CONTRIBUTING AUTHORS

Terry Arnold is the laboratory manager of the Chemistry Research Laboratory at the Federal Highway Administration Turner-Fairbank Highway Research Center in McLean, Va.

Dr. Reid Castrodale is the managing technical editor of *ASPIRE* and the president of Castrodale Engineering Consultants PC.

Dr. William D. Lawson is an associate professor of civil engineering at Texas Tech University in Lubbock. He has more than 35 years of experience in engineering education and practice.

Dr. Donald F. Meinheit is a retired structural engineer who worked for Wiss, Janney, Elstner Associates Inc. He has been an active PCI member since 1975.

Dr. Timothy Mays is a professor in the Department of Civil and Environmental Engineering at The Citadel in Charleston, S.C. His areas of expertise include code applications, structural design, and structural dynamics.

Tom Ostrom is the chief of Caltrans Division of Engineering Services. He is the Department's voting member on the AASHTO Committee on Bridge and Structures and is heavily engaged in many other national and international bridge engineering organizations.

Mark Yashinsky has been a senior bridge engineer at Caltrans Office of Earthquake Engineering for 30 years. He recently retired but continues to work as an annuitant managing the seismic retrofit program.

CONCRETE CALENDAR FOR WINTER 2021

The events, dates, and locations listed were accurate at the time of publication but may change as local guidelines for gatherings continue to evolve. Please check the website of the sponsoring organization.

January 5–29, 2021
100th Transportation Research Board Annual Meeting
Virtual Event

January 12–15, 2021
International Symposium on Pavement, Roadway, and Bridge Life Cycle Assessment
Virtual Event

February 4 or 5, 2021
PTI Level 1 & 2 Multistrand and Grouted PT Specialist Workshop
Miami, Fla.

March 28–April 1, 2021
ACI Spring 2021 Convention
Virtual Event

April 2021
ASBI Grouting Certification Training Course
On-demand webinar

April 18–21, 2021
PTI 2021 Convention & Expo
Westin Indianapolis
Indianapolis, Ind.

Week of April 26, 2021
PTI Level 1 & 2 Multistrand and Grouted PT Specialist Workshop
Seattle, Wash.

May 18–22, 2021
PCI Convention with the Precast Show and National Bridge Convention
Ernest N. Morial Convention Center
New Orleans, La.

June 7–8, 2021
ASBI 2021 Construction Practices Seminar
Marriott Seattle Airport
Seattle, Wash.

June 7–10, 2021
World of Concrete
Las Vegas Convention Center
Las Vegas, Nev.

June 7–10, 2021
2021 International Bridge Conference
Gaylord National Resort & Convention Center
National Harbor, Md.

July 11–15, 2021
AASHTO Committee on Bridges and Structures Annual Meeting
Indianapolis, Ind.

July 19–22, 2021
Bridge Engineering Institute Conference 2021
Singapore

August 1–5, 2021
AASHTO Committee on Materials and Pavements Annual Meeting
Location TBD

September 22–25, 2021
PCI Committee Days and Technical Conference
Loews Chicago O'Hare Hotel
Rosemont, Ill.

November 8–10, 2021
ASBI 33rd Annual Convention and Committee Meetings
Westin La Paloma Resort and Spa
Tucson, Ariz.

Reader Response:

The *ASPIRE* team received a reader comment on the 3-part series on sweep by Dr. Bruce Russell that appeared in the Spring 2019, Fall 2019, and Summer 2020 issues. The comments and editor's response are summarized below.

The reader felt that the two most important points were not addressed:

1. If a product is out of tolerance, the piece should be considered defective until the cause of the sweep is determined.
2. An out-of-tolerance piece due to unknown causes should not be incorporated because it may have an unknown deleterious effect on the structure's performance.

Editor's Response:

The author addressed the first point in the first article, indicating that the fabricator must investigate any unusual sweep. From this evaluation, reasonable strategies can generally be developed to minimize or mitigate sweep. The author addressed the second point in subsequent articles.

Overwhelming experience from years of production of pretensioned girders is that sweep can almost always be accommodated or corrected, and that most girders with sweep can be used successfully. The methods and procedures used to manufacture pretensioned girders make it unlikely that an extreme sweep could occur that would require rejection.