



Technical Sessions Schedule

Scroll down to see session descriptions. Descriptions are also available on the [SASHTO website](#).

Monday, August 22, 2011

	Carroll Ford Room	Nunn Room	Breathitt Room	Ballroom C
1:30 - 2:30	NEPA Case Study – I-65 to US 31W Connector: A Complex EIS for a Seemingly-Simple Project	ME Pavement Design Implementation: Kentucky & Tennessee	A New Way to Talk about Transportation	Appalachian Development Highway System Corridor Q – US 460 in Pike County Kentucky
BREAK (30 min)				
3:00 - 4:30	The Billing Process: Sound Practices to Ensure Financial Integrity	Warm Mix Asphalt Life Cycle Cost of Stone Matrix Asphalt Concrete Overlays and Inlays	Designing for Tomorrow's Urban Environments Lexington Streetscape The Legacy Trail World Equestrian Games – How KYTC Met the Challenge	Milton Madison Bridge Project

Tuesday, August 23, 2011

	R/W Wilkinson 1st Floor	Construction Sampson 1st Floor	Utilities Laffoon 1st Floor	Projects Ballroom C 2nd Floor	Design Nunn 2nd Floor	Planning Breathitt 2nd Floor	Environmental Jones 3rd Floor	Maintenance French 3rd Floor	Structures Segell 3rd Floor
9:00 - 10:00	Kentucky's Right of Way and Utilities Management System	Using an Alternative Technical Concepts (ATC) approach to deliver a major infrastructure Project - The New Mississippi River Bridge, St. Louis, Missouri	2011 KYTC Utilities and Rail Manual: Evolving the Process by Defining the Steps	Louisville - Southern Indiana Ohio River Bridges Project	KY's First Double Crossover Diamond Interchange Diverging Diamond Interchanges - The Interchange of the Future	Planning Kentucky's Transportation - For Today and Tomorrow Part 1 - Transportation for Future Generations - Kentucky's Regional Transportation Planning Effort Part 2 - The Good, The Bad, The Ugly Defining Joe the Project through its DNA	Implementation of an Environmental Management System for MDOT - Lessons Learned from Year 1	Infrastructure Safety Investments: Systemic vs. Black Spot Approaches	Ben Sawyer Swing Span Bridge Rehabilitation
10:30 - 11:30	Digging Up the Past to Build the Future		Fundamental Purpose and Need of Utility Impact Notes --- Railroad Coordination: KYTC's Changing Business Operations	The Mike O'Callaghan - Pat Tillman Memorial Bridge					
1:30 - 2:30	The Art of Negotiations	Design-Build Program in Mississippi - Summary of Lessons Learned --- Alternative Delivery Methods - Past, Present & Future	Utility Relocation Inspection: Best Management Practices	New Town Pike Extension: Without An Unfair Burden	A uniquely Practical Crossing of the Lakes	Intersection of Transportation Planning, Economics, and Accountability --- Overview of Tolling & Toll Project Development	Kentucky: Green.....No kidding?	GIS in Transportation - Part 1 - Enterprise GIS in Kentucky Transportation: How Things Fit Together --- Part 2 - CADD and GIS Interoperability: Bentley & ESRI Working Together --- Part 3 - Going Mobile: Bringing GIS Into the Field	US60 Tennessee River Bridge

<p>3:00 - 4:00</p>	<p>Legally Non-compensable Damages</p>	<p>"Revive 65" I-65 Expressway Rehabilitation Project - Accelerated Construction/Use of Precast Structures</p>	<p>KYTC Utility and Rail Programming Needs</p>	<p>Future Transportation Trends and Challenges --- How Will 'Next-Generation' Vehicles Pay Their Fair Share?</p>	<p>Mobile Mapping Applications in Transportation</p>	<p>Freight Transportation & the Panama Canal --- Mississippi Goods Movement & Trade Study: A Transconomy Corridor Based Approach</p>	<p>Florida's Erosion and Sediment Control Approach</p>	<p>Addressing MUTCD Sign Retroreflectivity Requirements</p>	<p>Accelerated Bridge Construction - An Overview of Methods and Projects</p>
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Monday, August 22, 2011

