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Monday, November 9 — Afternoon Session

Opening of General Session	
1:30 pm – 2:10 pm	Convention Welcome and Kickoff, ASBI Update, IABSE/ASBI Collaboration Sereno Brown, ASBI President, FlatironDragados Gregg Freeby, *Executive Director, ASBI*
2:10 pm – 2:30 pm	What's New in the Updated Construction Practices Handbook Wade Bonzon, GM2 Associates, Inc. The 4th Edition of the Construction Practices Handbook was released as a free download from the ASBI website in June 2026. This document encompasses a wealth of information about best practices for the construction of concrete segmental bridges. This new edition includes updated information on topics including casting yard setup and various methods for precast segment erection, cast-in-place segmental construction, segmental cable-stayed bridges, incremental launching, geometry control, post-tensioning and grouting, and CE&I and project administration. It features fully updated graphics and includes hundreds photographs of pioneering and newer segmental bridge projects. It is a crucial resource for Owners, Contractors, and Consultants. This presentation will provide an overview of the Construction Practices Handbook, the information it contains including the latest updates, and how the Handbook can benefit any practitioner involved in the concrete segmental bridge industry.
2:30 pm – 3:00 pm	TxDOT Experience with Segmental and Complex Concrete Bridges TBD

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Session 2	Technical Session – Panel Discussion
3:30 pm – 4:30 pm	Segmental Bridge Operations & Maintenance – Owner's Panel Nyssa Beach, CDOT, Moderator Corey Rogers, RS&H Transportation agencies across the country are transitioning from reactive bridge repairs to proactive, data driven asset management strategies to extend the service life of critical structures while managing risk and long-term costs. As segmental bridge inventories age and funding pressures intensify, transportation agencies are rethinking how they collect, manage, and apply data to better understand condition, prioritize needs, and maintain bridges in a state of good repair. This session will examine how bridge management programs have evolved from periodic, manual inspections to more integrated, technology enabled approaches that combine advanced data collection, centralized data management, and analytical tools to support decision making across the bridge lifecycle. Industry leaders will share how they are leveraging inspection, inventory, and monitoring data to enhance condition assessments, track deterioration trends, and inform preservation and rehabilitation strategies. Topics will include the use of unmanned aircraft systems (UAS), remote sensing, and digital inspection tools to supplement traditional bridge inspections; sensor based and data driven monitoring to evaluate structural performance and identify emerging issues; and the systems and platforms agencies are using to store, integrate, visualize, and analyze bridge data. Presenters will also discuss how bridge data is being translated into actionable insights to support scoping decisions, define repair limits, select appropriate treatments, and optimize the timing of investments across maintenance and capital programs. In addition, the session will explore alignment with current AASHTO UAS, bridge and asset management guidance, along with practical considerations related to data governance, system interoperability, documentation standards, workforce training, and regulatory compliance. Speakers will provide real world perspectives on how agencies are structuring and refining their bridge data programs and how improved data quality and accessibility are supporting more consistent, defensible decision making. The session will conclude with lessons learned and examples demonstrating how integrated data collection, management, and analytics are helping agencies improve bridge condition management, enhance safety, maximize the value of limited resources, and deliver more resilient and sustainable transportation networks.
Session 3	
4:30 pm – 5:00 pm	Leadership Awards

