



YOUNGER MEMBER GROUP



Boston Society of Civil Engineers Section
American Society of Civil Engineers



SENIOR TECH TALK

WHEN

Thursday, March 5 2026
5:30 - 8:00

WHERE

GeoEngineers
239 Causeway Street,
Ste 400
Boston, MA 02108

Hybrid option available through Zoom

REGISTRATION

\$15 Member
\$20 Non-Member
\$15 Public Sector Non-Member
\$5 Student

Join us for a series of presentations focused on the management of various civil engineering related projects in the Boston Area!

Q&A to follow.

Stan Sadkowski, PE

Stan Sadkowski is a Principal Geotechnical Engineer at GeoEngineers. He is an accomplished business leader with over 22 years of experience in geotechnical and environmental engineering in the urban development market. Stan advises clients on a variety of projects, including geotechnical due diligence, geotechnical design and construction; environmental due diligence, remediation, and regulatory compliance; and hydrogeological design and permitting support. His work has included the design and construction of oversight of soil pre-characterization and disposal, soil and groundwater remediation, and regulatory compliance under the MCP.

Speaking Topic: Geotechnical Engineering is often one of the most variable aspects of the design process, as each site presents its own unique set of challenges due to soil conditions. This presentation explores the geotechnical considerations and evaluations undertaken during the Foxboro MBTA Station project in preparation for the World Cup. It highlights specific challenges encountered and key considerations addressed throughout the construction process.

Joe Rigney, PE

Joe Rigney serves as President and CEO of JRigney Engineering, bringing more than 17 years of expertise in structural engineering, with a focus on tunnel and underground infrastructure. His experience spans design, inspection, evaluation, rehabilitation, and repair of complex subsurface projects. Previously, Joe led the Tunnel Rehabilitation Inspection Practice (TRIP) at Delve Underground and served as the State Tunnel Engineer for MassDOT. Joe has contributed to national standards as a member of the AASHTO committee. He holds a Master's degree in Structural Engineering from Northeastern University and a Bachelor's degree in Civil Engineering from the University of Rhode Island.

Speaking Topic: Structural design is often associated with applying code-prescribed formulas to determine rebar or beam sizes based on structural analysis. In practice, however, successful structural design requires extensive coordination with owners, other disciplines, and stakeholders to address constraints and functional requirements. Equally important is ensuring that the design intent is clearly communicated and accurately executed during construction.

This presentation outlines the challenges encountered and solutions developed during the MBTA Downtown Crossing Station Passageway repairs. It highlights the collaborative processes and communication strategies that were essential to delivering a well-coordinated design and achieving successful project completion.

Bridget Murphy

Bridget Murphy is a Project Engineer with Skanska USA Civil. She joined Skanska after graduating from the University of Massachusetts Amherst in 2020 with a degree in civil engineering. Bridget spent the first five years of her career on the I-95 Providence Viaduct Project, where she served as a field engineer overseeing concrete operations. One of her most memorable professional experiences was attending BID-WELL concrete paver machine training in South Dakota and managing deck placements on the Providence Viaduct Project. She is currently working on the Rourke Bridge Project, where she manages design development and structural steel.

Speaking Topic: The Skanska USA Civil Northeast team is constructing the Rourke Bridge Replacement Design-Build Project in Lowell, MA. MassDOT accepted Skanska's final ATCs (alternative technical concepts) which made several major improvements to the initial BTC (base technical concept). Some of the major advantages of Skanska's ATCs include improved constructability, reduced long term maintenance costs for MassDOT, and improved aesthetics. One way long term maintenance costs will be reduced and constructability improved is utilizing hybrid steel girders. The hybrid girders utilizes 70 KSI steel for the flanges and 50 KSI steel for the webs to maximize efficiency of materials. This design allowed Skanska to propose a 7-girder bridge design vs. the 8-girder design in the BTC. This improvement reduces the weight of steel by more than 1.1 million lbs.



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