

# 2015 OHIO BRIDGE CONFERENCE TENTATIVE PROGRAM

## Wednesday, August 12, 2015

11:00-12:15 pm

**Registration (Foyer)**  
**Lunch on your own**

11:00 – 6:00 pm

**Trade Show / Refreshments (Ballroom IV and Foyers)**

## Ballroom I, II and III

12:15 pm

### **Welcome & Kick-Off**

*Many thanks to the conference committee for their assistance in providing the presentations contained in this program.*

*Tim Piper, PE, PS, Allen County Engineer, CEAO Bridge Committee Co-Chair*

*Scott Coleman, PE, PS, Logan County Engineer, CEAO Bridge Committee Co-Chair*

12:15pm - 1:15pm

### **Design Build Panel Discussion\***

*Union County Engineer's Office*

1:15pm – 1:45pm

### **Historic Otway Covered Bridge Rehabilitation\***

*Craig Opperman, PE, PS, Scioto County Engineer*

*Doug Miller, PE, SI, Division Manager, Jones-Stuckey*

The Otway Covered Bridge, built in 1874, is a 127' span structure spanning Scioto Brush Creek near Otway in Scioto County, Ohio. The bridge is a "Smith Type" timber truss that was patented in 1867 and 1869 by Robert W. Smith. It was built by the Smith Bridge Company, owned by Smith who was very innovative in the way he marketed his bridge. The rehabilitation posed many challenges including ownership of the bridge, funding, design for vehicular loads, and design by keeping the historic integrity with the construction.

1:45pm - 2:15 pm

### **Rehabilitation of Eight Stone Arch Culverts Built in 1800's as Part of Miami and Erie Canal\***

*Mike Benton, PE, ODOT*

*Matt Schroeder, EIT, Miller Brothers Construction*

The ODOT Stone Arch Project included rehabilitation of eight stone arch culverts originally built in the mid-1800s as part of the Miami & Erie Canal. Miller Bros. setup and maintained cofferdams and bypass flume pipes at eight separate locations to allow access to the work area(s), and they removed and reconstructed the existing stone block headwalls and wingwalls. They replaced damaged stone blocks with limestone replacement blocks or precast concrete blocks and installed wire mechanically stabilized earth walls behind the reconstructed block headwalls and wingwalls to relieve earth pressure from the newly reconstructed block walls. Contractor and ODOT Partnered throughout to manage project costs, delays to traveling public (work on one delayed culvert separated the town from their hospital), environmental issues including floods, and historical aspects of the project.

2:15pm - 2:30pm

### **Statewide Historic Bridge Preservation Awards**

*Tom Barrett, Environmental Specialist, Office of Environmental Services, ODOT*

*Monica Bruns, Office of Environmental Services, ODOT*

*Susan Gasbarro, Office of Environmental Services, ODOT*

*Heidi Harendza, Office of Environmental Services, ODOT*

The Ohio Department of Transportation, Federal Highway Administration, and Ohio Historic Preservation Office will present the annual Historic Bridge Preservation Awards. The agencies will honor recent efforts that rehabilitate historic bridges, keeping them in service, and/or preserve them at a new location. Context-sensitive bridge designs and sustainable practices which incorporate aesthetic elements and components of older bridge types are also eligible for the award.

*\*All technical sessions (excluding Historic Bridge Preservation Awards) have been recommended for CPD credit for a maximum of **7.5 CPD hours**. Please note that the final determination of what qualifies for CPD credit ultimately lies between the license holder and the State Board of Registration for Professional Engineers & Surveyors.*

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2:30pm – 3:00pm

Break – **Trade Show** (Ballroom IV and Foyers)

3:00pm – 3:30pm

**Development of Economical Short-Span Steel Bridge Standards\***

*Gregory K. Michaelson, Ph.D., Weisberg Division of Engineering, Marshall University  
Dan Snyder, Technical Marketing Director, Short Span Steel Bridge Alliance*

Standardized bridge plans significantly reduce design time, increase and provide cost-effective solutions in the nation's effort to repair and upgrade the infrastructure. This presentation summarizes standard short-span steel bridge designs that were developed to create a complimentary design aid (eSPAN140) for bridge engineers' use in economical steel bridge selection.