Carroll Ford Room

1:30p.m. – 2:30p.m. 1.2 Professional Development Hours

NEPA Case Study – I-65 to US 31W Connector: A Complex EIS for a Seemingly-Simple Project

Tom Springer – Qk4

This case study provides enlightening and humorous stories about a complex Environmental Impacts statement (EIS) for what at face value looks like a short, simple road project. Located in Bowling Green, Kentucky the road is a proposed 2-mile project with very few property impacts; however, the extensive caves and karstic geology, and the project’s association with a major development, resulted in a complex indirect and cumulative impact analysis and an Section 106 process.

Nunn Room

1:30p.m. – 2:30p.m. 1.2 Professional Development Hours

ME Pavement Design Implementation: Kentucky & Tennessee

Paul Looney – KYTC, Clark Graves – Kentucky Transportation Center, Gary Sharpe – Palmer Engineering

This session will present implementation plans and ongoing calibration activities for the new AASHTO Mechanistic-Empirical Pavement Design Guide in Tennessee and Kentucky. Gary Sharpe will present the implementation plan prepared for TDOT. Paul Looney and Clark Graves will present what steps KYTC is taking towards implementing the new Guide in Kentucky.

3:00p.m. – 4:30p.m. 1.8 Professional Development Hours

Pavement Topics

- *Warm Mix Asphalt*
Allen Myers – KYTC & Jonathan Fisher – Kentucky Transportation Center
This session will include a presentation on Kentucky’s experience with Warm Mix Asphalt (WMA). The presentation will include a discussion of our WMA specifications and projects involving three types of WMA technology: water-injection/asphalt foaming, wax additives, and chemical additives. This presentation will also highlight preliminary results from the Kentucky Transportation Center’s current WMA research project.
- *Life Cycle Cost of Stone Matrix Asphalt*
Kevin McGhee - Virginia Center for Transportation Research and Innovation
This presentation will briefly revisit the history of Stone Matrix Asphalt (SMA) use in Virginia. The discussion will cover the evolution of mix and acceptance specifications, including successes, shortcomings, and lessons learned. It will explore performance in a system-wide sense and then look at categories of application in which SMA is more or less likely to realize its full potential. The presentation will include a comparison with dense-graded mixes that will illustrate an economic analysis procedure for selecting among competing technologies. Finally, findings from a recent review of in-service SMA materials will be presented and resulting recommended changes to the design and acceptance specifications, as well as revised guidelines for use will be discussed.
- *Concrete Overlays and Inlays* - Mike Ayers - American Concrete Pavement Association
Thin bonded concrete overlays of asphalt pavements (also known as ultra-thin whitetopping) is an accepted technology for adding substantial life to existing asphalt pavements. Overlay thicknesses of two to six inches are common and have proven to be both cost effective and long lasting if designed and constructed correctly. The focus of this presentation includes: when and where is this type of overlay applicable, determining the need for pre-overlay repairs, and the most critical elements in the design, construction and repair.

Breathitt Room

1:30p.m. – 2:30p.m. 1.2 Professional Development Hours

A New Way to Talk about Transportation

Sherry Conway Appel – AASHTO; Julie L. Lorenz – Burns &McDonnell

Learn about the recent research that was conducted to uncover the new lexicon of transportation that can lead to voter support. Several states have shown that it is possible to identify core messaging themes that must be present in a successful campaign to secure support for investment in our transportation network.

