Stephen M Geyer

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**Civil Engineer 1/Engineer-in-Charge**

Geyer has been a Civil Engineer for the last twenty-five years. He has had an opportunity to represent the New York State Department of Transportation as an Engineer-in-Charge on approximately twenty projects with a net worth of 100 million dollars. Among his responsibilities as Engineer-in-Charge are the supervision of the project staff along with the execution of the contract under the direction of the Regional Director. Duties included the management of construction activities and materials used to ensure that the construction project has been completed in accordance with contract provisions, plans and specifications. Also, to insure adherence to Federal, State and Local laws, rules and regulations along with ensuring the safety of inspection staff, contractor employees and the traveling public. In addition, as Engineer-in-Charge he was responsible for all aspects of construction supervision including direct inspection of the contractor and sub-contractor work, material acceptance, testing oversight, erosion and sediment control inspection (SWPPP/SPDES), soil sampling and concrete sampling and testing. Geyer also completed record keeping in accordance with NYSDOT MURK requirements utilizing NYSDOT CEEs and Site Manager for pay estimates, processed Orders-On-Contracts, field changes, material acceptance records and various reports. Along with his wide variety of experience his training includes NICET Level IV Certification in Transportation Engineering Technology, (Highway Construction), NYSDOT Earthwork Inspector Certification, NYSDOT Concrete Field Testing Technician/Concrete PCC Field Inspector Certification and NYSDEC Erosion and Sediment Control Training. Along with working closely with Department personnel in Design, Materials, Traffic and Safety and Maintenance, this Engineer-in-Charge has also had good working relationships during project completion with Metro North and CSX Railroads, Department of Environmental Conservation and Department of Environmental Protection. Supervision included oversight of an Office Engineer and between two and eight construction inspection staff.

# Experience

NYS Department of Transportation

Region 8 Construction

4 Burnett Blvd.

Poughkeepsie, NY 12603

REPRESENTATIVE PROJECTS

**New York State Department of Transportation, D262724 ($2.8 million) 2015-2017**

**Clean, Repair, Replace or Abandon Catch Basins on the Taconic State Parkway (987G) in Dutchess and Columbia Counties -** Geyer was the Engineer-In-Charge of record on this project. This project consisted of repairing and/or replacing 500 basins over 24.6 miles on the Taconic State Parkway. Along with the basin work, closed drainage was cleaned and ditching work was performed to provide positive flow. Adding to the complexity of this project was that the existing basins on the 50 plus year old parkway were non-standard compared to today’s precast structures and thus each one had to be retro-fit using concrete collars and additional reinforced concrete pipe. Many basins required sheeting due to the depth of excavation to protect not only the workers but also our roadway. Extensive coordination with the Traffic Maintenance Center in Hawthorn was necessary. Work consisted of saw cutting the asphalt overlays and original concrete slabs along with full depth excavation and removal of the existing basin. Back fill consisted of Item 4 when possible and also the use of CSLM. Hot mix asphalt (binder and top) was placed over the backfill to tie in the new basin and existing wearing surface. Concrete curb was replaced as necessary. Turf establishment was accomplished where necessary. Traffic speed and volume added to the concerns along with opening lanes to traffic at the end of the work day.

**New York State Department of Transportation, D262537 ($2.2 million) 2014**

**6.5 miles of asphalt concrete resurfacing on Route 199 in the Town of Red Hook, Rhinebeck and Milan, Dutchess County -** Geyer was the Engineer-In-Charge of record. This project consisted of two pavement treatments. One a simple overlay of 1½ inches of Item 402.126102 12.5 F1 Top Course Hot mix asphalt on approximately 2 miles of roadway in the Town of Milan. The remainder was a combination of Item 416.01000002 Cold Recycled Asphalt Concrete and 1½ inches of Item 402.12102 12.5 HMA Top Course. This work consisted of using a paving train which milled 4” of the existing asphalt wearing surface, mixed that milled asphalt with asphalt emulsion and stone and laid that mixture back down on the pavement surface. In addition to asphalt paving, this project included drainage structure alters, new asphalt gutters and curbs, extensive asphalt driveways and intersections along with pullbox installation and signal modification. Additional miscellaneous milling (Item 490.30) was required and all pavement markings were replaced.

**New York State Department of Transportation, D262195 ($1.0 million) 2013-2014**

**Construction of Emergency Access from Brookside Drive to Taconic State Parkway to I84 WB Ramp in the Town of East Fishkill, Dutchess County -** Geyer was the Engineer-In-Charge of record. This project involved the new construction of an access ramp from Brookside Drive in the Town of East Fishkill to the Taconic State Parkway just north of the I-84 interchange. This quarter mile long ramp was built abutting federal wetlands and involved matching the existing horizontal and vertical alignments of Brookside Drive, South bound Taconic State Parkway and the westbound ramp to I-84. Installation of multiple runs of storm drainage including drainage basins, concrete reinforced pipe along with granite headwalls which matched previously placed granite to match the historic character of the Taconic State Parkway. Work included a full complement of 60 Series 12.5, 25 and 37.5 Hot Mix Asphalt and new guiderail installation. Also included was a remote controlled ornamental picket cantilever sliding gate system to control access which required a full complement of items involved in furnishing an electrical service. This required communication and coordination between the subcontractor and the electric service provider, Mid-Hudson Electric. In addition, an overhead sign structure was installed, new signs were placed and new epoxy pavement markings completed on both the new ramp and also on the Taconic State Parkway and I-84 ramp. A compliment of Planting Items including major deciduous trees along with shrubs and turf establishment was accomplished.

