DAY 1 (Tuesday) November 12th, 2024 NCSC States Council 3:30pm – 4:45pm

Closed meeting for State and Authority representatives

EVENING RECEPTION & REGISTRATION 5:00pm – 7:00pm

This is the first opportunity to network with new industry partner providers and new and existing contacts with industry professionals in the Lakeshore ballroom foyer.

A special welcome from our sponsor for the evening reception – SME!

DAY 2 (Wednesday): November 13th, 2024

7:00am – 8:00am

BREAKFAST - A continental breakfast will be available in the Lakeshore Ballroom Foyer for all attendees. Thanks to our generous sponsors Bureau Veritas and Valmont.

Shaping a World of Trust

8:00am – 8:30am

A special welcome from Mark Shaffer, Engineer of Bridge Design, Illinois DOT, and, and from Michael Brink, P.E., S.E., Senior Project Engineer, Illinois Tollway and from Graham Holman, Nucor Plate Mill Group **Meeting Gold Sponsor**.and from Frank Sharpe, FHWA role in bridge engineering/construction. How does FHWA help deliver bridge improvements? How does FHWA monitor bridge safety for the traveling public? FHWA is not only a source of funding for bridge projects. FHWA also provides research, inspection, and technical guidance to further improve the bridge industry in the United States.

8:30am – 9:45am

Presentation – IDOT I57/74 Interchange Reconstruction Champaign County – Project Review – Fabrication and Construction

This project will be close to completion by the time of our NCSC meeting. The metalizing contractor has several girders to complete.

The project has large flyover rams, curved girders and some interesting issues with construction. IDOT will cover the construction side and Delong's will address fabrication of this project.

Presented by Mark D. Shaffer, P.E., S.E., Engineer of Bridge Design, Bureau of Bridges and Structures, Illinois Department of Transportation, and Gary Wisch, PE Vice President, Engineering, DeLong's, Inc.

9:45am – 10:45am

Presentation – Achieving Speed in Steel – Opportunities from Design to Delivery

When it comes to achieving speed in steel bridge fabrication, is it simply a matter of faster cutting, fitting, welding, and drilling? Or is there a role for owners, designers, and general contractors to play? Find out about the key resource you can use and things that you can do to either accelerate your project or simply keep it on schedule.

The NSBA recently published the new guide "Achieving Speed in Steel Bridge Fabrication". This presentation will describe the process outlined in this guide along with other strategies for executing a successful steel bridge process.

Presented by Chris Garrell PE, Chief Bridge Engineer – NSBA/National Steel Bridge Alliance

10:45am – 11:15am

MORNING BREAK - Sponsored by AMPP, D.S. Brown, and KTA.

Lakeshore ballroom foyer

11:15am – 12:15pm

Presentation – UT Examination of Anisotropic Steel

Ultrasonic Testing of Anisotropic Bridge Steel: Problems, Dangers and Solutions

This presentation will answer the question, "What is Anisotropic Bridge Steel and why is it important to the bridge fabrication industry?" Anisotropic Steel presents unique challenges for the Ultrasonic Testing of welds. These technical challenges will be described along with the potential dangers that they pose to the safety and longevity of fabricated steel bridge girders. Various solutions that are currently being investigated by the bridge fabrication industry along with the status of various industry group efforts to address the problem and develop workable and practical solutions will be described.

Presented by Ray Momsen, VP Transportation & Infrastructure Division, Bureau Veritas

12:15pm – 1:15pm

LUNCH - A lunch buffet will be available in the Lakeshore Ballroom Foyer for all attendees. Thanks to our generous sponsors HRV and SSAB.

Short sharing of upcoming projects by States ~@1:00pm

1:15pm – 1:45pm

Presentation - The Sustainability of Steel Bridges

What makes a steel bridge sustainable, and where is the embodied carbon? Learn about the sustainability of steel bridges - how it's documented, and which sustainable policies may affect your next project. Structural steel contains at least 93% recycled content and is 100% recyclable, making it a material that is circular for generations. Instead of going to the landfill or an incinerator, decommissioned bridges can go right back into the supply chain to become steel again and again.

Anthony Peterson, PE, Senior Steel Bridge Specialist NSBA

1:45pm – 3:15pm

Presentation – Blackhawk Bridge – Collaborating for Success

This continuous truss bridge between Allamakee County / Lansing Iowa - Iowa 9 and Wisconsin 82 over the Mississippi River, has an overall truss length of 1,352 feet and is composed of 5,440 tons of steel.

A joint presentation by Iowa DOT, Parsons, HNTB, Industrial Steel Construction, Kraemer North America, and TTMS will highlight the development of the project through stakeholder engagement as well as the construction and fabrication successes and challenges encountered to date.

This project is a stellar example of the DOT, designer, contractor, and fabricator working together towards the successful completion of the project through a project first culture.

Presented by
Clayton Burke, Project Manager, Iowa DOT
Greg Hasbrouck, Complex Bridge Technical Director, Parsons
Travis Konda, Practice Consultant – Bridge, HNTB
Ben Bristol, Director of Quality & Field Support, Industrial Steel Construction Tom Ringelstetter, Chief Engineer & Corporate Quality Manager, Kraemer North America

3:15pm – 3:45pm

Presentation – AISC Update and an extra special thanks to AISC at a platinum level sponsorship of the conference this year.