3:00p.m. – 4:30p.m. 1.8 Professional Development Hours

World Equestrian Games – How KYTC Met the Challenge

Ben Edelen & Bill Seymour – HDR; James Ballinger - KYTC

This presentation will describe the transportation planning that was ongoing since 2007 for the World Equestrian Games (WEG), the prestigious worldwide equestrian competition held September 25 – October 10, 2010 at the Kentucky Horse Park in Lexington, Kentucky. The planning has included traffic modeling, roadway design, permitting and overall coordination between local and state agencies and the World Games Foundation.

The Legacy Trail

Keith Lovan & Kenzie Gleason - Lexington Fayette Urban County Government
Mike Woolum – Strand Associates, Inc.

Connecting a world class rural landscape from the Kentucky Horse Park to Lexington’s revitalizing urban core area exemplified by the Downtown Streetscape Project, the multi-use Legacy Trail demonstrates how a community’s vision was coalesced into constructed reality in time for the 2010 FEI World Equestrian Games. This already popular and heavily used trail showcases the Bluegrass Region’s unique heritage through design elements that celebrate its diverse culture and storied beginnings. The carefully developed outreach and partnership efforts that resulted in this unified community vision celebrating the city’s past, present and future can serve as a model for other communities to follow.

Designing for Tomorrow’s Urban Environments Lexington Streetscape Improvements

Corrin Gulick –KYTC, Chase Wright – Strand Associates, Inc., Clete Benken – Kinzelman Kline Gossman

Redeveloping urban environments for tomorrow’s cities begins by setting the stage with implementation of public infrastructure improvements that strengthen the quality of life in the urban landscape. Properly integrated, these kinds of improvements can be designed to build momentum for private investment which is essential in sustaining any successful redevelopment initiative. This presentation will share the successful techniques that have created a fresh new beginning for downtown Lexington through their streetscape initiative.

Ballroom C

1:30p.m. – 2:30p.m. 1.2 Professional Development Hours

Appalachian Development Highway System Corridor Q – US 460 in Pike County Kentucky

David Lindeman & Brad Robson – Palmer Engineering; John Michael Johnson (KYTC)

This session will provide a background on the ADHS system and the progress of the design and construction of US 460 in Pike County, Kentucky.

3:00p.m. – 4:30p.m. 1.8 Professional Development Hours

Milton Madison Bridge Project

Tim Sorenson & John Mettillie - Wilbur Smith Associates, Aaron Stover - Michael Baker Jr., Inc., & Tom Bolte – Burgess & Niple, Inc.

When the new \$103 million U.S. 421 Milton-Madison Bridge opens to traffic by fall of 2012, it will be replaced years ahead of schedule, millions under budget and with far less disruption to the community than originally expected. Under the direction of the KYTC and INDOT, the NEPA, Section 4f and Section 106 documentation for this project was completed in 19 months as compared to the original 36 month schedule. The concept for replacing the superstructure of the bridge emerged during evaluation of potential alternatives as a practical and affordable long term solution to the regional transportation needs. The project was awarded a \$20 Million TIGER grant by the USDOT and consequently let as a design build contract thru INDOT to be completed by fall of 2013. The winning bid included an innovative approach to construction limiting the closure of the bridge to only 10 days. When completed, this project will be the fastest modern-day bridge built across the Ohio River.

Tuesday, August 23, 2011

Right of Way Tract – Wilkinson Room

9:00a.m. – 10:00a.m. 1.2 Professional Development Hours

Kentucky's Right of Way and Utilities Management System

Jeff Nakken - KYTC

A general update on Kentucky's Right of Way and Utilities Management System along with a question and answer session.

10:30a.m. – 11:30a.m. 1.2 Professional Development Hours

Digging up the Past to Build the Future

Tylan Smither, Mary Beth Johnson, & Mark McCoy - KYTC

This presentation will cover a timeline for the relocation of the Hancock Cemetery on KY 395 in Shelby County. This session will focus on the Division of Right of Way and Utilities relationship with the Division of Environmental Analysis, the State Historic Preservation Office and the Division of Purchases to ensure the proper relocation of human remains.

