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THROUGH
INNOVATION

OCTOBER 1, 2025

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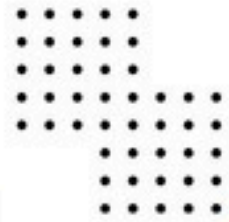
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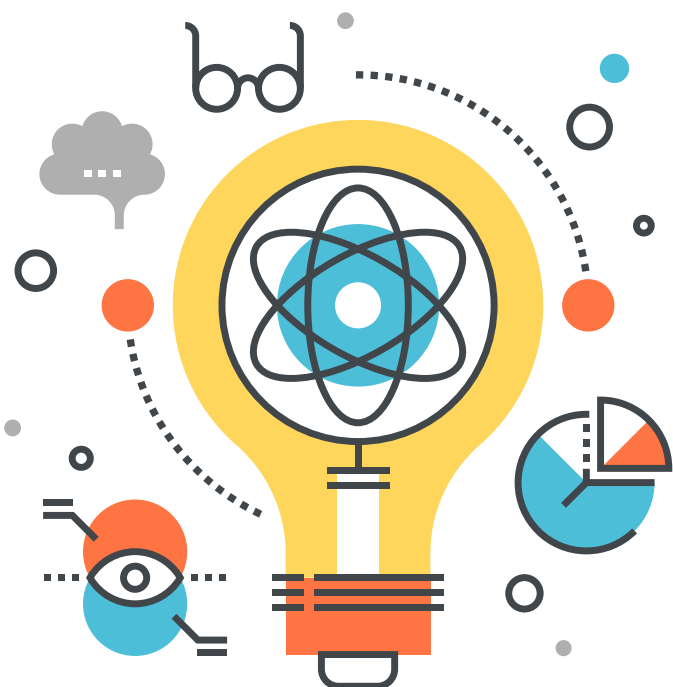
Preserving Landmarks.

Protecting the Future.

Our team is playing a key role in the rehabilitation of the seawalls around the Tidal Basin and along the Potomac River through West Potomac Park for the National Park Service. The rehabilitation will ensure some of the nation's memorials and Japanese flowering cherry trees are protected.

This project highlights our commitment to building infrastructure that honors the past and serves future generations.

TABLE OF CONTENTS



<i>WELCOME FROM DCQI.....</i>	<i>9</i>
<i>EXHIBITOR MAP.....</i>	<i>16</i>
<i>CONFERENCE SPONSORS.....</i>	<i>17-18</i>
<i>MPO/OPENING SESSION.....</i>	<i>20</i>
<i>INNOVATION SHOWCASE.....</i>	<i>20</i>
<i>RECEPTION.....</i>	<i>21</i>
<i>AGENDA AT A GLANCE.....</i>	<i>22</i>
<i>SESSION OVERVIEW.....</i>	<i>23-30</i>

ABOUT DCQI

The mission of DCQI is to provide the District's transportation industry a forum that fosters innovation, networking and continuous coordinated quality improvement to ensure a safe, efficient and environmentally sensitive transportation system that meets the needs of all transportation stakeholders.

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Message from the DCQI Conference Steering Committee

Welcome to the 2025 DCQI Conference

We're excited to welcome you to the 2025 DCQI Conference! This event brings together leaders, innovators, and stakeholders from across the DC, Maryland, and Virginia region to explore how we can continue Improving Transportation Through Innovation. DCQI is designed to spark collaboration, share best practices, and showcase the latest ideas and technologies shaping the future of transportation.

Highlights of the Program

Metropolitan Project Opportunities Meeting (Morning)

Start the day with a session featuring DDOT, VDOT, WMATA, VPRA, DC Water, and DGS. Hear directly from agency partners on upcoming projects, priorities, and opportunities for collaboration.

Breakout Sessions (All Day)

Choose from nine technical sessions across three tracks, covering:

- Bridges & Structures – Molly Berry Road Bridge replacement and achieving a 100-year service life for the new Harry Nice Bridge
- Infrastructure & Project Delivery – major multimodal projects like Dave Thomas Circle and Benning Road
- Safety – traffic calming studies, diverging diamond interchange analysis, and new defensive driving tech
- Communication, Pedestrian & Micro Mobility, Transit – multi-generational communication, LiDAR-based safety tools, carbon fiber/corrosion mitigation, and digital twin applications
- Future of Transportation, Construction Innovation, and Asset & Data Management – AI, machine learning, and new signal performance tools transforming transportation systems

Innovation Showcase (Lunch)

Network over lunch while exploring regional innovations from public agencies, research groups, and industry partners.

District Networking Mixer (Afternoon)

End the day at our networking reception — a chance to connect with peers and build new partnerships across the region. Onsite will be Poster Sessions hosted by Morgan State University and Howard University.

Our Partners

This event is presented in collaboration with DDOT, VDOT, WMATA, VPRA, DGS, MTBMA, and other regional partners working to shape the future of transportation.

The Importance of Innovation

Innovation drives how our region grows, connects, and moves. As we share ideas and build collaborations, we encourage you to embrace the forward-thinking spirit that defines DCQI. Together, we can lead the way in building a safer, more sustainable, and more connected transportation network.

Thank you for being part of this important conversation. We look forward to your insights and contributions as we shape the future of transportation across the District and the region.

