to complete the scope of services:

Dates	Activity
April 26, 2024	Consultant Provides Data Request to Client
April 29, 2024	Contract Execution and Notice to Proceed
May 3, 2024	Client Provides Consultant Requested Data
May 17, 2024	Draft Title VI Plan Report Submittal to Client
May 24, 2024	Receive Client Comments of Draft Title VI Plan Report
June 7, 2024	Title VI Plan Report Submittal to Client
June 11, 2024	Client Upload to FAA

PROJECT BUDGET

Fee Type / Labor Amount (including subconsultants): Lump Sum Fee of \$ 20,165

Direct Expenses: \$ 0.00

Total Fee: \$ 20,165

OGS FAA Title VI Plan
Ogdensburg Bridge and Port Authority
04/19/24
FEE SUMMARY

	DESIGN / PLANNING SERVICES	CONSTRUCTION SERVICES
1. DIRECT TECHNICAL LABOR	\$6,376.00	
2. ESTIMATED OVERHEAD EXPENSES AND PAYROLL BURDEN Based on Percentage of Direct Salary Cost (exclusive of Premium Pay) with the estimated Percentage being 175.00 %	\$11,158.00	
3. SUBTOTAL OF ITEMS 1 & 2	\$17,534.00	
4. FIXED FEE / PROFIT	\$2,630.10	
5. DIRECT EXPENSES		
6. SUBCONSULTANT COSTS		
Subconsultant 1 Name		
Subconsultant 2 Name		
7. SUBCONTRACT COSTS - (ESTIMATE)		
Subcontractor 1 Name		
Geotechnical Services		
8. OVERTIME PREMIUM		
9. TOTAL FEE ESTIMATE	\$20,164.10	
10. TOTAL FEE FOR ALL SERVICES		\$20,165

NOTE: Authorized hours worked in excess of forty per week are subject to a premium time charge

OGS FAA Title VI Plan
Ogdensburg Bridge and Port Authority
04/19/24
DIRECT COSTS

	DESIGN / PLANNING SERVICES	CONSTRUCTION SERVICES
Travel Related Costs:		
Vehicle Cost Plus Fuel		
Lodging and Meals		
Per Diem		
Reproduction		
CADD Plots		
Prints		
Photocopies		
Photo Costs		
Telephone/Fax:		
Postage/Delivery		
Miscellaneous		



OGS FAA Title VI Plan				
Oadensburg Bridge and Port Authority				
04/19/24				
McFARLAND-JOHNSON LABOR RATES				
DIRECT TECHNICAL LABOR				
CURRENT PROJECT 2024				
<u>AVG. RATE</u> <u>AVG. RATE</u> <u>MAX. RATE</u>				
CLASSIFICATION				
Vice President (VP)		\$113.42	\$113.42	\$113.42
Division Director/Reg.Div.Director (DD)		\$90.98	\$90.98	\$101.00
Senior Project Manager (SPM)		\$81.66	\$81.66	\$88.90
Sr. Project Engineer (SPE)		\$64.44	\$64.44	\$71.62
Project Engineer (PE)		\$56.39	\$56.39	\$66.30
Senior Engineer (SE)		\$45.67	\$45.67	\$53.20
Assistant Engineer (AE)		\$38.59	\$38.59	\$43.50
Junior Engineer/Planner/Envrmtlst (JEP1)		\$32.38	\$32.38	\$35.70
Junior Engineer/Planner/Envrmtlst (JEP2)		\$35.37	\$35.37	\$38.92
Technician Supervisor (TS)		\$56.85	\$56.85	\$60.00
Senior Technician (ST)		\$39.41	\$39.41	\$43.26
Assistant Technician (AT)		\$27.83	\$27.83	\$30.16
Junior Technician (JT)		\$27.83	\$27.83	\$30.16
Resident Inspector (RI)		\$54.31	\$54.31	\$58.62
Senior Inspector (SI)		\$46.48	\$46.48	\$52.55
Inspector (I)		\$40.04	\$40.04	\$40.04
	Assume Notice to Proceed:	4/26/2024		
	Design Project Duration (months):	3		
	Assume Salary Escalation:	4.0%		
Year	Compounded Escalation Factor	% Work in year	Effective %	
2024	1.000	100.0%	100.0%	
2025	1.040			
2026	1.082			
		100.0%	100.0%	

**OGDENSBURG BRIDGE & PORT AUTHORITY
MAY 9, 2024 BOARD MEETING**

Agenda Item E. Port of Ogdensburg

1. Approval of Handling and Storage Agreement with V6 Agronomy, Inc.

REPORT:

Staff has negotiated a Handling and Storage Agreement with V6 Agronomy, Inc. for granular fertilizer cargo at the Port of Ogdensburg for a one (1) year period, commencing April 1, 2024 and terminating March 31, 2025, at the rates provided below:

Service	Rate
Truck Receiving, Stockpiling, & Load-Out	\$10.00/Short Ton
Rail Receiving, Stockpiling, & Truck Load-Out	\$12.85/Short Ton
Storage	\$2.00/Short Ton/Month
Overtime Labor	\$130.00/person hour, 4 hour minimum

RESOLUTION:

RESOLVED, that the Executive Director is hereby authorized and directed to execute a Handling and Storage Agreement with V6 Agronomy, Inc. for granular fertilizer cargo at the Port of Ogdensburg for a period of one (1) year, commencing April 1, 2024 and terminating March 31, 2025, at the rates provided below:

Service	Rate
Truck Receiving, Stockpiling, & Load-Out	\$10.00/Short Ton
Rail Receiving, Stockpiling, & Truck Load-Out	\$12.85/Short Ton
Storage	\$2.00/Short Ton/Month
Overtime Labor	\$130.00/person hour, 4 hour minimum

INITIATOR/PREPARER: Anthony Adamczyk

APPROVED BY: 

MOTION PASSED BY: Megan J.M. Whitton

Unanimous: Yes No

SECONDED BY: David King

Abstained By: _____