1:30p.m. – 2:30p.m. 1.2 Professional Development Hours

The Art of Negotiations

David Orr & Lois Hubbard - KYTC

This presentation focuses on the how's and why's of communicating with property owners.

3:00p.m. – 4:00p.m. 1.2 Professional Development Hours

Legally Non-compensable Damages

Eric Monhollon - KYTC

A general update on Kentucky's Right of Way and Utilities Management System along with a question and answer session.

Construction Tract – Sampson Room

9:00a.m. – 10:00a.m. 1.2 Professional Development Hours

Using an Alternative Technical Concepts (ATC) approach to deliver a major infrastructure project – The New I-70 Mississippi River Bridge, St. Louis, MO

John Brestin & Hans Hutton - HNTB

Discussion of the proposed I-70 Mississippi River Bridge project and implementation strategies employed by the Missouri Department of Transportation and Illinois Department of Transportation of the approved Alternative Technical Concept (ATC) approach to deliver the new bridge. Committed to a \$640 million budget and opening to traffic by January 2014, these states chose an innovative, hybrid, project delivery method that combines the advantages of design-build innovation with the bottom-line competition inherent in design-bid-build in the delivery of this mega project.

1:30p.m. – 2:30p.m. 1.2 Professional Development Hours

Design-Build Program in Mississippi – Summary of Lessons Learned

Kent B. Dussom – URS & Mark McConnell - MDOT

Mississippi Department of Transportation (MDOT) would like to share some of the many lessons learned regarding design-build during the implementation of their design-build program. This program has included the replacement of two bridges on US 90 along the coast of the Gulf of Mexico which resulted in over \$500M worth of improvements, several design-build projects, each under \$10M, that met ARRA deadlines and a \$100M design-build roadway on new alignment to provide service to the Toyota Plant in northeast Mississippi that is currently under development.

Alternative Delivery Methods – Past, Present & Future

David Rivera – Stantec

A discussion of how Alternative Delivery Methods have evolved, been implemented, and have performed within our States of the Southern Section of AASHTO. Focus will be on the types and growing use of Alternative Delivery Methods, DOT programs and experiences through the region, and perspectives from the contractors and design firms executing the projects.

3:00p.m. – 4:00p.m. 1.2 Professional Development Hours

“Revive 65” I-65 Expressway Rehabilitation Project

Matt Bullock, Andrea Clifford, & Paul Looney – KYTC

James Napier – WMB Inc.

A look at the innovative techniques used for this project involving the replacement of 3 miles of concrete pavement on I-65 with asphalt pavement. Many techniques including but not limited to accelerated construction along with working proactively with major employers in the area – UPS, Ford, The Louisville Regional Airport Authority and Jefferson County Public Schools helped to make this project a success.

Utilities Tract – Laffoon Room

9:00a.m. – 10:00a.m. 1.2 Professional Development Hours

2011 KYTC Utilities and Rail Manual: Evolving the Process by Defining the Steps

Jennifer McCleve – KYTC

The 2011 Utilities and Rails Manual is the product of a cooperative authoring of many Cabinet specialists in their field. This manual is intended to evolve our processes by defining policy, procedure, and generally advising on utility and rail issues. As a newly released guidance document, an overview of its contents and uses is advisable. An overview of these aspects is the subject of this presentation.

10:30a.m. – 11:30a.m. 1.2 Professional Development Hours

Fundamental Purpose and Need of Utility Impact Notes

Thomas Capshaw – KYTC

Utilities walks a tightrope between two precipices: Project development and Project Delivery... and the Utility Impact Note bridges that gap. Wondering how to put the Cabinet on the most stable ground by writing the best Utility Impact Note? How to gather information, set viable completion dates and meet the needs of the road project? You may even be wondering why all this effort is necessary at all... This session will explore the law and purpose of this note, review the Cabinet's requirements, present a new template, discuss methods to bridge the gap and satisfy all parties. We will offer tips and guides to facilitate a note that is not only informative, but will meet the needs of the utility companies, the Cabinet's project engineer and the bidding contractors.

