



**THE NEBRASKA** 2003  
**CIVIL ENGINEER**

OCTOBER

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## Project Spotlight: The Haymarket Pedestrian Connector

- Olsson Associates



See Haymarket Pedestrian Connector Page 4

### Highlights of This Issue:

- Page 3 - TEA-21 Reauthorization delayed
- Page 3 - Mentoring opportunities
- Page 5 - How to get your project featured in the "Project Spotlight"
- Page 6 - Updated Who's Who of the Nebraska Section

### Calendar of Events:

#### October:

24 - FAC, 4:30 Buffalo Wild Wings  
205 N. 76th St.

30 - October Meeting 5:30 at  
Misty's 6235 Havelock in Lincoln

#### November:

12-15 - National Civil Engineering  
Conference & Exposition, Nashville,  
TN

22 - Explore Competition (Younger  
Members) Time and Place TBA

### This Month's Meeting Hosted by the Construction Group

Mr. Terry Gibson, PE will be speaking about the expansion of I-80 between Omaha and Lincoln to six lanes.

**Location:** Misty's, 6235 Havelock, Lincoln

**Directions:**

I-80 Waverly exit,  
W on Cornhusker Highway  
S on 70th St.  
W on Havelock.

**Timetable:**

Social Hour . . . 5:30  
Dinner . . . . . 6:30  
Program . . . . .7:30

**Menu:**

**Prime Rib**  
**Chicken Breast** with Chardonnay  
Mushroom Sauce  
**Salmon Fillet** with creamy dill sauce

**Spouses and guest welcome  
RSVP by Monday, October 27**

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## From the President - Mark Stark, P.E.



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NE-ASCE President

This month's newsletter includes a "Key Alert" issued by ASCE National concerning the reauthorization of the new highway act, TEA-3. A link is included that allows you to contact your congressman encouraging him to support the legislation needed to reauthorize the bill. Did you know that the last act, TEA-21, expired last month on September 30? Congress passed a six month extension in the final week before the bill expired and is currently working on the reauthorization. We need your help to make sure that Congress understands the importance of reauthorization at current or greater amounts to keep our transportation system functioning. The newsletter lists two or three different ways to contact your Congressman. I've found that the easiest and most direct way is to go directly to <http://www.asce.org/advocacy.html> and use the electronic post card to contact your Congressman.

Hats off to **Scott Gilliland** and the rest of the Structural Committee for putting on another successful Structural Conference this month. **Mr. Richard Weingardt** was the featured speaker at both the conference and at the Section meeting held the night before. Mr. Weingardt has led an interesting career working on structures ranging from the U.S. Air Force Academy in Colorado Springs to NORAD buried in the Rocky Mountains. The central topic of his presentation concerned the role each of us can play in providing leadership to our fellow citizens at all levels.

While I was digging through the Magic Box the other day, I found a history of the Nebraska Section compiled by Charles F. Fowler in December 1977. The earliest records show six members organized the Section in 1890 with the Omaha City Engineer, Andrew Rosewater shown as the President of the Section. By 1910, the Section had grown to a whopping 19 members. Most of the early records of the meeting minutes and activities were lost through the course of time, however there is some mention made of dissatisfaction with the National organization of ASCE and the "New York" club. Apparently, all of the annual meetings were held at a men's club in New York City until several of the local sections and branches across the country organized and changed the rules so the annual meeting rotated around the country.

I hope to be able to share more of these little tidbits from the box in the future to provide you with a little of the background of the Nebraska Section. See you at the Construction meeting at Misty's here in Lincoln on the 30<sup>th</sup>.

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### TEA-21 Reauthorization Delayed

The **Transportation Equity Act for the 21st Century**, **TEA-21**, legislation that authorizes federal transportation funding, expired on September 30. A temporary extension was passed by Congress, but a six year reauthorization bill must be passed soon to avoid significant job losses and additional project costs.

ASCE, as a member of the Transportation Construction Coalition, is renewing its push for a six year reauthorization of TEA-21. We need to raise awareness among lawmakers in Washington about the impact the delay in reauthorization is having on the transportation construction industry. Many ASCE members soon will begin to feel the effects of the uncertainty of future federal transportation funding if the nation's surface transportation program is not reauthorized.

#### We Need Your Help

Please assist our grass-roots campaign by coordinating a postcard mailing from your Section or Branch members to their elected officials in Washington. We will send you postcards outlining the benefits that a six year transportation reauthorization bill will bring to the country. Visit ASCE's TEA-21 Reauthorization Action Center at <http://www.asce.org/govre/tea3.html> to see the postcards and read more about this issue. You and your members can simply fill in your names and addresses and then address them to your lawmakers and send them on their way. Alternatively, you can visit the ASCE Advocacy Website at <http://www.asce.org/advocacy.html> to send an online version of the postcard.