With appreciation,
The DCQI Steering Committee



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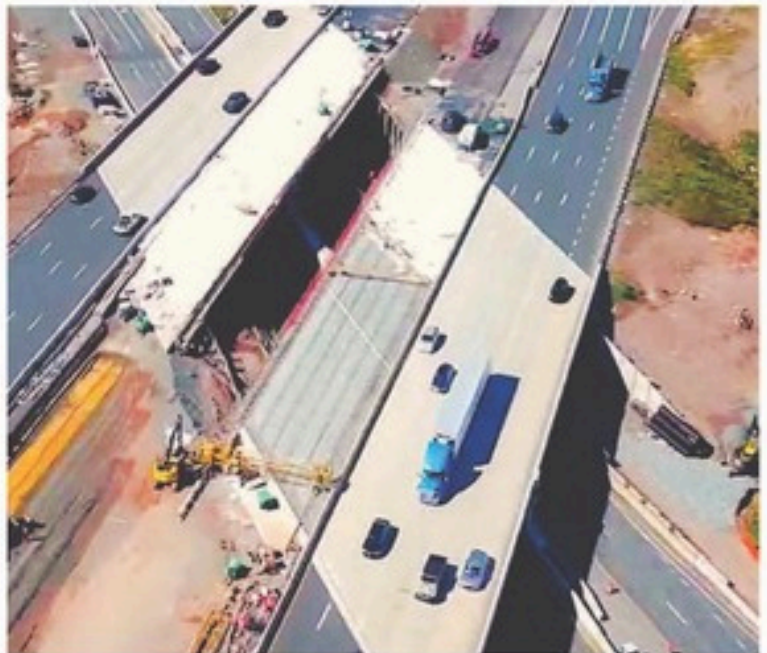
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Florida Avenue NE and New York Avenue NE Intersection

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Amtrak, Baltimore Penn Station, Baltimore, MD



DDOT, 11th Street Corridor Design-Build, Washington, DC



DC Water, First Street Tunnel Design-Build, Washington, DC



Amtrak, Track 22 at Washington Union Station, Washington, DC



CSX, Howard Street Tunnel, Baltimore, MD



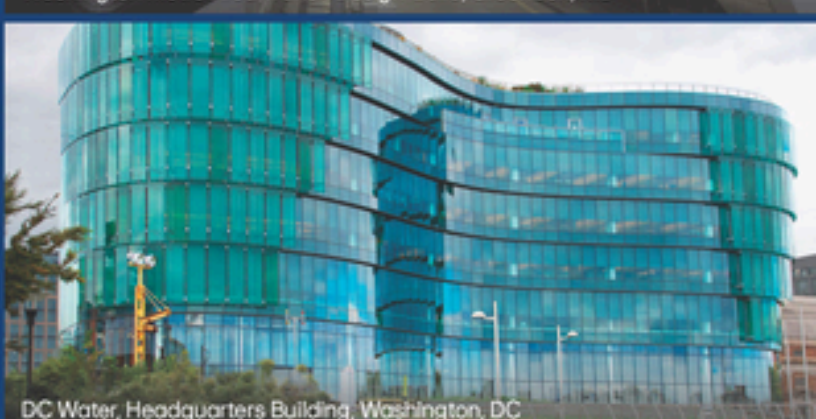
City of Alexandria, Waterfront Improvement PDB Project, Alexandria, VA