Railroad Coordination: KYTC's changing business operations

Allen Rust – KYTC

The Cabinet has undergone a fundamental redevelopment of our railroad coordination processes relative to Cabinet road projects. In an effort to streamline project development and improve project execution, term agreements are the crux of the changing business process. This presentation is an overview of our newly released change in our business operation.

1:30p.m. – 2:30p.m. 1.2 Professional Development Hours

Utility Relocation Inspection: Best Management Practices

Clint Puryear & Patrick Blevins – KYTC

The District Utility Section staff protects the Cabinet from utility conflicts. They ensure utility relocations are negotiated, planned and executed as necessary for proper road project completion. Arguably the most critical element of this work involves utility relocation execution and the inspection thereof. This presentation is a best management practice study of

Utility Relocation Inspections.

3:00p.m. – 4:00p.m. 1.2 Professional Development Hours

KYTC Utility and Rail Programming Needs

Ron Rigney – KYTC

The Cabinet has policy established for funding and programming. Utility and rails are typically executed utilizing their own funding type, U phase funding. This presentation shall provide an overview of the cabinet’s funding processes and discuss U phase funding in more detail.

Projects Tract – Ballroom C

9:00a.m. – 10:00a.m. 1.2 Professional Development Hours

Louisville – Southern Indiana Ohio River Bridges Project

Gary Valentine – KYTC; John Sacksteder – HMB & Steve Schultz – Louisville and Southern Indiana Bridges Authority

At \$4.1 Billion dollars, the Louisville Southern Indiana Ohio River Bridges Project is one of the largest Mega-Projects in the US. The project consists of the construction of a new bridge in the Downtown Louisville area adjacent to the existing I-65 (Kennedy Bridge) to provide for northbound I-65, a reconstruction of the I-64, I-65, I-71 (Kennedy) Interchange approaching the Kennedy Bridge in Louisville, approaches on the Indiana side to the new bridge, rehabilitation of the existing I-65 bridge to provide for southbound movements, and a new bridge crossing approximately six miles upstream from the Kennedy Bridge with connections to the Gene Snyder Freeway in Kentucky and State Road I-265 in Indiana. Included in this latter section is a 2000’ tunnel in Kentucky and a complex diverging diamond interchange in Indiana. Discussion at this meeting will not only focus on the complexities of this design, but will also provide the thoughts for the approach to funding the project.

10:30a.m. – 11:30a.m. 1.2 Professional Development Hours

The Mike O’Callaghan – Pat Tillman Memorial Bridge

Ed Power – HDR Engineering, Inc.

This presentation will describe the planning, design, and construction of the bridge crossing the Colorado River which relocates traffic between the states of Nevada and Arizona from the crest of the historic Hoover Dam to a new high-speed bypass nearly 900 feet above the river. The new concrete arch is the longest in North America and the fourth longest in the world.

1:30p.m. – 2:30p.m. 1.2 Professional Development Hours

New Town Pike Extension: Without an unfair Burden

Andrew Grunwald – Lexington Fayette Urban County Government (LFUCG)

Phil Logsdon & Stuart Goodpaster (KYTC)

The Newtown Pike Extension Project in Lexington, Kentucky is a project that combines the construction of a primary downtown boulevard and an urban redevelopment project that mitigates the environmental justice impacts to the Davis Bottom community. The project will construct a 4-lane boulevard incorporating bike facilities and sidewalks that will complete a connection around downtown to I-75/I-64, and relieve congestion on downtown corridors. Through the establishment of the Lexington Community Land Trust residents affected by the project will be protected from the pressure of development along the 1.5 mile corridor and a historically cohesive neighborhood will be kept intact. The land trust will also ensure affordable housing will be available in the area for generations to come.