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Session 4	Technical Session – Segmental Bridge History
8:00 am – 8:30 am	The San Antonio “Y” at 40, America’s First Span-by-Span Segmental Urban Viaduct Christopher White, HNTB Corp. Brian Merrill, Wiss, Janney, Elstner Associates, Inc. Leon Flournoy, Texas Department of Transportation The elevated Downtown San Antonio "Y" Project was a bold undertaking by the Texas State Department of Highways and Public Transportation (SDHPT, now TxDOT) in the 1980s and early 1990s to develop an aesthetically pleasing, low maintenance solution to increase capacity and improve mobility where I-35, I-37 and I-10 converge in downtown San Antonio. TxDOT initially decided on a concrete "composite wing-girder" structure developed by T. Y. Lin for the San Francisco International Airport Upper-Level Viaduct and partnered with researchers at the University of Texas at Austin to test constructability and performance of the concept for the "Y" Project. At the time of project development, FHWA required alternative concepts (usually concrete vs. steel) for bridge projects above a certain dollar amount. However, they permitted TxDOT to utilize two concrete alternatives -- the composite wing-girder alternative designed by TxDOT and a span-by-span segmental alternative designed by Figg & Muller Engineers. Subsequent contracts in the interchange, designed by Figg & Muller later TxDOT, did not require an alternative and were all built using span-by-span segmental construction. The various contracts introduced new refinements as overall deck widths increased, and gore area geometry posed challenges for variable precast box dimensions and transverse post-tensioning across longitudinal closure joints. Valuable lessons were learned during construction that influenced detailing for both the later contracts in the interchange and future segmental projects around the country. The structures have performed well through the decades, but lessons are still being learned today concerning early era post-tensioning and segmental construction applications and the challenging task of large-scale infrastructure maintenance.
8:30 am – 9:00 am	Modern Segmental Bridges Along the Historic Route 66 Jeff Mehle, McNary, Bergeron & Johannesen This year marks the 100th Anniversary of Route 66. Though the historic highway did not include any segmental bridges, a driving tour of the iconic route today from Chicago to Santa Monica passes near several precast and cast-in-place segmental bridges, built by span-by-span and balanced cantilever. This presentation highlights the history of segmental bridge construction across the country sharing the method of construction, project features, and recognition of the Chicago Transit Authority, Creve Coeur Park Bridge in St Louis, Sailboat Bridge in Oklahoma, US 54 Canadian River Bridge north of Tucumcari, Big I in Albuquerque, Hoover Dam Bypass on the Nevada-Arizona border, and the LAX Automated People Mover.

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Session 5	Technical Session – Precast Span-by-Span
9:05 am – 9:35 am	14 Kilometers Segment by Segment: Built Before the City Catches Up Paolo Longobardi, North America at Rizzani de Eccher Riccardo Castracani, Rizzani de Eccher Jacob Perkins, SYSTRA International Bridge Technologies The Surrey-Langley SkyTrain Project is a 16-km Advanced Light Rail Transit extension of the existing SkyTrain system in Vancouver, British Columbia, Canada. Rizzani de Eccher Canada (Rizzani Inc.) is part of the Guideway Contract in partnership with Flatiron-Dragados, Ledcor, and Conforce. The fully elevated guideway is one of the largest precast segmental projects in North America, with 406 of 429 spans utilizing precast segmental construction. The segmental, post-tensioned superstructure consists of 4,430 precast segments produced using the short-line method at a dedicated casting facility with 22 molds and supporting infrastructure. Erection is primarily performed span-by-span using four launching gantries, with alternative methods used for special continuous spans. The presentation will highlight the design and construction of the guideway, including accelerated design and production schedules, standardized design processes, coordination among project disciplines, and the challenges of delivering a complex project with design teams across five continents.
9:35 am – 10:05 am	Agile Engineering and Megaproject Logistics: Fabricating and Erecting 10.000+ Segments for the Malolos-Clark and South Commuter Railway Hector Faundez Velasco, ACCIONA CONSTRUCTION Ramon De la Fuente, ACCIONA CONSTRUCTION This presentation explores the logistical strategies, achievements and agile engineering solutions required to successfully deliver two interconnected railway megaprojects in the Philippines: The Malolos-Clark Railway Project (Package 2) and the South Commuter Railway Project. Executed by a single, integrated project team, these large-scale undertakings required the coordinated fabrication, transportation, and erection of more than 10,000 concrete segments. The presentation will outline the comprehensive logistical framework required to support precast operations to this magnitude across two concurrent projects while maintaining strict quality and schedule constraints. Furthermore, the presentation highlights the highly adaptive launching gantry operations developed in response to severe land acquisition constraints. Facing restricted right-of-way access, our engineering team designed and executed singular, complex gantry maneuvers to span missing unavailable land parcels and maintain construction momentum. By showcasing these agile erection strategies alongside large-scale precast logistics, the presentation will provide practical insights into adapting heavy civil operations to restrictive, real-world conditions.

