This professional development seminar is presented to give agencies and engineers additional exposure to some of the exciting and significant changes going on in the bridge construction industry. Several prominent speakers have agreed to come to Buffalo to give a general overview of the state of the practice but also talk in detail about what techniques have worked and what some of the pitfalls might be. Their presentations will be based on what’s been done in other parts of the U.S. as well as internationally. It will be of interest to all those who want to be responsive to the growing need to get the work done safely with as little disruption to traffic as possible.

**Speakers include**

- **Amy Jackson-Grove**, FHWA NY Division
- **Lloyd Wolf**, Texas DOT
- **Harry Capers**, New Jersey DOT
- **Bill Halsband**, Mammoet

**Contact Jerry O’Connor** (UB/MCEER) (716) 645-3391 ext. 107 E-mail: jso7@buffalo.edu if interested in one of four corporate sponsorships or for further information. [http://mceer.buffalo.edu](http://mceer.buffalo.edu)
of traffic developed during the design
construction methods and maintenance
rapidly constructible details, unique
components or entire structures, more
insure a long service life. Prefabricated
ing the maximum quality possible to
site to a bare minimum while provid
such a way as to reduce their time on
demolish and reconstruct structures in
incorporate many unique features to
designers are providing solutions that
New Jersey's bridges. In reaction, many
“Get in, Get out, and Stay Out” has
zone. As it has across the country,
maintaining traffic through the work
Departments of Transportation to build
There is an ever-increasing desire by
in New Jersey; What Was in it For Us?”
“Rapid Bridge Construction Techniques
in Seismic Regions.”
Harry Capers, P.E., New Jersey
Department of Transportation
“Rapid Bridge Construction Techniques
in New Jersey; What Was in it For Us?”
Mr. Wolf has been involved in bridge
design and construction at Texas DOT
and the Center for Transportation
Research where they have worked on
precast bent cap connections, pre-
fabricated bridges, pretopped beams
and full-depth slabs, and rapid bridge
replacement research. He will report
on what has been done, including les-
sons learned, as well as the successes.
In particular, he will also describe two
new superstructure systems that have
been developed to span up to 115’ at
a superstructure depth of 38.” The
steel alternative is a steel tub girder
and the other is a prestressed concrete
pretopped U-beam. Girder erection
and closure pour will take less than 24
hours, allowing the bridges to be open
to traffic in as few as four days. Texas
anticipates using these designs on up
to 150 bridges over the next ten years.
Mr Wolf also serves on the Technical
Panel for NCHRP 12-74 “Development
of a Precast Bent Cap System for Seis-
mic Regions.”

Bill Halsband, V.P. Mammoet
“Rapid Bridge Replacement/ Installa-
tion Technology”
Mr. Halsband will show how bridges
can be removed or installed in just min-
utes. He is Vice President of Business
Development of Mammoet, one of the
world’s largest engineered transport
and heavy lift firms. The firm has 60
years experience and Bill has 25 years
experience in engineered transport
and heavy lift on a variety of projects
worldwide. Bill has a BA in Econom-
ics and International Marketing from
Concordia University.

Attending in Person
September 16, 2005
11:00 a.m. Optional tour of the earthquake lab (1.0 PDH is available)
12:00 Noon Optional “Meet the Speakers Lunch”
1:00 p.m. Accelerated Bridge Construction Seminar (4.0 PDH are available)
5:00 p.m. Optional tour of the earthquake lab (1.0 PDH available)

Location: Center for Tomorrow, University at Buffalo, North Campus (near
Flint Road entrance, off Maple Road)

Cost: Registration is requested but there is no registration fee. The program
has been brought to you by UB and the financial support of its Corporate
Sponsors. There is a fee for professional development hours.

Professional Development Hours (PDHs): Professional Development Hours (PDHs) will be available for a fee of $50 per PDH, up to a maximum of $250
for 5 PDHs per person. Checks should be payable to “UB Foundation.” (Support
from our Corporate Sponsors covers these fees for its employees only.)
Sign-in and an evaluation/assessment are required. Certificates of Com-
pletion will be issued from the Dean of Engineering and Applied Sciences’ office.

Lab Tour: The earthquake center at UB has just undergone a $20M expansion.
A short tour will be available before and after the accelerated bridge con-
struction seminar.

Reservations
Deadline: September 9, 2005
Contact Marge Hewlett, School of Engineering and Applied Sciences, University at Buffalo
Phone: (716)645-2768 ext. 1106.
E-mail: enginet@eng.buffalo.edu

Video Conference
September 16, 2005, 1:00 pm
For employees of NYSDOT and others in the Schenectady area, and Caltrans
Sacramento office

Contacts
NYSDOT:
Mark Struzinsky
Structures Training Liaison
E-mail: mstruzinsky@dot.state.ny.us
Phone: (518) 457-5955

Caltrans:
Tigi Thomas
E-mail: tigi.thomas@dot.ca.gov
Phone: (916) 457-5955