3:00p.m. – 4:00p.m. 1.2 Professional Development Hours

Future Transportation Trends and Challenges

Bob Wimmer – Toyota Motor North America, Inc.

Over the next few years, Toyota and many other auto manufacturers will introduce a range of new vehicle technologies to meet energy, environmental and/or regulatory compliance objectives. This presentation will summarize technology trends, and explore the marketing and economic challenges of developing and deploying large numbers of advanced vehicles in an uncertain marketplace.

How Will 'Next-Generation' Vehicles Pay Their Fair Share?

Stan Lampe – Kentuckians for Better Transportation

This presentation explores the advent of new motor vehicles that will not use gasoline, or will use very little gasoline as their fuel source. All-electric vehicles are already for sale in Kentucky and surrounding states, with vehicles powered by natural gas, and hydrogen not far off. For more than 60 years, user fees, in the form of motor fuel excise fees at the state and federal level, have paid for highway construction and repair. But these 'next generation' vehicles will likely be refueled in your own garage, so a user fee collection mechanism that's as efficient at the current cents-per-gallon system is unclear. The presentation concludes with a final 'next generation' vehicle that will really get you thinking. The fuel: compressed air.

Design Tract – Nunn Room

9:00a.m. – 10:00a.m. 1.2 Professional Development Hours

Kentucky's First Double Crossover Diamond Interchange

Brian Aldridge & Jason Bricker – ENTRAN

Kentucky's first Double Crossover Diamond (DCD) Interchange is scheduled to open to traffic in the fall of 2011 at Harrodsburg Road (US 68) and New Circle Road (KY 4) in Lexington. This presentation will discuss why the decision was made to pursue a DCD, important issues that had to be resolved and key criteria and features that went into its design.

Diverging Diamond Interchanges – The Interchange of the Future

Michael Flatt – Gresham Smith & Partners

This presentation looks at the innovative “diverging diamond” geometry used for the \$2.9M project to construct the US 129 and Bessemer Street interchange in Tennessee, the nation's 5th diverging diamond interchange (DDI). In addition to the design, this presentation will also address the planning process of evaluating other innovative interchanges that ultimately lead to the selection of the DDI for this location.

1:30p.m. – 2:30p.m. 1.2 Professional Development Hours

A Uniquely Practical Crossing of the Lakes

J B Williams – Michael Baker, Jr. Inc.; Mike McGregor – KYTC

The Kentucky Transportation Cabinet is in the design phase of replacing the US 68/KY 80 bridges over KY Lake and Lake Barkley in western Kentucky. The existing 70+ year old bridges are the only crossing of the lakes in Kentucky and are severely functionally deficient. The challenge is to provide the proper facility leading into the Land Between the Lakes National Recreation Area while doing so in the most cost efficient manner.

3:00p.m. – 4:00p.m. 1.2 Professional Development Hours

Mobile Mapping Applications in Transportation

Jeremy Mullins & Ben Fister – GRW

This presentation will cover the use of mobile mapping technology as used in the high accuracy survey of highways. Presentation will include an overview of the technology, as well as project examples in a variety of different scenarios (high traffic urban interstate, low traffic rural highway, and urban route). Project examples will include accuracy summaries, differing methodologies for differing project types, and discussion of deliverables, as well as 'lessons learned' from each type of project.

Planning Tract – Breathitt Room

9:00a.m. – 10:00a.m. 1.2 Professional Development Hours

Planning Kentucky's Transportation – For Today and Tomorrow

Part 1 (30 Minutes)

Transportation for Future Generations - Kentucky's Regional Transportation Planning Effort

Keith Damron – KYTC-CO, Bret Blair – KYTC-D7 & Jeff Moore – KYTC-D3

Setting the Vision for tomorrow's Kentucky Transportation System is accomplished through looking at our needs today, while looking ahead at what we would like our transportation system to provide for future generations. Priorities are identified using goals and objectives in Planning to support our Unscheduled Project List (UPL) for each region of Kentucky. This session will discuss Kentucky's statewide Regional Planning efforts and how the Kentucky Transportation Cabinet is performing a very detailed technical analysis of our roadways to identify and support our needs, assisted by the teamwork and input from both the Metropolitan Planning Organizations in large urban areas and the Area Development Districts in our small urban rural areas.