DC Water, Blue Plains Tunnel Design-Build, Washington, DC

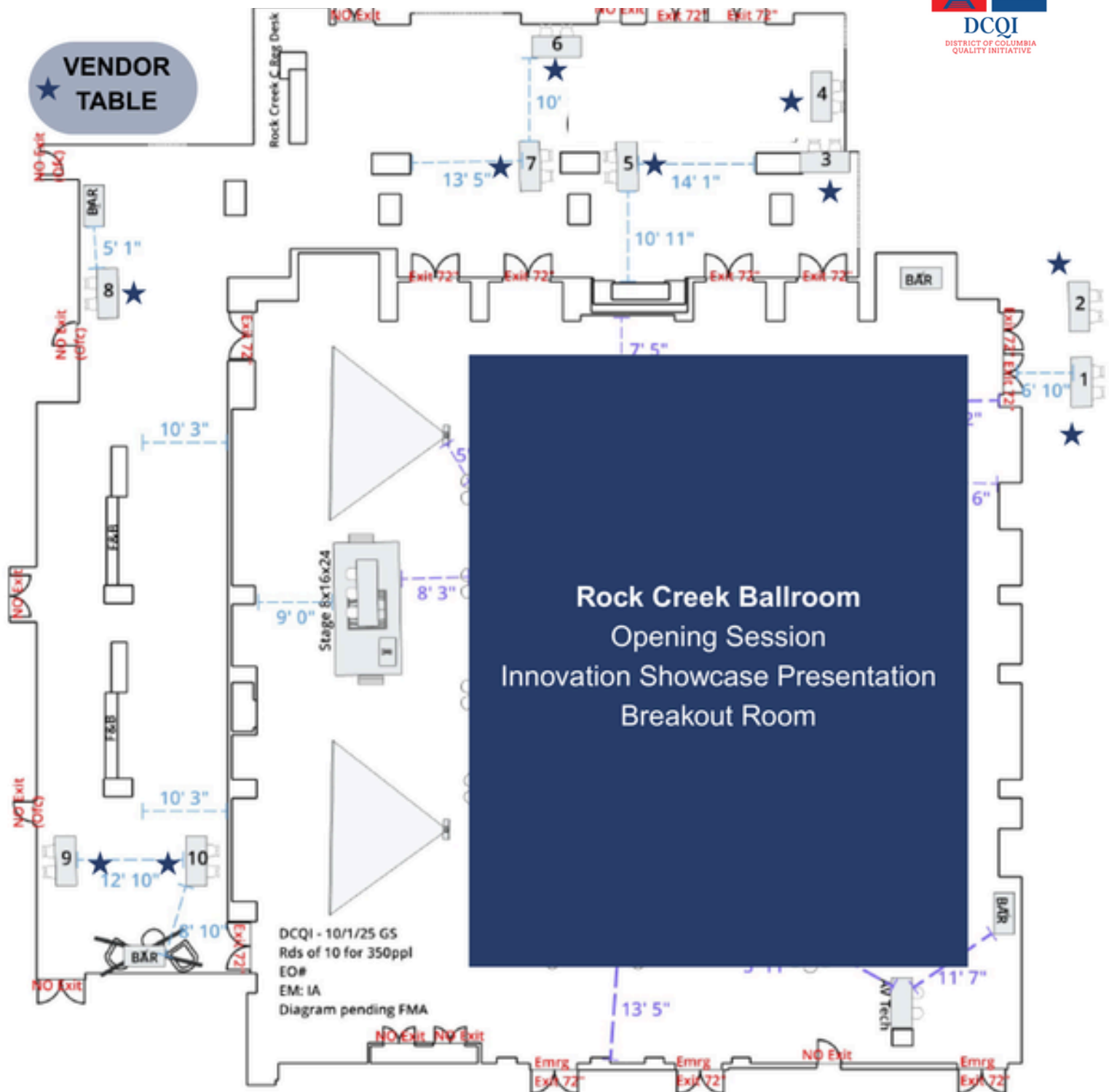


Washington Metro Area Transit Design-Build, Greenbelt, MD



DC Water, Headquarters Building, Washington, DC

EXHIBITOR FLOORPLAN | 1st FLOOR



1. Flagger Force

2. A. Morton Thomas & Associates

3. Ernest Maier

4. Wagman Heavy Civil

5. Pennoni Associates

6. Fort Myer Construction Corp.

7. Iron Sheepdog

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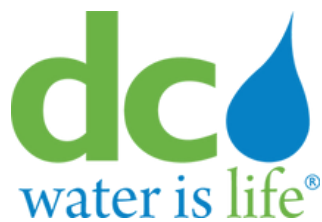


CONFERENCE HIGHLIGHTS



OPENING SESSION METROPOLITAN PROJECT OPPORTUNITIES MEETING

PRESENTATIONS BY:



INNOVATION SHOWCASE VENDORS



The DCQI Innovation Showcase spotlights regional innovations and smart infrastructure solutions transforming transportation across the DMV. This dynamic feature highlights cutting-edge projects, emerging technologies, and creative approaches from local agencies and industry partners driving progress in our communities.

CONFERENCE HIGHLIGHTS



RECEPTION

SPECIAL REMARKS BY:



SHARON KERSHBAUM
DIRECTOR, DDOT



CHARLES ALLEN
COUNCILMEMBER WARD 6,
COUNCIL OF THE D.C.,
CHAIRPERSON, COMMITTEE ON
TRANSPORTATION AND THE ENVIRONMENT

POSTER SESSION PRESENTED BY:



DCQI is proud to host an onsite Student Poster Session featuring emerging talent from Morgan State University and Howard University. This dedicated space showcases innovative research, cutting-edge projects, and fresh perspectives from the next generation of engineers and transportation professionals. Attendees will have the opportunity to engage directly with students, explore their work, and help foster meaningful connections between academia and industry.



AGENDA

Wednesday, October 1, 2025

The Westin DC Downtown
Washington, D.C.

D.C. Quality Initiative Conference

Improving Transportation Through Innovation

2025

7:30 AM Registration & Breakfast with Vendors | **Rock Creek Foyer**

8:30 - 10:15 AM Opening Session | **Rock Creek Ballroom**
Metropolitan Project Opportunities Meeting (DDOT, DC Water, DGS, VDOT, WMATA, VPRA)

10:15 - 10:45 AM Break with Vendors | **Rock Creek Foyer**

10:45 - 11:45 AM Sessions (meeting topics & details are shown below)

Room	#1 Rock Creek Ballroom	#2 River Burch Ballroom A	#3 River Burch Ballroom B
Title	Bridges & Structures	Infrastructure & Project Delivery	Safety
Topic	Replacement of Molly Berry Road Bridge (Stantec) - and - Designing and Achieving 100-year Service Life for the New Harry Nice Bridge (Siva Corrosion Services, Inc.)	From Dave Thomas Circle to Peanut Plaza: A Multimodal Reconfiguration of the Florida & New York Avenue Intersection (JMT, Volkert & DDOT) - and - Benning Road Bridges and Transportation Improvements Project Phase 1 - Complex Design with an Eye Towards the Future (Parsons)	I-66 and us 15 Diverging Diamond Interchange - Before and After Safety Analysis (T3 Design) - and - City of Frederick Traffic Calming Study (T3 Design) - and - A Blind Spot Warning with Hedging Application to Promote Defensive Driving (Morgan State University)

11:45 AM - 1:00 PM Lunch Buffet / Innovation Showcase (Regional Focus) | **Rock Creek Ballroom**

1:00 - 1:30 PM Break with Vendors | **Rock Creek Foyer**

1:30 - 2:30 PM Sessions (meeting topics & details are shown below)

Room	#1 Rock Creek Ballroom	#2 River Burch Ballroom A	#3 River Burch Ballroom B
Title	Communication	Pedestrian & Micro Mobility	Transit
Topic	Speaking the Same Language: Multi-Generational Communication (RETTEW)	Complete Networks: A Performance-Based, Multimodal Planning Tool (Fehr & Peers) - and - Harnessing Lidar Power to Transform Road Safety (Traffic Systems & Technology)	Enhancing Transportation Infrastructure with Advanced Carbon Fiber & Corrosion Mitigation Technologies (Ernest Maier) - and - Leveraging Digital Twin Technology for Sustainable and Efficient Public Transportation (Howard University Transportation Research Center)

2:30 - 3:00 PM Break with Vendors | **Rock Creek Foyer**

3:00 - 4:00 PM Sessions (meeting topics & details are shown below)