**New York State Department of Transportation, D262137 ($1.1 million) 2013**

**Construction of Storm Water Basins along I-84 in the Towns of Kent, Patterson and Southwest in Dutchess and Putnam Counties -** Geyer was the Engineer-In-Charge of record. This MS-4 Storm Water Retrofit included the installations of organic practices to eliminate phosphorus contaminates in the run-off on I-84. Included with the organic practice installation was the installation of new concrete drainage structures, and alterations of existing units. In addition, extensive grading was required to ensure proper drainage flow to the organic practices along with the installation of many stone check dams to assist in slowing that flow. Because field conditions and elevations were substantially different than the information the designer used in formulating location and flow, extensive communication between the Engineer-In-Charge and the Designer was necessary. Practice elevations and lengths were changed on a daily basis which required on the project communication between EIC, Office Engineer and inspection staff. Additional changes included communication between DOT Construction and DOT Environmental Groups along with DEP. In addition, Maintenance and Protection of Traffic proved very challenging, given daily lane closures were necessary on this busy interstate and those closures had to be coordinated between the Region 8 Transportation Management Center and DOT maintenance forces.

**New York State Department of Transportation, D262022 ($3.4 million) 2012**

**Accelerated Pavement Resurfacing Project on Route 9, 82 and 113 in the Towns of Red Hook, Hyde Park, Poughkeepsie and LaGrange in Columbia and Dutchess County -** Geyer was the Engineer-In-Charge of record on this project. This project was part of the Department’s Accelerated Pavement Project initiative and included 17 miles of paving in four locations and in two counties. Included in this project was cleaning existing pavement and filling of joints and cracks along with saw cutting. Drainage structures were altered to match new pavement elevations along with alterations of valve boxes. In addition, cold milling of bituminous concrete was used to match existing intersections and to maintain proper curb reveal. Paving involved the use of 6.3 F1 Polymer Modified Hot Mix Asphalt which was designated 60 Series Compaction and approximately 30,000 tons were placed. After placement of hot mix asphalt new epoxy pavement markings were placed as per current MUTCD standards and all shoulders where asphalt was placed were backed up to eliminate any “drop off” concerns. Because of the locations and volume of traffic detailed communication between DOT Maintenance and Region 8 Transportation Management Center was an everyday occurrence.

**New York State Department of Transportation, D261024 ($5.9 million) 2010-2011**

**A bridge rehabilitation project on Route 9G over the Roeliff Jansen Kill, Towns of Germantown and Livingston, Columbia County -** Geyer was the Engineer-In-Charge of record. This project involved the rehabilitation of BIN 1006460, a steel truss bridge built in 1929. Along with extensive steel repair including the replacement of floor beams, lateral and sway bracing along with fixed and expansion bearings, the deck, bridge rail and joints were replaced. This rehabilitation included Class A containment and Item - 573 Structural Steel Painting - Field Applied Total Removal. In addition, a new profile was established along with a compliment of .5 miles of new asphalt pavement to improve rideability. Also included were curb and closed drainage system to control surface water and access. The project also required the construction of a new Park and Ride in the Town of Rhinebeck and the installation of an emergency turnaround on the Taconic State Parkway in the Town of Milan.

**New York State Department of Transportation, D260758 ($5.8 million) 2008-2009**

**Rehabilitation of twenty bridges in Ulster, Orange and Putnam Counties –** Geyer was the Engineer-In-Charge of record. This was a bridge maintenance by contract project which included all facets of bridge repair including the replacement of decks, bridge rail, bearings, steel repair and safety improvements in Region 8. This project presented many challenges as to staffing and logistics along with maintenance and protection of traffic. Differing site conditions along with differing degrees of environmental concerns and working with DEC, DEP along with local groups made this assignment a valuable learning experience.

**New York State Department of Transportation, D259802 ($2.8 million) 2004-2007**

**Highway realignment and elimination of an at grade railroad crossing in the Town of Dover, Dutchess County –** Geyer was the Engineer-In-Charge of record. This project included the construction of approximately 1 mile of new road and the elimination of an at-grade Metro-North railroad crossing for the Town of Dover. Adding to the complexity of this project was the removal of approximately 5,000 cubic meters of rock using the blasting (Pre-Split) item in close proximity to the active tracks. This facet of work required extensive communication between Metro North and project personnel as work was completed between train stops throughout the work day to eliminate fouling the tracks.