#### Contact ASCE Government Relations to Participate

This postcard campaign can be easily accomplished at your next Section or Branch meeting, luncheon or other gathering. Please contact Leslie Nolen today at [lnolen@asce.org](mailto:lnolen@asce.org) or **202-326-5150** if you can help coordinate this effort for your Section or Branch so we can get your postcards to you as soon as possible. ASCE is happy to reimburse your Section or Branch for postage if necessary.

#### More TEA-21 Reauthorization Information Available

For more information about ASCE's efforts on this issue, visit the TEA-21 Reauthorization Action Center at <http://www.asce.org/govrel/tea3.html>

### Mentor the Design-Build Contest

If you were given a pool "noodle," some cardboard, rubber bands, balloons and duct tape, could you build a boat that would float?

Saturday November 22, you could help teams do just that! The Ne-ASCE Younger Members Group and the Mid-American Council of Boy Scouts are hosting the Explore Design-Build Contest in Omaha. Volunteers are needed for mentoring, judging and general help. Please contact Lindsay Madsen 402-493-4800 [lmadsen@schemmer.com](mailto:lmadsen@schemmer.com) if you would like to be a part of the Volunteer Force.

### September's Structural Meeting

Thanks to the structural group for hosting last month's meeting. Richard G. Weingardt, P.E. gave an excellent presentation on leadership within our profession.

*Pictured below: Richard G. Weingardt and Scott Gilliland*



Attendees of the September meeting :

- |                 |                   |                |
|-----------------|-------------------|----------------|
| Corey Bergman   | Steve Kathol      | Nathan Nelson  |
| Helen Bottum    | Dave Klostermeyer | Ryan Paradis   |
| Steven Bottum   | Loras Klostermann | John Patney    |
| Jeremy Bouers   | Heidi Kramer      | Ryan Pelster   |
| Aaron Buettner  | Gary Krause       | Ed Prost       |
| Brad Chambers   | Mark Lafferty     | Kevin Rice     |
| Bill Churchill  | Audra Lorimor     | Barry Richey   |
| Matt Coaper     | Lindsay Madsen    | Kip Squire     |
| Hohn Dahlbede   | Dan Mahrt         | Mark Stark     |
| Renee Day       | Mary Maly         | Jeff Stevens   |
| SJ Dolezal      | Tom Marnik        | Joe Waxse      |
| Scott Gilliland | Steve Mass        | Rich Weingardt |
| Brian Havens    | Jim McDonald      | Kim Wilson     |
| John Hill       | Nick Meek         | Susie Yager    |
| Pat Hillyer     | Ray Moore         |                |
| Susie Jorrenson | Mike Nacarrato    |                |

*Names listed above can be considered official documentation of attendance at the September meeting worth 1 PDH credit.*

### ASCE Launches New Career Service Web Site

Engineers and firms now have one-stop shopping for career services at Career



**Connections, an online job bank and resume service. Career Connections offers advantages to both employers and job seekers with real time job postings, online tracking, a searchable resume database, applying directly from the web site and e-mail notifications of new prospects.**

**See [www.ASCE.org](http://www.ASCE.org) for more information.**

### Connecting Lincoln...

## The Haymarket Pedestrian Connector ..... cont. from page 1

### Project Description

The addition of Haymarket Park, a new baseball/softball complex, gave the City of Lincoln, Nebraska an opportunity to connect this new facility with the Historic Haymarket District. Parking in the Haymarket district has long been a problem for City officials since this is the area where the city was originally founded and the streets are narrow with parking space at a premium. The University of Nebraska's Memorial Stadium is also nearby creating further congestion on football Saturdays.

The Haymarket Park Complex provided a great opportunity for the City to solve this congestion problem, however a serious obstacle between the Historic District and the complex was the Burlington Northern Santa Fe Railway mainline tracks that separates the two areas. Several material alternatives were investigated including weathering and painted steel, pre-tensioned and post-tensioned concrete, cable-stayed span arrangements, and high strength fiberglass

structures.

Painted steel trusses became the obvious choice to meet the railroad's goal of clear spanning the entire railroad right-of-way. The painted truss concept blends in well with the historic nature of the District and allowed designers to co-

***"Without the Haymarket Pedestrian Bridge, the ball park would essentially be landlocked. The bridge connects us into the downtown corridor."***  
  
***Charlie Meyer –  
President, Lincoln  
Professional Baseball***

ordinate colors and textures with the surrounding area. Various public and private partners were involved in making this project a success including the City of Lincoln, Nebraska Department of Roads, FHWA, and the Burlington Northern and Santa Fe Railway. Without the cooperation and commitment of these agencies, this project would not have come to fruition.