Room	#1 Rock Creek Ballroom	#2 River Burch Ballroom A	#3 River Burch Ballroom B
Title	The Future of Transportation	Innovation in Construction Materials & Technology	Asset & Data Management
Topic	George Washington Memorial Parkway - North Section Rehabilitation: Finding a Balance with Design-Build (WSP) - and - Modernizing Traffic Management Infrastructure (JMT Technology Group)	A High-Caliber Quality Control & Assurance Program: Case Study on District of Columbia Public School Construction Projects (DGS - District of Columbia Public Schools) - and - Vegetative Establishment with Biotic Soil Media as a Topsoil Replacement (Profile Products)	Delivering Data for Data Driven Decision Making: Leveraging the Power of AI and Machine Learning to Generate Transportation Asset Inventories (Transconomy) - and - DDOT's Multi-Vendor Probe-Based Signal Performance Measures Pilot Project (Mead & Hunt)

4:00 - 5:00 PM District Networking Mixer / Reception | **Rock Creek Foyer**

5:00 PM Conference Adjourns

SESSION OVERVIEW - 10:45 to 11:45 AM



ROCK CREEK BALLROOM Bridges and Structures (1 PDH)

REPLACEMENT OF MOLLY BERRY ROAD BRIDGE (30 MINS)

PRESENTED BY: DOUG LI, SENIOR ASSOCIATE, STANTEC

Prince George's County DPW&T, in collaboration with Stantec developed innovative County NEXT (Northeast Extreme Tee Beam) Beam bridge standards. The Replacement of Molly Berry Road Bridge is the first bridge to use these County standards. The existing bridge, built in 1956, was a single span prestressed concrete adjacent slab structure. The new 45-ft span 34-ft-wide bridge used four NEXT F Beams. This presentation will talk about the innovations during design and construction. The new bridge has been completed and opened to traffic after only 9 months of construction and more than 3 months ahead of schedule while being well under the County's allotted budget.

DESIGNING AND ACHIEVING 100-YEAR SERVICE LIFE FOR THE NEW HARRY NICE BRIDGE (30 MINS)

PRESENTED BY: SIVA VENUGOPALAN, PRESIDENT & PRINCIPAL ENGINEER, SIVA CORROSION SERVICES, INC.

Owners are using the design build and progressive design build vehicles to deliver signature, complex, and expensive bridges and structures. In this process, owners specify performance-based design where service life of various replaceable and non-replaceable members is defined in the RFP. The means and methods of achieving the specified service life are left to the design build team. AASHTO manuals refers to the use of design for service life to ensure that structures are designed to achieve 100-years of service.

We use the fib 34 model to predict the service life of RC elements (with 90% confidence level) exposed to chlorides based on the chloride loading, concrete permeability data (chloride migration coefficient), rebar material, design cover, and several other factors. Based on the modeling results, we recommend a specific combination of rebar cover, concrete mix design, and rebar material to achieve a 100- year life. The life cycle cost of each option is compared to selecting the best option for each environment (deck, superstructure, substructure, etc.).

This presentation will review the several factors that must be effectively addressed during the design stage to achieve a 100-year service life. Material/corrosion experts retained along with the design team can significantly help avoid factors that cause premature deterioration in structures.

SESSION OVERVIEW - 10:45 to 11:45 AM



RIVER BURCH BALLROOM A Infrastructure & Project Delivery (1 PDH)

FROM DAVE THOMAS CIRCLE TO PEANUT PLAZA: A MULTIMODAL RECONFIGURATION OF THE FL & NY AVENUE INTERSECTION (30 MINS)

PRESENTED BY: JAY SCHAEFER, JR., SENIOR ASSOCIATE, PROJECT DELIVERY, JMT, SARA DELMONICO, SENIOR PROJECT MANAGER, VOLKERT, INC.

This presentation will describe how the District of Columbia turned a congested, dangerous intersection into a Capital Gateway that truly lives up to its name. Formerly nicknamed “Dave Thomas Circle”, the intersection of Florida and New York Avenues in Northeast DC was notoriously difficult to navigate for every mode of transportation. After years of study and public input, DDOT engaged with numerous consultants, contractors, and local entities to design and build a functionally improved intersection alongside three new public-use spaces.

DDOT partnered with JMT to finalize a concept design and develop design documents after receiving public feedback. During the design process, the and NoMa Parks Foundation (NPF) expressed a desire to make this hub of the Capital Gateway into a truly functional public space. With the input of a landscape architecture firm, DDOT and NPF worked together to provide the District with a new intersection meeting the needs of all users. The final Peanut Plaza includes improved traffic operation, increased pedestrian safety, protected bike infrastructure, and welcoming plazas for the public to enjoy. In coordination with the design team (JMT) and construction management team (Volkert), DDOT will take the audience through the design approach, public coordination, construction management, and lessons learned along the way.

BENNING ROAD BRIDGES AND TRANSPORTATION IMPROVEMENTS PROJECT PHASE 1 – COMPLEX DESIGN WITH AN EYE TOWARDS THE FUTURE (30 MINS)

PRESENTED BY: BRIAN POURCIAU, PROJECT MANAGER, PARSONS

With an eye toward the future of multi-modal transportation options, DDOT is implementing a multi-phase project that utilizes complex and innovative designs to improve safety conditions and traffic operations, address deficiencies in infrastructure, and provide additional transit options in Wards 5 and 7. The first phase of the project is designed to replace the interchange at DC-295 and Benning Road and improve the roadway, pedestrian, and bicycle safety throughout the project area. This was accomplished through the design of multiple complex structures, including designing three new ramp bridge structures that connect to the Willie J. Hardy Bridge. The innovative design addressed unique and complex challenges in an urban setting along with proactive coordination with many stakeholders, including CSX, WMATA, utility companies, and the local residents. The Phase 1 design uses creative methods, such as the utilization of Modular Prefabricated Superstructure Systems to address vertical clearance issues and micro tunneling to minimize impacts to existing utilities to deliver on Phase 1 efficiently and lay the groundwork for Phase 2. These corridor improvements are vital for vehicle and pedestrian traffic around the future Commanders Stadium.