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Session 6	Technical Session – Special Topics 1
10:30 am – 11:00 am	Magnetic Flux Leakage Method for Inspecting Internal and External Tendon Strands in Segmental Concrete Bridges Atorod Azizinamini, Florida International University. The traditional inspection methods for segmental bridge tendons are invasive, time-consuming, and proven to be expensive, and potentially compromising their durability. Moreover, localized corrosion damage to embedded steel elements often remains undetectable visually, until severe, emphasizing the crucial need for proactive evaluation of in-service bridges to ensure safety and structural integrity. Over the last 10 years, immense research is being conducted at FIU on the development of Magnetic Flux Leakage (MFL) method for inspection of steel strands embedded in concrete bridges, such as segmental concrete or post-tensioned bridges. The development of advanced MFL inspection equipment for external tendons is also underway at FIU, focusing on efficient and accurate detection of abnormalities. Laboratory testing is combined by Artificial Intelligence (AI) algorithms to detect corrosion and section loss. This presentation will provide overview of MFL technologies developed at FIU for inspecting internal and external tendons. MFL method has been used as nondestructive evaluation technique for a range of applications including bridges, pipelines, rail tracks, etc. The principal components of the MFL are comprised of a magnetic source and flux sensors. This method adopts a magneto-static measurement technique and is based on the application of an external magnetic field in vicinity of a ferromagnetic (steel) material to create magnetic flux lines to pass through the steel.

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Session 6	Technical Session – Special Topics 1
11:00 am – 11:30 am	Using Precast Segmental Piers for the new Yellowstone River Bridge Sean McAuley, Jacobs Andrew Wahr, Jacobs Phil Marsh, McNary, Bergeron & Johannesen The Yellowstone River Bridge replacement project involved the replacement of a 60-year-old aging bridge over the Yellowstone River in Yellowstone National Park. The replacement structure featured long spans (up to 400') and stands 175' above the river. The bridge is located in a mountainous region, with tight construction seasons and with no access to nearby concrete plants, other than an onsite batch plant. The design team utilized precast segmental piers to facilitate high-quality construction offsite that accelerated on-site construction. Design required modeling the constructed case during segment setting and temporary post-tensioning as well as long term and seismic behavior. Due to significant differences in pier heights, seismic isolators were used to tune behavior for both seismic and service conditions. The team used specialized detailing, including the use of flexible filler, grouted reinforcement, and reduced stress PT to improve the seismic performance of the columns. Procedures were implemented during precasting operations to track and correct for casting anomalies, and later for determining the best-fit alignment for setting and grouting each column base at the project site. Precast segmental substructures are a unique solution to a specific set of design and site constraints. The lessons learned from constructing the Yellowstone River Bridge columns will help Designers and Contractors determine if precast segmental substructures would help make their projects more successful.

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Session 6	Technical Session – Special Topics 1
11:30 am – 12:00 pm	Design and Construction of a Three Tower Concrete Extradosed Bridge in Germany Martin Romberg, Leonhardt, Andra, and Partner Christoph Maulhardt, Leonhardt, Andra, and Partner Southern Germany's Neckar Valley Bridge Horb is a 670 m long extradosed bridge carrying the new federal highway B32 across the Neckar Valley at a height of approximately 70 m. Designed as part of the bypass for Horb am Neckar, the bridge combines a slender structural appearance with demanding site constraints, including crossings over railway lines, roads, and the Neckar River within a narrow and environmentally sensitive valley. Our presentation focuses on the reinforced and prestressed concrete design and construction of the bridge from the perspective of the structural engineer. Particular attention is given to the development of the semi-integral structural system with monolithically connected pylons and a slender variable-depth concrete superstructure. The presentation discusses the interaction between the extradosed stay-cable system and the prestressed concrete girders, including the use of external steel plates integrated into the concrete webs to increase bending resistance while maintaining a remarkably low structural depth. Emphasis is also placed on the construction methodology developed for erection of the superstructure using multiple underslung movable scaffolding systems instead of conventional ground-supported falsework. The bridge represents a synthesis of structural efficiency, constructability, and erection planning, resulting in an economical and elegant solution for a challenging valley crossing.