Todd Alwood, VP Membership & Certification, American Institute of Steel Construction, Todd will discuss AISC's workforce development initiative, new young fabricator education, certification developments, and the updated coating standard.

3:45pm – 4:00pm

AFTERNOON BREAK - Sponsored by Pennoni, Sherwin - Williams, SSSB, and STATE Testing. Lakeshore ballroom foyer

4:00pm – 4:30pm

Presentation – Metalizing Updates

If you haven't revisited the choice for metalizing as a coating recently, you may want to take a second look. You may find it competitive with both galvanizing and liquid coating processes if applied to the right projects, cost per square foot may be lower than most would estimate in comparison with galvanizing. Esthetics are also improved with a 100% automated metalizing process. If the project includes later duplex coating, that process may be easier as the profile is already part of the coating surface potentially comparable to a fresh SP10 blast. The presentation will also briefly review the basics of the process and the importance of process control to deliver enduring adhesion is key and has been improved significantly. There is no need for a field applied topcoat making it a great choice for metropolitan areas. The result is a 75-year coating that does not need maintenance. Also check out the AASHTO/NSBA guide spec S8.2- 2017/SSPC-PA 18 - *Specification for Application of Thermal Spray Coating Systems to Steel Bridges*

Presented by Dave Wixon, President, TMS Metalizing Systems

4:30pm – 5:00pm

Presentation – Updates from AMPP Association for Materials Protection and Performance.
Updates on the personnel certification and contractor accreditation in the coating industry. A special focus on the AMPP QP 6 – Metallizing contractor accreditation - The **QP 6** program evaluates the qualifications of industrial thermal spray (**metallizing**) contractors by evaluating the contracting firm annually through an on-site field audit where an independent AMPP auditor observes whether the contractor has the capability to evaluate and accept the preparation of the surface to be **metallized** and to thermally spray: Coatings of aluminum, zinc, and their alloys
Presented by Michael Damiano, Director, AMPP QP Accreditation

5:00pm – 5:40pm

Presentation – Pre-Fabricated Steel Bridges and Accelerated Bridge Construction

Steel bridges meet owners' and the public's desire for economy, aesthetics, performance and accelerated construction. Bridge manufacturers and fabricators have developed innovative, efficient and economical solutions to meet typical and complex bridge project needs. Several bridge projects from manufacturers and pre-fabricated built bridges will be showcased to demonstrate their merits in bridge quality and accelerated construction. Accelerated Bridge Construction (ABC) uses planning, design, material selection, and construction methods to reduce the onsite construction time and mobility impacts that occur when building new bridges or replacing and rehabilitating existing bridges. Prefabricated truss, modular rolled-beam, folded-plate tub girder and buried steel bridges will be highlighted.

Presented by the SSSBA Short Span Steel Bridge Alliance by Michael G. Barker, PE, Civil & Architectural Engineering Professor, University of Wyoming

5:40pm – 6:00pm

Presentation – Advances in Evaluation of Weld Quality

Review of NCHRP scanning tour findings regarding use of welding data, cameras & laser scanners, etc., for weld quality monitoring and improvement.

Presented by Bryan A. Hartnagel, P.E., Ph.D., State Bridge Engineer, Missouri Department of Transportation

6:00pm – 6:15pm

Presentation - Illinois Tollway
Hear about current and future Tollway projects and how the Tollway operates, codes and standards used and briefly about the organizational structure.
Presented by Michael Brink, P.E., S.E., Senior Project Engineer, Illinois Tollway

6:15pm

End of Scheduled Day
Evening on your own, continue making connections

DAY 3 (Thursday): November 14, 2024 Fabrication Shop Tour

ISC - Tour and presentation of modeling joint designs, 86 North Bridge Street, Gary, Indiana 46404

For those of you registered for the tour at Industrial Steel Construction

Come Prepared

Wear closed toe shoes. You are encouraged to bring your own safety glasses and hard hats. ISC will have limited glasses and hard hats available.
Wear your NCSC conference name tags. ISC is providing a special souvenir – NCSC logo high vis vests.

The Tour

ISC is located at 86 North Bridge Street, Gary, Indiana 46404 at the previous campus for American Bridge who built some of the iconic skyscrapers that are part of the famous Chicago skyline.
Now ISC's home focusing on steel bridge mega projects for agencies and railroads - some of the highlights are a multi-story blasting cabinet, a metalizing facility, and an automated girder welding machine.
All tour participants will meet in one group at 9 am. Plan one hour and 10 minutes for travel and getting to the meeting room where ISC Owner Joe Hish will address the group in an opening presentation. Coffee and donuts will be available.
ISC has used physical models of difficult joint geometries and complex joint designs. ISC has found models helpful to see all the corners, interference and access points that are just too hard to see even in a flat 3D model file. Models are used for planning for management level, but some are also in the supervisors' training area for referenced during fabrication planning.
Models will be part of the tour notably the nodes for the Blackhawk bridge and the arch sections for the I74 base. Ray Iesalnieks and Isaias Lopez will be at the model stations to answer your questions.

Transportation

Many of you drove to Chicago for the conference.
It would be much appreciated If you did drive, and can help one or two of those needing transportation to get to and from Gary, IN
DOTQS has an SUV and a 12-passenger van with limited capacity for those of you who did not drive to Chicago. These vehicles can return riders to Chicago or to ORD.

Conference Organization – Website – Discussion Board Sponsor DOTQS DOT QUALITY SERVICES