SESSION OVERVIEW - 10:45 to 11:45 AM



RIVER BURCH BALLROOM B Safety (1 PDH)

I-66 AND US 15 DIVERGING DIAMOND INTERCHANGE – BEFORE AND AFTER SAFETY ANALYSIS (20 MINS)

PRESENTED BY: ASMA ALI, SENIOR TRAFFIC ENGINEER, T3 DESIGN

The interchange of I-66/Rout 15 (James Madison Highway) located in Prince William County, Virginia, was reconstructed from the traditional Diamond Interchange to a Diverging Diamond Interchange (DDI) in January 2017. This presentation shares a comparison of the before (traditional diamond) and after (diverging diamond) interchange crash analyses results and the safety benefits of a DDI over a traditional diamond.

CITY OF FREDERICK TRAFFIC CALMING STUDY (20 MINS)

PRESENTED BY: DEEMA ALLAN, SENIOR TRAFFIC ENGINEER, T3 DESIGN

The intersection of Motter Avenue and West 9th Street in Frederick, Maryland, currently operates as a Two-Way Stop-Controlled (TWSC) intersection with free-flowing traffic on Motter Avenue. This presentation shares the results of a traffic and safety study, highlighting existing safety issues identified through field observations and a five-year crash history, and presents proposed short-term and long-term improvements.

A BLIND SPOT WARNING WITH HEDGING APPLICATION TO PROMOTE DEFENSIVE DRIVING (20 MINS)

PRESENTED BY: MANSOUREH JEIHANI, PROFESSOR, MORGAN STATE UNIVERSITY

Blind spots, or the “No Zone,” are a critical contributing factor to truck-related crashes. Despite the deployment of Blind Spot Warning (BSW) systems, crash rates remain elevated, indicating that current truck-only alerts are insufficient. This study proposes a Blind Spot Warning with Hedging (BSW-H) system, which extends warnings to non-truck drivers occupying truck blind spots to introduce redundancy and enhance cooperative perception. A driving simulator experiment with 43 participants evaluated three scenarios: no warning (S0), visual–auditory warnings (S1), and visual-only warnings (S2). Performance measures included blind spot occupancy time and speed differentials before and after warnings. Statistical analyses showed that S1 significantly reduced blind spot occupancy compared to S0, while both S1 and S2 yielded significant post-warning speed adjustments. These findings suggest that BSW-H can effectively modify driver behavior and mitigate blind spot–related crash risk, promoting more defensive driving behaviors.

SESSION OVERVIEW - 1:30 to 2:30 PM



ROCK CREEK BALLROOM Communications (1 PDH)

SPEAKING THE SAME LANGUAGE: MULTI-GENERATIONAL COMMUNICATION (60 MINS)

PRESENTED BY: KRISTY SHINN, TRAINING & DEVELOPMENT MANAGER, RETTEW

Are you and your colleagues speaking the same language? With many offices having four to five different generations working together, this can be difficult. The trends of each generation will be discussed, including how they prefer to work and how they prefer to communicate. Participants will leave with information regarding each generation's preferences, best practices, and prompts to start better communicating in their departments and teams.

RIVER BURCH BALLROOM A Pedestrian & Micro-Mobility (1 PDH)

COMPLETE NETWORKS: A PERFORMANCE-BASED, MULTIMODAL PLANNING TOOL (30 MINS)

PRESENTED BY: CULLEN MCCORMICK, SENIOR ASSOCIATE, FEHR & PEERS

To achieve equity, environmental, climate, and infrastructure resilience goals, we need entire networks of continuous and connected streets for people walking, biking, driving, riding transit, and moving freight. However, balancing the needs of different users presents a challenge when road space is limited. In this session, learn about the Southeast Michigan Council of Governments (SEMCOG)- Michigan Department of Transportation (MDOT) Multimodal Tool, a web application developed to streamline complete streets planning, design, and evaluation. The session will describe how the tool works and present its capabilities through an interactive demonstration.

HARNESSING LIDAR POWER TO TRANSFORM ROAD SAFETY (30 MINS)

PRESENTED BY: JON BONDANELLA, VP OF ENGINEERING & ITS, TRAFFIC SYSTEMS & TECHNOLOGY, PATRICK DOMINICK, REGIONAL SALES MANAGER, TRAFFIC SYSTEMS & TECHNOLOGY

Advancements in technology have introduced a revolutionary tool to improve road safety: Lidar (Light Detection and Ranging). This technology has the potential to transform how roadways are monitored and managed, significantly enhancing the ability to detect and predict hazardous conditions in real time. By providing high-precision data on vehicle movements, pedestrians, cyclists, and environmental factors, Lidar systems offer unprecedented insights that can inform traffic control systems, support autonomous vehicles, and assist in rapid incident response. The integration of Lidar into road safety infrastructure promises to reduce accidents, improve traffic flow, and create smarter, safer cities. Furthermore, Lidar technology will change how decisions are made and how quickly they can be implemented in our neighborhoods.

SESSION OVERVIEW - 1:30 to 2:30 PM



RIVER BURCH BALLROOM B Transit (1 PDH)

ENHANCING TRANSPORTATION INFRASTRUCTURE WITH ADVANCED CARBON FIBER & CORROSION MITIGATION TECHNOLOGIES (30 MINS)

PRESENTED BY: AARON FISHER, VICE PRESIDENT OF BUSINESS DEVELOPMENT, ERNEST MAIER

Aging transportation infrastructure presents significant challenges, including structural deterioration, corrosion, and costly maintenance cycles. Traditional repair methods often require extensive downtime, disruptive construction, and high long-term costs. This presentation explores the role of advanced carbon fiber reinforcement (FRP) and specialty corrosion mitigation solutions in extending the lifespan and resilience of bridges, roadways, tunnels, and transit structures.

Using real-world case studies, we will demonstrate how non-invasive FRP strengthening systems can restore load capacity, prevent progressive failure, and minimize environmental impact compared to conventional steel or concrete retrofits. Additionally, we will introduce surface-applied corrosion inhibitors and specialty treatments that proactively protect reinforced concrete structures from deterioration caused by de-icing salts, moisture intrusion, and environmental exposure.

