

2019 Infrastructure Week

FREE WEBINAR

“Experimental and Field Testing of Press-Brake-Formed Shallow Steel Tub Girders”

Thursday, May 16, 2019

10:00 a.m. - 11:00 a.m. EDT

Presenter:

Karl Barth, Ph.D., P.E., the Samples Professor of Civil and Environmental Engineering at West Virginia University

Continuing Education Credits

1 PDH or 1 LU

Short span bridges—those with spans up to 140 feet—make up most of the U.S. bridge inventory, so are the ones most in need of repair or replacement.

With congressional leadership and the president talking about \$2 trillion infrastructure investment legislation,

the steel industry is ready to step up to the challenge with an innovative, cost-effective and time-saving system to help solve the national bridge crisis. The press-brake-formed shallow steel tub girder (PBTG) system was developed in response to a challenge by the Federal Highway Administration (FHWA) to the North American steel industry to create a cost-effective short span steel bridge with modular components that takes advantage of Accelerated Bridge Construction (ABC) practices. With input from steel bridge fabricators, county engineers, government organizations, university faculty members and other partners, the PBTG design went from concept to reality in just three years, a remarkable achievement. Today, there are bridges in service in Iowa, Ohio, Michigan and Texas that already utilize this design, which has received overwhelmingly positive feedback from county engineers, construction crews and bridge owners.



This innovative, modular PBTG system is:

- Cost-effective
- Time-saving, often eliminating days from the construction schedule
- Lightweight and easily transported by truck to the project site
- Installed quickly, using local crews
- Durable, able to last 100 years or more with proper, minimal maintenance

This webinar will provide an overview of the PBTG system and cover its experimental and field testing results. The presenter is Karl Barth, Ph.D., P.E., the Samples Professor of Civil and Environmental Engineering at West Virginia University. Dr. Barth was the team leader of the group that took on the FHWA challenge and developed the PBTG system.

The webinar is recommended for county engineers, federal and state DOT employees, bridge owners, and anyone interested in cost-effective and time-saving short span bridge designs.

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HOSTED BY the American Iron and Steel Institute, Short Span Steel Bridge Alliance and American Galvanizers Association