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Session 7	Technical Session – Unbonded Design and Construction
1:30 pm – 2:00 pm	Japan's Transition to Epoxy-Coated Strand for External Tendons: Development, Qualification, and Field Performance Jon Cornelius, Sumiden Wire Products Japan's transition to epoxy-coated prestressing strand (ECS) for external tendons reflects a long-term effort to enhance durability, constructability, and quality assurance in segmental bridge applications. This presentation reviews the history and development of ECS in Japan, beginning with the industry's interest in evaluating alternative approaches for external tendon protection alongside conventional bare strand, plastic duct, and grout systems. It summarizes Japan's early study of multiple solutions, including ECS without duct or grout and bare strand in transparent duct with grout, and discusses the factors that led to broader adoption of ECS for certain applications. The presentation then traces key milestones in the qualification and implementation of ECS, including the first no-grout bridge applications, the first extradosed applications, development of bite-through wedge technology, refinement of coating thickness requirements, and innovations in installation methods to improve coating protection and construction efficiency. It also highlights the later transition to ultra-high-tensile ECS and the recent introduction of smart strand technology. Finally, the presentation summarizes more than 30 years of field performance in Japan, including notable bridge projects, the long-term service record of ECS external tendon systems, and the role this experience may play in informing current discussions on external tendon options for segmental bridges.
2:00 pm – 2:30 pm	Use of Prefabricated Flexible Filler Post-Tensioning Wire System in Segmental Construction Roger Frenn, DYWIDAG Most post-tensioning applications used in North America segmental precast construction traditionally rely on ASTM A416 strand or A722 bars, whether in bonded or unbonded configurations. There is another approach using ASTM A421 wires that is commonly used overseas, it is a bit of a "back to the future approach" as wires were used in some of the original prestressing systems historically. This presentation will recap briefly the various prestressing systems available for use in segmental construction and then detail the prefabricated post-tensioning wire systems that use flexible filler as primary corrosion protection in segmental applications using as main background very tall precast posttensioned high-power turbines and as available with European Technical approval and touched on FHWA report no. FHWA-PL-23-009. It will also develop the benefits of use in segmental bridge construction, new and retrofit, as a readily available option to provide quick implementation of a prefabricated flexible filler post-tensioning system that minimizes tradeoffs of in situ implementation.

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Session 7	Technical Session – Unbonded Design and Construction
2:30 pm – 3:00 pm	Design Guidance for Bridges with Combined Bonded and Unbonded Reinforcing John Corven, H&H Jerry Pfuntner, COWI The Federal Highway Administration, through the University of Texas, has engaged H&H and COWI to develop design guidance for prestressed concrete bridges designed with a combination of bonded and unbonded prestressing reinforcing. This presentation is an update of the one given last year to share the scope of the project. The presentation this year will provide an update of the work completed. The results of parametric analyses and proposed recommendations will be presented.

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Session 8	Technical Session – CIP Balanced Cantilever Construction
3:30 pm – 4:00 pm	Mosquito Road Bridge Construction Matt Semenza, Krew Heavy Civil Mike Jennings, McNary, Bergeron & Johannesen The Mosquito Road Bridge project is set in a beautiful, but challenging environment, crossing of the South Fork American River gorge outside of Placerville, California. The new cast-in-place segmental bridge, built in balanced-cantilever with form travelers, replaces a one-lane timber suspension bridge built in 1939. The new three-span crossing is 375 feet above the river, 1180-feet long with a 536-foot-long main span. The variable depth, post-tensioned segmental box girder structure is supported by two hollow concrete piers extending nearly 200 feet tall. This presentation focuses on the construction and construction engineering for the Mosquito Road Bridge. Challenges, milestones and engineering required for the construction of the bridge is presented through the completion of the bridge in 2026.
4:00 pm – 4:30 pm	Construction Update: Beaver River Bridge Chuck Grabner, FAY S&B USA Construction Jeremy Johannesen, McNary, Bergeron & Johannesen Replacement of I-76 over the Beaver River is in full swing in 2026. The contractor, Fay S&B USA will present construction progress on the two new CIP balanced cantilever bridges over the river and two rail lines. Form travelers are being used to cast the two-cell box girders 200' above the valley floor across spans of 240-385-385-385-250. Details include the construction of the twin-wall piers, pier table and falsework construction, form traveler construction operations, geometry control, span-jacking, closure construction, and post-tensioning. MBJ will provide an overview of the construction engineering effort on the project. Analysis, strengthening, geometry control, and integrated shop drawings, are all necessary components in the successful execution of the construction. This includes modifications to the structure for practical construction of the variable width box girder in span 1 of the Eastbound bridge.