Part 2 (30 Minutes)

The Good , The Bad , The Ugly – Defining Joe the Project through its DNA

Phil Logsdon – KYTC-CO, John Mettillie – Wilbur Smith Associates, Chris James – KYTC-D12, & Mike Bezold – KYTC-D6

This session will looking at good and bad examples of P&N statements from planning, design (DES) and environmental document. Are the identified needs supported by the project data, how the P&N statement can help to screen alternatives, and problems that can result if there is a poorly written P&N. Two Districts will show how the Data Need Analysis (DNA) Scoping Studies are helping to provide information necessary to correctly prepare and support the draft Purpose & Need Statement while identifying the project scope through Planning at the beginning of Project Development.

1:30p.m. – 2:30p.m. 1.2 Professional Development Hours

Intersection of Transportation Planning, Economics, and Accountability

Paula Dowell – Cambridge Systematics, Inc.

This session will (1) Discuss the range of ways economic analysis can be integrated into transportation planning for different planning scales and horizons, (2) Provide real world examples of successful integration of economic analysis into transportation planning and transportation investment decision-making, and 3) Help practitioners prepare for economic performance and accountability measures that may be included in the next reauthorization.

Overview of Tolling & Toll Project Development

Brad Guilmino – HNTB

This session will look at tolling in the context of the current national funding with a presentation of emerging and new toll technologies. The process of developing a toll facility from concept, through feasibility and implementation will be discussed. Project case studies to illustrate various delivery options will also be presented.

3:00p.m. – 4:00p.m. 1.2 Professional Development Hours

Freight Transportation & the Panama Canal

Bruce Lambert - Institute for Trade & Transportation Studies

Given concerns about promoting exports, the expansion of the Panama Canal, and developing multimodal corridors, freight mobility and logistics are increasingly becoming important when planning for future transportation networks. The presentation will discuss the importance of addressing not only state, but regional freight flows when considering the future of the Southeastern economy as well as discuss some of the economic opportunities facing the region.

Mississippi Goods Movement & Trade Study: A Transconomy Corridor Based Approach

Mark J. Berndt – Wilbur Smith Associates

This presentation takes a look at the Mississippi Goods Movement & Trade Study and the recommendations made by this study to provide a model for freight corridor planning to support jobs and economic development supported by a robust, multimodal freight infrastructure.

Environmental Tract – Jones Room

9:00a.m. – 10:00a.m. 1.2 Professional Development Hours

Implementation of an Environmental Management System for MDOT – Lessons Learned from Year 1

Scott Hartung – URS, Bobby Moseley – Thompson Engineering, & Kim Thurman – Mississippi Department of Transportation

This presentation will focus on the initial year of an Environmental Management System (EMS) design and implementation by the Mississippi Department of Transportation (MDOT) that incorporates the existing systems that work well and new systems that address gaps/deficiencies (such as contractor interaction) in the program. This session will also address how other DOT's could benefit from an EMS.

1:30p.m. – 2:30p.m. 1.2 Professional Development Hours

Kentucky: GreenNo Kidding?

Roy Sturgill, Kyle Poat, & Brandon Campbell – KYTC

This presentation describes a “GREEN” analysis of a typical Kentucky Transportation Cabinet roadway project by evaluating the project using both the Green Roads and Sustainable Highways metrics. The analysis shows where Kentucky stands in building environmentally conscious highways and what costs could be expected to take Kentucky to deeper shades of “GREEN”.