**New York State Department of Transportation, D258610 ($1.8 million) 2001-2003**

**Bridge replacement over the East Branch of the Wappinger Creek on Route 82 in the Town of Pleasant Valley, Dutchess County -** Geyer was the Engineer-In-Charge of record. This project involved construction of a new integral abutment concrete structure on a new vertical and horizontal alignment while maintaining traffic on an existing steel girder structure on State Highway 8315. The project also involved the installation of both temporary and permanent steel sheeting along with steel bearing piles. It also entailed the use of prestressed concrete bulb tee units using high performance concrete for the beams. Challenges include building a 6000 cubic meter embankment along a Class B (TS) water body, along with placement of medium stone fill within cofferdams. In addition, storm water discharge related inspections and maintenance reports were required and a wetland mitigation area was completed. The project also included demolition of the existing steel girder bridge after traffic was placed on the new alignment. Along with the construction of full depth widenings and a new alignment of County Route 13, new signs and guide rail were installed and .5 kilometers of state highway was paved. Along with the environmental challenges, considerable time and effort was spent keeping property owners informed of project details and progress throughout its construction. Historic properties were located within project limits requiring careful work and increased communication with Department and Historical Society representatives.

**New York State Department of Transportation, D258816 ($.6 million) 2001**

**Pavement marking contract -** Geyer was the Engineer-In-Charge of record. This project included the installation of epoxy reflectorized pavement markings and preformed reflectorized pavement letters and symbols throughout Columbia and Dutchess Counties. Due to the volume of traffic in certain areas of this contract, maintenance and protection of traffic was a particular challenging aspect of this project. Due to the diligence of both State and Contractor Personnel, no serious accidents occurred during the completion of this project.

**New York State Department of Transportation, D258063 ($2.0 million) 1999-2000**

**Resurfacing and partial reconstruction of Route 9 in the Town of Kinderhook, Columbia County -** Geyer was the Engineer-In-Charge of record. Along with the resurfacing of 5.5 kilometers of State Highway 5074, this project included new construction and vertical alignment of .5 kilometers of active highway and the reconstruction of the intersection of Columbia County Route 9, Route 28 and Herrick Road. This required lowering the existing pavement 3 feet while maintaining traffic to improve sight distance. Also, included in this project was new construction of multiple turning lanes, new drainage, drainage improvements, curb, guiderail, signs and a new signal. In addition, a reconstruction and resurfacing of two “Park and Ride” parking facilities in the Towns of Valatie and Schodack was completed.

**New York State Department of Transportation, D257383 ($3.0 million) 1999**

**The replacement of three bridges in the towns of Chatham and Kinderhook -** Geyer was the Engineer-In-Charge of record. The bridges included in this project were Hartigan Road over Conrail, Hartigan Road over the Stony Kill and Merwin Road over the Kline Kill. This 3 million-dollar project involved the demolition and reconstruction of three steel girder bridges, all of which involved the installation of footings with piles, new substructures and superstructures. At both Hartigan and Merwin Roads, total reconstruction involving new horizontal and vertical alignments of the respective highway was achieved. Included in this project was the installation of a Tensar Geogrid System for erosion protection.

**New York State Department of Transportation, D256873 ($4.2 million) 1996-1998**

**Rehabilitation project on Routes 22 and 55, in the Towns of Pawling and Dover, Dutchess County -** Geyer was the Engineer-In-Charge of record. This reconstruction project includes extensive full depth and bituminous overlay pavement treatments on original Portland concrete highway sections for a total length of 5.8 miles. In addition to drainage upgrades and utility crossings, new construction of multiple turning lanes and an interchange ramp is included. To obtain proper guide rail deflection area, a 5000 c.y. rock slope was removed using our Blasting (Presplitting Required) Item.

**New York State Department of Transportation, D256009 ($2.1 million) 1993-1995**

**Reconstruction project on Route 217 in the Village of Philmont and Town of Claverack, Columbia County -** Geyer was the Engineer-In-Charge of record. This R&P project included extensive underground utility relocations and improvements along with installation of storm drainage, curb and sidewalks within this village environment. In addition, was the installation of one box culvert along with full depth and bituminous overlay treatment of 1.5 miles of highway.

**New York State Department of Transportation, D254118 ($5.4 million) 1991-1992**

**Reconstruction project on Routes 22, 44 and 343 in the Town of Amenia, Dutchess County -** Geyer was the Engineer-In-Charge of record. This R&P project included extensive storm drain, underground utility, sidewalk and curb work along with a historic “Fountain Square” recreation. In addition, six box culverts and one bridge was included in this project with a total length of 8.8 miles, five miles of which was a “fast track” in the town of Northeast.

**NYS DOT Principal Engineering Technician 2/89-5/92**

**NYS DOT Senior Engineering Technician 11/87-2/89**

**NYS DOT Engineering Technician 11/86-11/87**

Education

National Institute for Certification in Engineering Technologies –

Level IV in Transportation Engineering Technology-Highway Construction

 Dutchess Community College

 Poughkeepsie, NY 12601

 Associate in Applied Science

 Taconic Hill Senior High School

 Philmont, NY 12565

References

Available upon request