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Session 8	Technical Session – CIP Balanced Cantilever Construction
4:30 pm – 5:00 pm	Construction of Light Rail Cast-in-Place Segmental Bridges in Toronto, Canada Jason Stauffer, HDR Chester Wesrt, HDR The Don Valley Crossings are two long span, cast in place, post tensioned concrete segmental bridges forming part of the Ontario Line rapid transit project in Toronto, Canada. With clear spans up to 139 m, deck heights exceeding 35 m above sensitive valley terrain, and construction occurring within a heavily constrained urban corridor, the project presents significant construction challenges. This presentation focuses on the construction strategies developed to safely and efficiently deliver Toronto's largest segmental concrete bridges while minimizing impacts to environmentally protected areas, active transportation corridors, railways, utilities, and adjacent infrastructure. Balanced cantilever construction using form travelers was selected as the primary construction method to address limited ground access, steep ravine topography, and the need to avoid extensive falsework over the Don River, parklands, and major transportation corridors. Constructability was enhanced through standardized segment geometry, shared pier details between bridges, and coordinated post tensioning layouts to maximize form reuse and cycle efficiency. The use of 4D construction modeling supported sequencing optimization, interface coordination across multiple contracts, and stakeholder communication. Special considerations such as wind effects during construction, winter concrete operations, rail structure interaction, and stray current mitigation are addressed. This presentation highlights how early collaboration, construction driven design decisions, and targeted risk mitigation strategies enabled successful execution of complex segmental bridge construction within one of Canada's most challenging urban environments.

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Session 9	Technical Session – Special Topics 2
8:00 am – 8:30 am	The Use of Uplift Restraint High Load Multi-Rotational Bearings on Segmental Bridges Ron Watson, R.J. Watson High Load Multi-Rotational (HLMR) Bearings have a number of different features that can be employed and uplift restraint bearing usage appears to be on the rise. Some of the reasons uplift bearings are detailed are as follows: 1. Seismic Conditions. 2. Curved ramps result in periodic uplift conditions. 3. Railroad applications. Uplift bearings are frequently required. 4. Flood prone regions. 5. Blast resistant conditions. 6. Cable Stay Bridges. This presentation will discuss the above issues and highlight actual applications where uplift bearings were required and the mechanisms to achieve this.
8:30 am – 9:30 am	Collapse! Lessons Learned from the FIU Bridge Collapse Scott Greenhaus, SMG Solutions, LLC This presentation examines the tragic 2018 collapse of the FIU pedestrian bridge through both a technical and human lens. While analyzing post-tensioned concrete design, load path assumptions, structure behavior, cracking interpretation, and construction sequencing, it also confronts the real-world consequences of engineering decisions. Six lives were lost, and families, workers, and a community were forever changed. Drawing from NTSB findings and firsthand experience, the session explores how communication breakdowns, risk assessment, and judgment under pressure influenced outcomes. Attendees will gain practical lessons on technical rigor, ethical responsibility, and decision-making—recognizing that every calculation, review, and field call ultimately impacts human lives.