This session will highlight the synergy between lightweight, high-strength materials and proven chemical solutions to deliver durable, cost-effective, and sustainable infrastructure repairs.

LEVERAGING DIGITAL TWIN TECHNOLOGY FOR SUSTAINABLE AND EFFICIENT PUBLIC TRANSPORTATION (60 MINS)

PRESENTED BY: BABIN MANANDHAR, RESEARCH ENGINEER, HOWARD UNIVERSITY
TRANSPORTATION RESEARCH CENTER

Public transportation systems face numerous challenges, including traffic congestion, inconsistent schedules, and variable passenger demand. These issues lead to delays, overcrowding, and reduced patron satisfaction. Digital Twin technology is a promising innovation for improving public transportation systems by offering real-time virtual representations of physical systems. A Digital Twin (DT) is a virtual representation of a real-world entity, like a product, process, or system, that is updated in real-time with data from sensors and other sources. By integrating real-time data from various sources, digital twins can enable predictive analytics, optimize operations, and improve the overall performance of public transportation networks. This work explores the potential of digital twins to optimize operational efficiency, enhance passenger experiences, and support sustainable urban mobility. A comprehensive review of existing literature was conducted by analyzing case studies, theoretical models, and practical implementations to assess the effectiveness of DT in transit systems. While the benefits of DTs are significant, their successful implementation in bus transportation systems is impeded by several challenges, like scalability limitations, interoperability issues, and technical complexities involving data integration and IT infrastructure. The presentation will discuss ways to overcome these challenges, which include using modular designs, microservices, blockchain for security, and standardized communication for better integration. It will emphasize the importance of collaboration in research and practice to apply digital twin technology to public transit systems effectively.

SESSION OVERVIEW - 3:00 to 4:00 PM



ROCK CREEK BALLROOM The Future of Transportation (1 PDH)

GEORGE WASHINGTON MEMORIAL PARKWAY – NORTH SECTION REHABILITATION: FINDING A BALANCE WITH DESIGN-BUILD (30 MINS)

PRESENTED BY: ROBERT MORRIS, PE, DBIA, ENV-SP, SENIOR VICE PRESIDENT, WSP USA, SAM PATEL, DBIA, VICE PRESIDENT - ESTIMATING & PROJECT DELIVERY, FORT MYER CONSTRUCTION COMPANY

A Different Kind of Design-Build Project: The Project Team will discuss the unique design and construction challenges behind the delivery of the Design Build project to rehabilitate the north section of the George Washington Memorial Parkway. Creative design solutions, innovative approaches and strong partnering among all team members were needed to rehabilitate this critical transportation facility that is both a major commuter route as well as an important historic resource. The project team's technical approach is centered around the idea of delivering a balance between providing innovative engineering solutions while limiting disturbance to the historic landscape and resources. This rehabilitation project, on a facility of historic and engineering significance, is being executed with a future ready mindset to provide a long-term solution that improves the visitor and user experience, while solving the much needed transportation challenges of the DC Metropolitan area.

MODERNIZING TRAFFIC MANAGEMENT INFRASTRUCTURE (30 MINS)

PRESENTED BY: GLENN HAVINOVISKI, VICE PRESIDENT, DIR. OF INTELLIGENT TRANSPORTATION SYSTEMS, MARKET LEADERS, SMART MOBILITY, JMT TECHNOLOGY GROUP

The District of Columbia Department of Transportation (DDOT) faces the challenge of replacing approximately 1,600 traffic signal controllers and central traffic signal control system (TSCS) software, all at the end of their life cycles.

To facilitate this, JMT assisted DDOT in developing an implementation strategy for TSCS replacement and retrofitting new Advanced Transportation Controllers(ATCs) at all its signalized intersections. This effort's objectives include enhancing safety and multimodal features, reducing maintenance costs, improving traffic operations, and enabling DDOT to manage traffic congestion efficiently and quickly.

SESSION OVERVIEW - 3:00 to 4:00 PM



RIVER BURCH BALLROOM A Innovation in Construction Materials & Technology (1 PDH)

A HIGH-CALIBER QUALITY CONTROL & ASSURANCE PROGRAM: CASE STUDY ON DC PUBLIC SCHOOL CONSTRUCTION PROJECTS (30 MINS)

PRESENTED BY: ANIKET NANDA, QUALITY CONTROL MANAGER, MCKISSACK & MCKISSACK, ERIN FOXWORTHY, EXECUTIVE PROGRAM MANAGER - MODERNIZATIONS, DGS | DISTRICT OF COLUMBIA, JENNA BOLINO, OPERATIONS MANAGER, DGS | DISTRICT OF COLUMBIA, KERRIC BAIRD, EXECUTIVE PROGRAM MANAGER - STABILIZATIONS, DGS | DISTRICT OF COLUMBIA, KESLA DUKA, QUALITY CONTROL MANAGER, MCKISSACK & MCKISSACK

The design & construction industry desires adequate quality assurance and quality control procedures on their projects. In this session, presenters will demonstrate how the District of Columbia Public Schools and its partners successfully developed and implemented a QA/QC program across its over \$1 Billion/year small and large capital programs nurturing stakeholder adoption and leading to:

- A significant ROI boost, exceeding seven figures
- Increased productivity while decreasing schedule slippage and cost overruns
- Optimized program outcomes
- Improved drawing and specification quality
- Collaborative Teamwork and QC indoctrination among A&Es, contractors subcontractors, and owner

VEGETATIVE ESTABLISHMENT WITH BIOTIC SOIL MEDIA AS A TOPSOIL REPLACEMENT (30 MINS)

PRESENTED BY: DYLAN DRUDAL, REGIONAL BUSINESS MANAGER, PROFILE PRODUCTS

When it comes to erosion control and vegetation on DOT projects, hydraulically applied biotic soil media helps ignite the nutrient cycling process necessary for the regeneration of depleted soils and the establishment of sustainable vegetation. Hydraulic biotic soil amendments are relatively new technologies that consist of organic material and nutrient sources combined with soil building and biostimulant components. These technologies take the place of topsoil and compost on DOT projects and come with many benefits. This one-hour presentation is an overview of soil health, soil testing, challenges of using topsoil on projects and how we can utilize biotic soil medias to provide more consistent results, save time/money/labor and be better able to plan while delivering projects on time and under budget.