3:00p.m. – 4:00p.m. 1.2 Professional Development Hours

Florida's Erosion and Sediment Control Approach

Larry Ritchie – FL DOT

Join the Florida Department of Transportation for a look into the recent efforts of their Erosion and Sediment Control program. This program is pretty novel in its multi-agency collaborative approach and is based on lessons learned, cooperation, and Best Management Practices.

Maintenance Tract – French Room

9:00a.m. – 10:00a.m. 1.2 Professional Development Hours

Infrastructure Safety Investments: Systemic vs. Black Spot Approaches

Brian Chandler – SAIC, Frank Julian – FHWA, & Tracy Lovell – KYTC

The American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA) encourage states to apply a data-driven and comprehensive process to consider the needs and crash history of all roads, including local jurisdictions. However, many traditional statewide network screening techniques that identify sites with promise base investment decisions on high crash frequencies. Such practices are not easily adapted to a more comprehensive system-wide approach. Consequently, a system-based approach evolved with policies and programs where low-cost safety countermeasures are implemented widely across a network.

1:30p.m. – 2:30p.m. 1.2 Professional Development Hours

GIS in Transportation

Part 1 - Enterprise GIS in Kentucky Transportation: How Things Fit Together

Will Holmes – KYTC

The KYTC GIS community continues to grow and evolve. This is an overview of how desktop, web & mobile GIS are integrated into the larger information flow of the Cabinet.

Part 2 - CADD and GIS Interoperability: Bentley & ESRI Working Together

Jeremy Gould – KYTC

The KYTC Division of Highway Design is breaking down CAD/GIS barrier walls by supplying GIS data to the CAD Engineers with its new implementation of the technological component, Bentley ProjectWise ArcGIS Connector. A brief demonstration will show how the ArcGIS Connector is providing highway designers access to dozens of vector/raster feature layers stored in the KYTC/COT ArcSDE geodatabases in a format usable in their workflow, MicroStation DGN.

Part 3 - Going Mobile: Bringing GIS into the Field

Andrew McKinney – KYTC

The growing demand for additional mobile GIS applications shows that our customers see real value in integrating mobile GIS in their business workflow. The KYTC mobile GIS initiatives are presented that demonstrate the elimination of paper forms, redundant data entry and show near real-time results at a low cost to previously established programs.

3:00p.m. – 4:00p.m. 1.2 Professional Development Hours

Addressing MUTCD Sign Retro Reflectivity Requirements

Jon Wilcoxson – KYTC, Mark McConnell – Mississippi Department of Transportation, George Conner – Alabama Department of Transportation

This session will include presentations by different states on how the new FHWA sign retroreflectivity requirements are being implemented.

Structures Tract – Segell Room

9:00a.m. – 10:00a.m. 1.2 Professional Development Hours

Ben Sawyer Swing Span Bridge Rehabilitation

Leland Colvin – South Carolina Department of Transportation &
Timothy Noles – Hardesty & Hanover, LLP

This fascinating presentation examines the rehabilitation of the Ben Sawyer Bridge which spans the Intracoastal Waterway between Mt. Pleasant and Sullivan’s Island near Charleston, South Carolina. Learn how the design-build team used ABC (accelerated bridge construction) to replace the existing steel superstructure on the existing substructure with a minimized closure period.

1:30p.m. – 2:30p.m. 1.2 Professional Development Hours

US 60 Tennessee River Bridge

Michael Zwick, Nick Corda, Craig Klusman – URS

This session examines the design of this new Warren Truss Bridge currently under construction. The design eliminated the sway bracing and verticals to provide a truss that has clean lines and an open uncluttered appearance that greatly simplified the truss connections. This is believed to result in substantial savings during erection of the truss.

3:00p.m. – 4:00p.m. 1.2 Professional Development Hours

Accelerated Bridge Construction – An Overview of Methods and Projects

Michael Arens – Michael Baker Jr., Inc.

This presentation will take a look at Accelerated Bridge Construction (ABC), advantages, costs and savings; different techniques for different situations (project examples); and methods of implementation.