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Session 10	Technical Session – Arches, Extradosed & Cable Stayed
10:00 am –10:30 am	Design and Construction of a Concrete Network Tied Arch Bridge for High-speed Rail Hadi Al-Khateeb, Jacobs Marcos Loizias, Jacobs The California High-Speed Rail (CAHSR) Construction Package 2-3 includes the first application of a concrete network tied arch bridge designed specifically to support 250-mph high-speed rail operations. The SR-43 Underpass is a 236-ft single-span concrete tied arch structure constructed to satisfy extremely restrictive horizontal and vertical clearance requirements while maintaining uninterrupted highway traffic below. The bridge consists of a cast-in-place reinforced concrete deck made composite the prestressed precast floor beams framing transversely into longitudinal post-tensioned concrete tie girders supporting inclined steel hanger cables connected to concrete arch ribs rising approximately 50 ft above the deck. Stringent track structure interaction (TSI) requirements associated with high-speed rail, high seismic demands and zero tension serviceability were primary design drivers. To reduce seismic demands and substructure forces, seismic isolation bearings were implemented at both abutments, sharing longitudinal seismic loads and significantly reducing seismic effects. A fuse restraint mechanism was incorporated to limit transverse movements under service and moderate seismic events while providing controlled energy dissipation during extreme earthquakes. The presentation discusses the bridge's characteristic structural details, design considerations, advanced analytical methods (nonlinear time-history, soil-structure interaction, TSI, buckling, hanger cable loss analyses), and construction staging and construction progress. The project demonstrates how innovative structural systems and isolation strategies can meet the demanding safety, performance, and operational requirements of high-speed rail infrastructure.

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Session 10	Technical Session – Arches, Extradosed &Cable-Stayed
10:30 am –11:00 am	Fast Track Bridge Replacement – Fremantle Precast Segmental Extradosed Bridges, Western Australia Joakim Dupleix, CaSE Civil and Structural Engineering Lukasz Wojnarski, Arup The Fremantle bridge replacement in Perth, Australia, was the first precast segmental cable stayed bridge built in Western Australia. The bridge has three spans 66-116-66m and it is 25m wide. The structural solution was heavily conditioned by the existing bridge, located on the same footprint. The deck consists in two separate narrow segments, only 4m wide and 2.8m deep, located on both edges of the future road. The segments are built using the cantilever construction method. The edge segments are built without affecting the traffic on the current bridge, a 1940s timber structure. Once the edge segments are completed, the existing bridge is demolished and transversal girders located every 6 meters, spanning between edge segments are erected. This construction method allows for a minimum interruption on the traffic of the existing bridge, limited to 10 months. The total construction time was 30months, with final road opening expected in November 2026.

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Session 10	Technical Session – Arches, Extradosed &Cable-Stayed
11:05 am –11:35 am	The Bataan-Cavite Interlink Bridge: Precast Segmental Construction at Scale in a Multi-Hazard Marine Environment Samuel Shi, T.Y. Lin International The Bataan-Cavite Interlink Bridge is among the largest and most technically demanding precast segmental bridge projects ever undertaken in Southeast Asia. Stretching approximately 32 kilometers across Manila Bay, the crossing comprises two landmark cable-stayed bridges integrated with extensive marine viaduct structures, connecting Bataan and Cavite provinces in the Philippines. The sheer scale of this project — in span length, water depth, and environmental exposure — places it in a class of its own among segmental bridge achievements worldwide. Designed for a 100-year service life, the superstructure and substructure systems demanded rigorous material specifications, durability detailing, and corrosion protection strategies suited to the aggressive marine environment. Precast segmental construction with span-by-span erection utilizing 60-meter and 100-meter typical spans proved to be the most economical and constructible solution — minimizing marine falsework, accelerating construction schedule, and delivering long-term durability performance consistent with the project's design life objectives. The marine environment presented extraordinary construction challenges. Water depths of 40 to 50 meters, combined with highly variable geotechnical conditions, necessitated multiple foundation types along the alignment — from driven piles and drilled shafts to large-diameter caissons and precast spread footings. Each foundation type brought distinct installation requirements, demanding purpose-built marine equipment and carefully coordinated sequencing, with construction methodology tailored specifically to each footing configuration. The project is further situated in a high seismic hazard zone subject to severe typhoon loading — conditions that fundamentally shaped structural articulation, foundation selection, and detailing decisions throughout.
11:35 am – 12:00 pm	Closing Remarks by ASBI President and Executive Director Sereno Brown, FlatironDragados Gregg Freeby, Executive Director