RIVER BURCH BALLROOM B Asset & Data Management (1 PDH)

DELIVERING DATA FOR DATA DRIVEN DECISION MAKING – LEVERAGING THE POWER OF AI AND MACHINE LEARNING TO GENERATE TRANSPORTATION ASSET INVENTORIES (30 MINS)

PRESENTED BY: HANIYA AHMAD, CUSTOMER SUCCESS MANAGER, TRANSCONOMY LLC

This presentation showcases how Transconomy uses AI and machine learning to automate the identification, classification, and condition assessment of transportation assets. It highlights scalable data collection methods—from survey vehicles to drones—and how results are delivered in flexible formats compatible with GIS and asset management systems. Real-world case studies illustrate the platform's ability to drive planning and investment decisions with comprehensive, high-quality data.

DDOT'S MULTI-VENDOR PROBE-BASED SIGNAL PERFORMANCE MEASURES PILOT PROJECT (30 MINS)

PRESENTED BY: KAMAR AMINE, TRAFFIC & ITS ENGINEER, MEAD & HUNT, ZHIBO ZHANG, TRAFFIC ENGINEERING ANALYSIS BRANCH MANAGER, DDOT

DDOT's Probe-Based Signal Performance Measures (PBSPM) Pilot Study explores the use of different vendor probe-data platforms to evaluate and improve traffic signal performance across the District. This pilot leverages connected vehicle and location-based technologies to explore ways to improve mobility, optimize signal operations and improve existing DDOT processes. The presentation will highlight project goals, pilot methodology, early findings, and next steps toward data-driven traffic management.