### Unique or Innovative Aspects

The twin structure arrangement was developed to accommodate non-vehicular and pedestrian traffic on the east truss while the west truss is designed to accommodate minibus/tram vehicles to ferry passengers from the Haymarket Park Complex throughout Downtown Lincoln. The close proximity of pedestrians and vehicular traffic posed serious safety aspects that were solved by using an attractive steel fencing system to separate the two modes of travel. The interiors of each truss are fully enclosed with a one inch square wire mesh to protect the railcars beneath the bridge. A unique curbing and drainage system was also designed to prevent rain and snow runoff from damaging the BNSF mainline tracks beneath the structures.

### Economic Benefits and Cost Effective Aspects of the Design

This connector provides a variety of economic benefits to the City.

Providing an easy way for pedestrians to travel between the Haymarket District and the stadium increases business for restaurants and bars located in the Haymarket. Fans can easily grab a bite to eat before the game or celebrate a win after the game.

Parking in downtown Lincoln is always at a premium. The connector not only provides access to additional parking for the Haymarket District but it also provides access to convenient parking for Nebraska football fans. Without the connector, utilizing the baseball parking for other purposes would not be feasible.

The baseball stadium occupies an



under-utilized area adjacent to downtown Lincoln. Providing a pedestrian connection has encouraged additional economic development in this area and expansion of new and existing businesses. The pedestrian connector makes this economic development possible by providing users with a safe efficient means to traverse the BNSF mainline tracks.

The connector also plays a major role in expanding Lincoln's nationally recognized trail system by linking the northwest portion of town into the rest of the trail system. The first annual Trail Trek, drawing over 1,200 registered participants, was held on Father's Day, June 15, 2003 and the pedestrian connector was a key destination point that contributed to making that endeavor a success.

**Design Challenges and Solutions**

This entire project hinged on providing the optimum span arrangement so that the railroad's potential for expansion was not limited. Several



meetings with railroad officials, Federal, State, and City representatives resulted in a 264 foot clear span over the tracks. This is the longest span through truss that could be designed using commercially available rolled steel tube sections.

Shipping and erecting the trusses posed a serious challenge due to the tremendous length and confined areas available for assembling the trusses. Discussions with the rail-

road and trucking lines resulted in each truss being shipped in eight sections and delivered to the project site early on a Sunday morning. The City and contractor negotiated erection areas with property owners so that the trusses could be assembled.

Finally, the erection of the trusses required the BNSF to shutdown their main line tracks for a two hour window during which time traffic was re-routed on alternate routes. The contractor used specialized equipment normally reserved for derailments to lift each truss, carry them over the tracks and lift them into position.

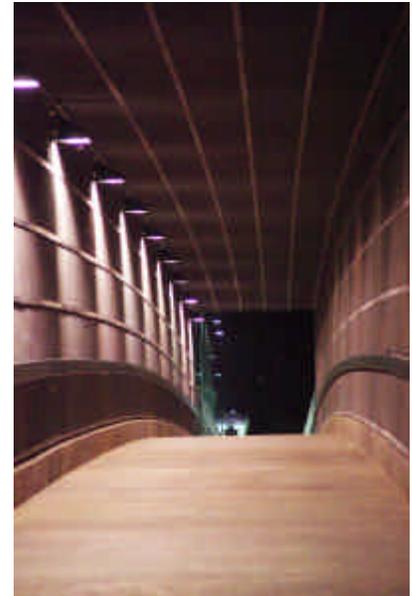
**Aesthetic Considerations**

As a primary entrance into the city it was necessary that the design beautify the main entrance into downtown. The final design accents the vitality and rejuvenation of Historic Haymarket and the expansion of UNL athletic facilities, including the recent Memorial Stadium expansions, new Champions Club, and other nearby parking facilities.

A visual gateway was created that can be seen by all those entering Lincoln from the north on Interstate 1-80. It also creates an atmosphere of celebration for both pedestrians and bikers who gather at this location to enjoy an evening watching baseball.

To create a true sense of place for this structure, a series of concrete "lantern" pylons was designed. These pylons are reminiscent of those incorporated on significant bridges of the early 20<sup>th</sup> century, such as those in Brooklyn, Chicago, and San Francisco. Between these pylons, two long span through trusses are threaded to provide both a sense of openness and security all hours of the day.

In addition to the bridge itself, pedestrian gathering plazas are pro-



vided at both ends to significantly mark the arrival/departure event for the bridge.

The lighting of the bridge captures the essence of the design team's lighting philosophy for pedestrian corridors. During the day, the lighting elements are a pleasant part of the visual character of the structure. At night, these elements create a lighted environment users find secure and inviting. The design is sensitive to its surroundings through the use of fixtures with quality photometrics that offer superior control of glare, light trespass, and sky glow.

**Get Your Project in Next Month's Spotlight!**

**A great way to shine the light on your exciting projects!**

If you'd like to see your project in an up-coming NE-ASCE Newsletter please send articles and pictures to [peggy-m@ira-inc.com](mailto:peggy-m@ira-inc.com)

Spotlights will be 1- 2 pages as space permits. Companies supporting the NE-ASCE Newsletter will be given precedence, but any company with ASCE members may participate.

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