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Myint Lwin was director of the FHWA Office of Bridge Technology in Washington, D.C. He was responsible for the National Highway Bridge Program direction, policy, and guidance, including bridge technology development, deployment and education, and the National Bridge Inventory and Inspection Standards.

Dr. Dennis R. Mertz is professor of civil engineering at the University of Delaware. Formerly with Modjeski and Masters Inc. when the LRFD Specifications were first written, he has continued to be actively involved in their development.

Barton Newton is the state bridge engineer with the California Department of Transportation in Sacramento. He serves on the AASHTO Subcommittee on Bridges and Structures, and is vice-chairman of its Technical Committee T-18, Bridge Management, Evaluation, and Rehabilitation.

January 12-16, 2014
93rd Annual Meeting Transportation Research Board
Marriott Wardman Park, Omni Shoreman, and Hilton Washington Washington, D.C.

January 20-24, 2014
World of Concrete 2014
Las Vegas Convention Center Las Vegas, Nev.

March 19-21, 2014
DBIA Design-Build in Transportation
San José Convention Center San José, Calif.

March 23-27, 2014
ACI Spring Convention
Grand Sierra Resort Reno, Nev.

April 14-15, 2014
ASBI 2014 Grouting Certification Training
J. J. Pickle Research Campus The Commons Center Austin, Tex.

April 24-27, 2014
PCI Committee Days and Membership Conference
Hyatt Magnificent Mile Chicago, Ill.

May 4-6, 2014
PTI Annual Convention
Norfolk Waterside Marriott Norfolk, Va.

June 8-12, 2014
International Bridge Conference
David L. Lawrence Convention Center Pittsburgh, Pa.

June 22-27, 2014
2014 AASHTO Subcommittee on Bridges and Structures Meeting
Hyatt Regency Columbus, Ohio

September 6-9, 2014
PCI Annual Convention and Exhibition and National Bridge Conference
Gaylord National Resort and Convention Center National Harbor, Md.

October 26-30, 2014
ACI Fall Convention
Hilton, Washington Washington, D.C.

October 27-28, 2014
ASBI 26th Annual Convention
Hartford Marriott Downtown Hartford, Connecticut

READER RESPONSE
In the Fall 2013 issue of ASPIRE™, I read with interest the “West 7th Street Bridge” article and I wanted to offer the following additional information for your readers. The strand mentioned in the article—0.62-in.-diameter, 270 ksi, 7-wire prestressing steel strand—has been domestically supplied to the U.S. market for over ten years. Early on, most of the applications for this size of strand were post-tensioned stay-cable bridge projects. In these projects, the 0.62-in.-diameter, 270 ksi strand was the main tensile element in the stay cables. In 2010, 0.62-in.-diameter, 270 ksi strand was added to ASTM A416 for two reasons. The first was to make the specification of this size of strand easier for engineers. The second was to better reflect what is available in the current U.S. market. The 0.62-in.-diameter, 270 ksi strand that is currently produced and sold in the U.S. market has a nominal cross-sectional area of 0.231 in.² versus the traditional 0.6-in.-diameter, 270 ksi strand that is currently produced and sold in the U.S. market has a nominal cross-sectional area of 0.217 in.².

Jon Cornelius
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