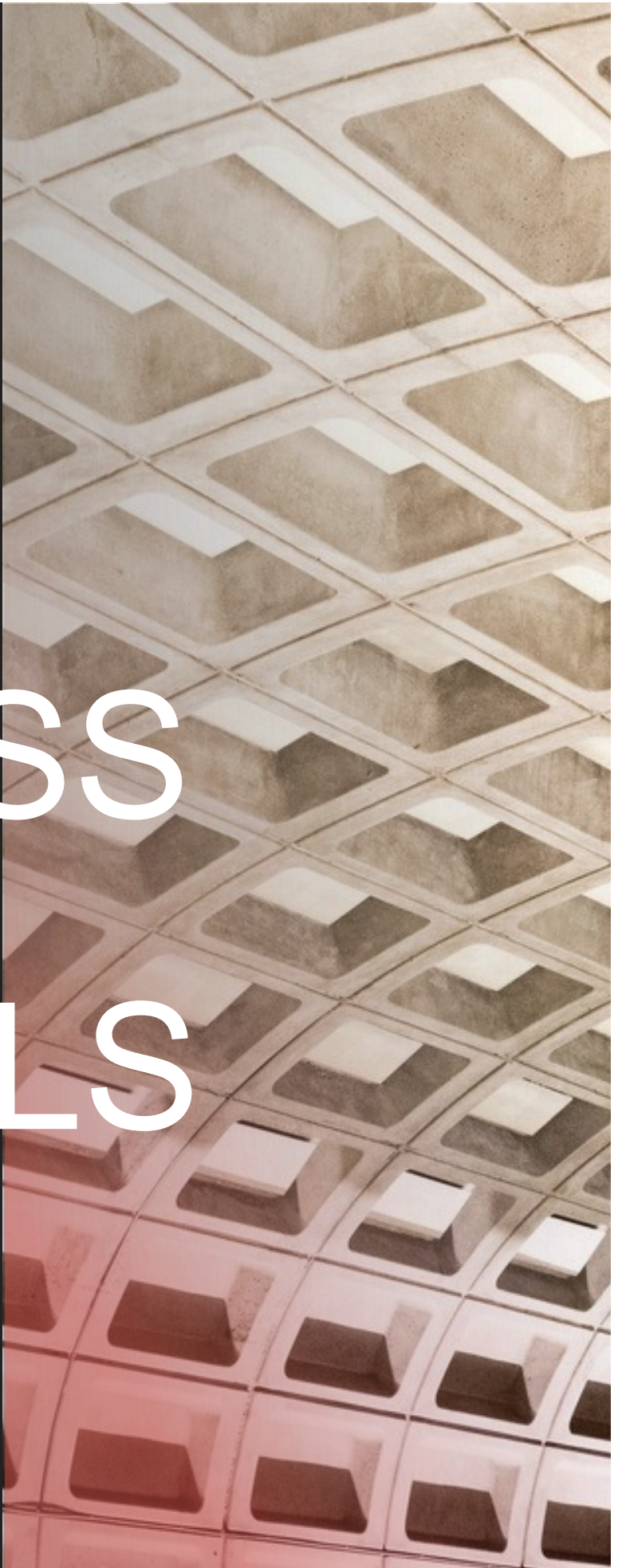


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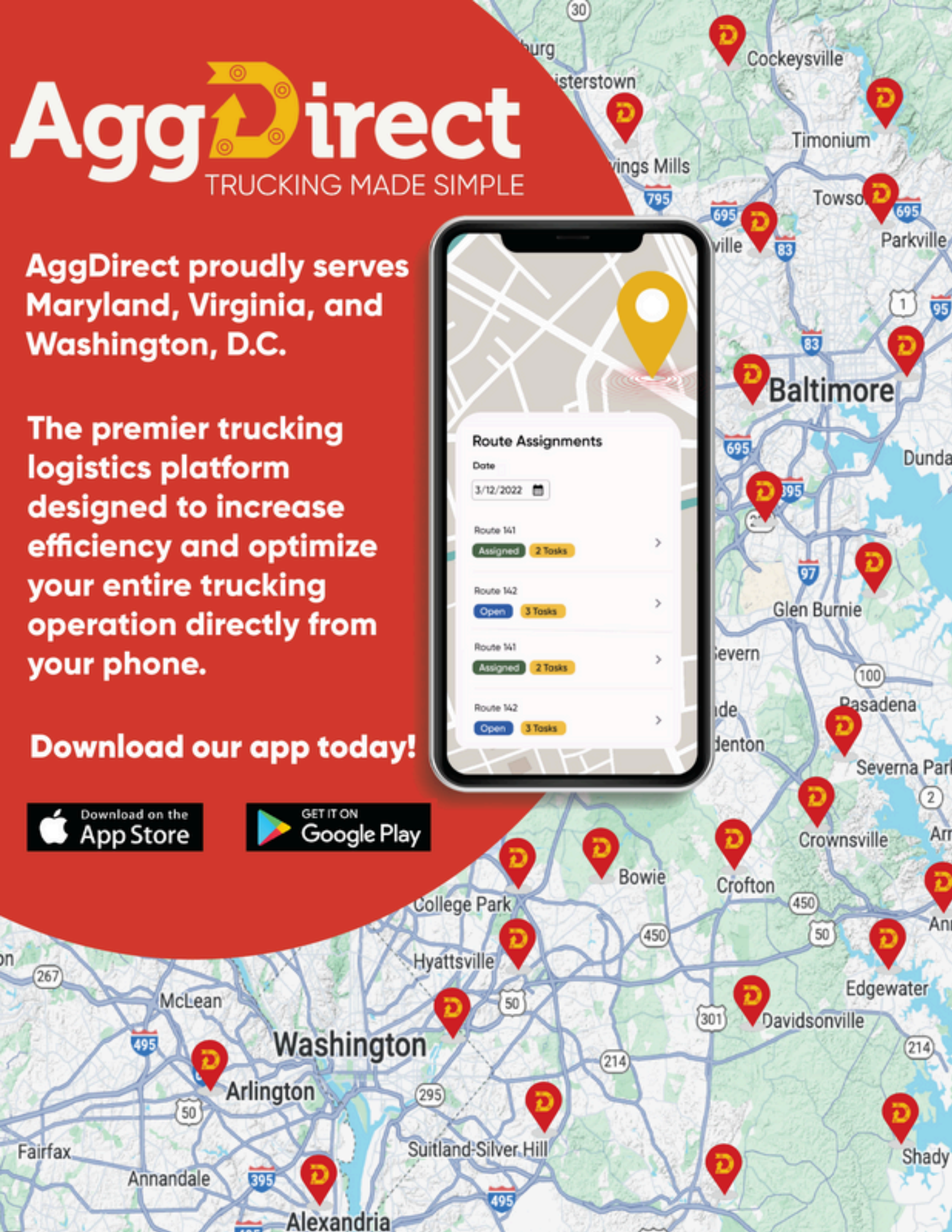
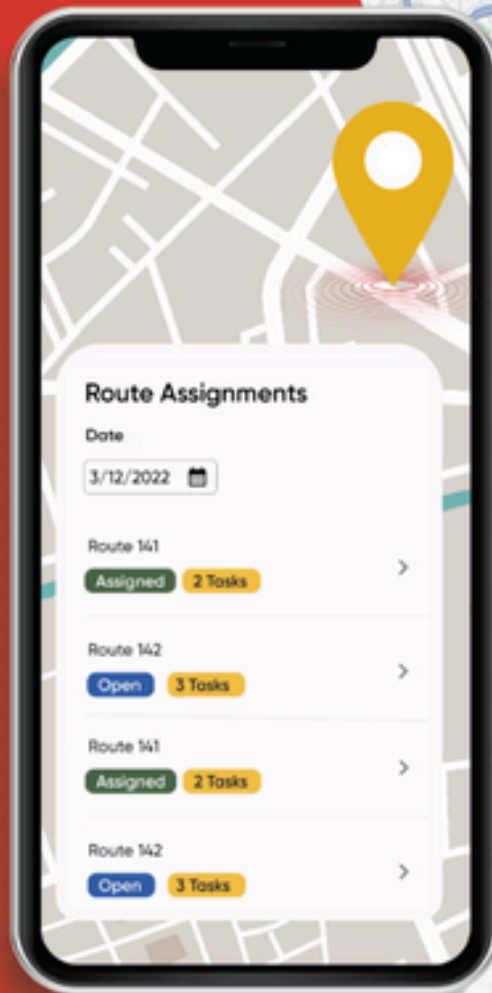
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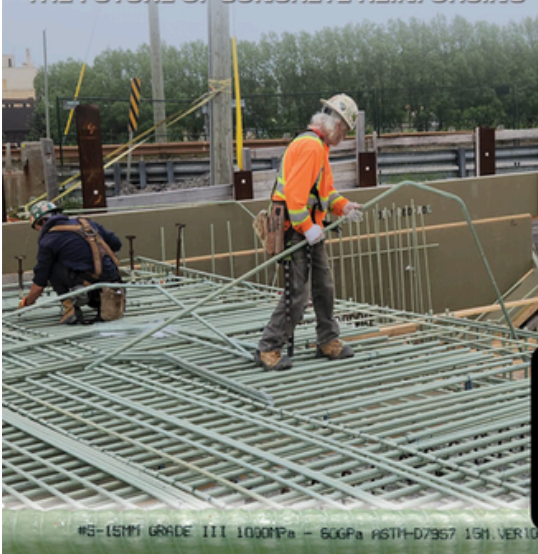
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