3:30pm – 4:00pm

**Providing Consulting Industry Environment to Train County Engineer Staff: A Case Study \***

*Dan Springer, PE, PMP, Project Manager/Bridge Engineer, LJB  
Cedric McGhee, PE, Engineer II, Montgomery County Engineer's Office*

This session presents a case study of how MCEO leveraged LJB's expertise in bridge and roadway design to provide on-the-job training for a long-term employee. The county engineer employee worked full time, directly with LJB staff on projects assigned by the county. Training covered culverts, wing walls, box/steel beams and slabs.

4:00pm – 4:30pm

**Galvanized Steel for Bridge Longevity\***

*Kevin Irving, Central Sales and Marketing Manager, AZZ Galvanizing Services*

The presentation will discuss several case studies of Hot Dipped Galvanized Steel Bridges that are over 45 years old with no maintenance, and still have an average of over 5 mils of zinc on them today. These bridges are located in the Snow Belt where deicing salts are heavily used demonstrating Bridge Preservation at its finest!

4:30pm – 6:00pm

**Trade Show and Reception** (Ballroom IV and Foyers)

*We encourage you to visit our exhibitors and thank them for their support of our conference. Refreshments will be served.*

## **Thursday, August 13, 2015**

7:00am – 8:00am

**Continental Breakfast** – Foyer 2

8:00am – 9:00am

**SMS Update / Special Haul Vehicle Load Ratings\***

*Mark Stockman, PE, PS, Bridge QA/QC Engineer, CEAO  
Tim Keller, PE, Administrator, Office of Structural Engineering, ODOT*

This presentation will include an update on the new SMS, Element Level inspection, and compliance issues, such as inspection frequency deadlines. It will also cover the Federal Requirement to Load Rate Special Hauling Vehicles (SHV). What, When and How.

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9:00am – 9:30am	<b>ODOT Audit Requirements*</b> <i>Stephanie Wagenschein, CFE, Office of External Audits, Division of Finance, ODOT</i>  The session will review the 5 possible recovery options for direct labor, fringe, and overhead costs as outlined in the updated LPA Agreement, with specific details on how the new De Minimis option works.
9:30am – 10:00am	<b>Construction Management at Risk*</b> Dave Jones, PE, Jones-Stuckey
10:00am -10:15am	Break
10:15am – 10:45am	<b>Press Brake Girders*</b> Dennis Gonano, PE, Director of Engineering, US Bridge
10:45am – 11:15am	<b>ORIL Update / Redundancy in Steel Trusses Study Results*</b> <i>Dr. James Swanson, Associate Professor, Department of Civil and Environmental Engineering, University of Cincinnati</i> <i>Vicky Fout, Project Manager, Office of Statewide Planning &amp; Research, ODOT</i>  This presentation will provide updates on structures research sponsored by Ohio's Research Initiative for Locals (ORIL). It will highlight recent work by the University of Cincinnati focused on the development of an analysis procedure used to assess redundancy in pony truss bridges. This procedure will be used to identify situations where members can be reclassified as non-fracture critical and to identify retrofit approaches and new design recommendations such that fracture critical members can be avoided in future construction. Information on opportunities to submit research ideas to ORIL will also be provided.
11:15am – 11:45am	<b>RT 460 Connector Bridge Segmental Cast-in-Place Structure*</b> <i>Leo Spaans, Janssen &amp; Spaans Engineering, Inc.</i> <i>Kevin Wiley, Project Manager, CJ Mahan Construction</i>
11:45am	<b>Lunch</b> – Pavilion
12:00pm – 12:30pm	<b>Luncheon Key Note: Anthony Wayne Suspension Bridge</b> <i>Edward J. Adamczyk, Associate Vice President, Project Manager, ARCADIS U.S., Inc.</i>

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