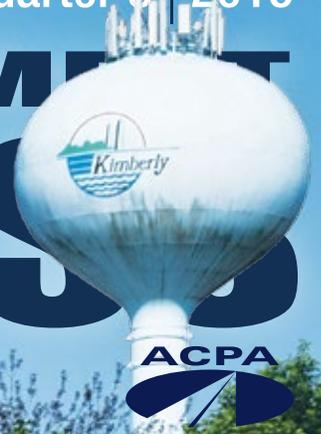


Quarter 3 | 2016

# CONCRETE PAVEMENT PROGRESS



## Wisconsin Village Nears 100% Concrete Roadways

ALSO IN THIS ISSUE:

New Interchange Features  
Diamond Traffic Pattern and  
Multiple Roundabouts

Texas Celebrates its First  
Concrete Pavement

# TrafficShield™

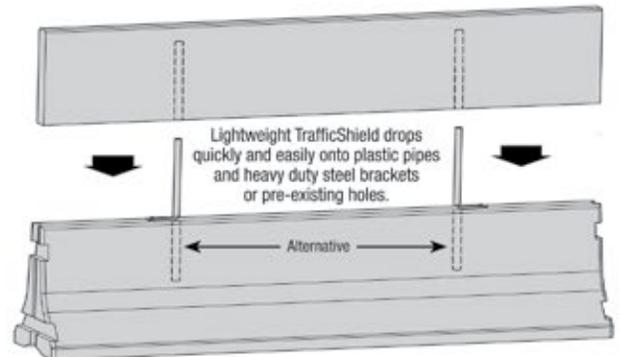
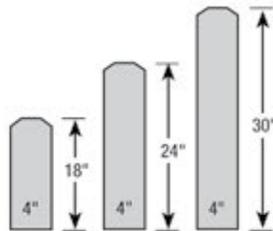
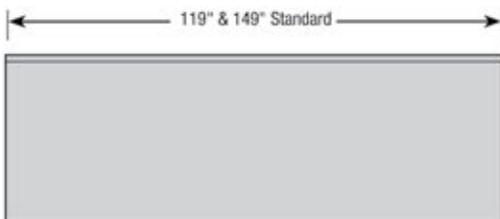
## Anti-Glare/Anti-Gawk System



## Stop the Gawk.

Reduce headlight glare, gawking, debris and noise in work zones and roadways.

TrafficShield™ attractively and affordably replaces new or existing wood, plastic and metal anti-glare/anti-gawk systems. The system, which has been impact and wind load tested, is made of lightweight EPS foam and protected with a tough armor coating. TrafficShield is suitable for both temporary and permanent installations and is easily installed by one or two workers. TrafficShield is available for purchase or rent.



[www.trinityhighwayrentals.com](http://www.trinityhighwayrentals.com)

**1.877.496.3625**



**TRINITY**  
**HIGHWAY**  
**RENTALS**



**THE WORLD'S #1 SUPPLIER OF  
BOOM EXTENSION CONCRETE SCREEDS**



## **3D CONCRETE SCREEDING**

ScreedSaver MAX with Ligchine/Topcon 3D GPS satellite control system placing a multi-contoured parking lot.

This versatile control system easily transfers between any ScreedSaver machine as well as your entire fleet of Excavators, Dozers, Graders, and Curb machines.

### **MACHINE INNOVATION**

- ◇ World's first wireless remote control screed
- ◇ Only zero turn screed ever produced
- ◇ Patented all-terrain track drive screed
- ◇ First boom operated screed hauled by truck/trailer
- ◇ Fastest screed head attachment/setup (5 minutes)
- ◇ First 3D GPS control system for contoured screeding
- ◇ First company to offer a choice of 3 sizes of boom screeds
- ◇ Numerous machine options to enhance ownership

### **SCREEDING VERSATILITY**

- ◇ Flat, slope, and dual slope slabs via laser control
- ◇ Contoured slabs via 3D GPS satellite control
- ◇ Screed on poly, heat tubing, and styrofoam with ease
- ◇ Screed on wire mesh and rebar without damage
- ◇ Drive on double mat rebar options
- ◇ Superflat screed heads - world class  $F_L/F_F$  results
- ◇ Optional roller heads for pervious and topping slabs
- ◇ Drive anywhere with patented all-terrain track system

100% DESIGNED & MANUFACTURED



IN THE USA

**CALL: 812-903-4500 or EMAIL: [sales@ligchine.com](mailto:sales@ligchine.com)**  
**WEB: [www.ligchine.com](http://www.ligchine.com)**



**FIND US!**

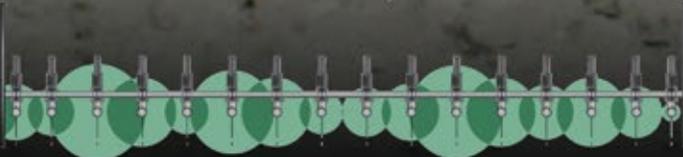
# Minnich

CONCRETE VIBRATORS  
& DOWEL PIN DRILLS

HV2PE Vibrators  
and Auto Vibe Monitoring System



Unmonitored Vibrators, Inconsistent VPM



Monitored Vibrators, Consistent VPM





AMERICAN CONCRETE PAVEMENT ASSOCIATION

9450 BRYN MAWR AVE., STE. 150  
ROSEMONT, IL 60018

PHONE: 847-966-2272

FAX: 847-966-9970

WWW.ACPA.ORG

#### ACPA STAFF

**Jerry Voigt, PE**  
*President & CEO*

**Elke Allen**  
*Accounting & Finance*

**Ann Shlimon**  
*Finance Assistant*

**Debbie Becker**  
*Office Administration*

**Eric Ferrebee, EIT**  
*Technical Services*

**Andy Gieraltowski**  
*Operations and IT*

**Bill Davenport**  
*Communications*

**Gary Mitchell, PE**  
*Airport Pavement Technology*

**Larry Scofield, PE**  
*Pavement Innovation (shared w/IGGA)*

**Leif Wathne, PE**  
*Executive Vice President*

#### CONTRIBUTING EDITOR

**Sheryl S. Jackson**

#### ADVERTISING & DESIGN



**LLM Publications**  
503-445-2220  
800-647-1511  
www.LLM.com

*President*

**Stephen Boes**

*Design & Layout*

**Juliette Miratsky**

*Sales Representative*

**David Gambill**  
davidg@llm.com

#### 2016 BOARD OF DIRECTORS

**Steve Jackson, Chairman**  
Cedar Valley Corp., LLC

**Lori Tiefenthaler, 1st Vice Chair**  
Lehigh Hanson, Inc.

**Chuck Niederriter, 2nd Vice Chair**  
Golden Triangle Construction

**Jim Mack, 3rd Vice Chair**  
CEMEX

**Shane Whitacre, Treasurer**  
Dayton Superior

**Mike Lipps, Immediate Past Chair**  
Duit Construction

**Jerry Voigt, CEO & President**  
American Concrete Pavement Assn.

**Andy Gieraltowski, Secretary**  
American Concrete Pavement Assn.

**Mark Brown**  
Zachry Construction

**Stephen Bullock**  
Power Pavers, Inc.

**Larry Bush**  
McCarthy Improvement Company

**Greg Dean**  
Southeast Chapter-ACPA

**Mike Gordon**  
Continental Cement Co.

**Ed Griffith**  
St. Marys Cement

**George Hassfurter**  
The Lane Construction Corp.

**Martin Holt**  
Interstate Highway Construction

**Mike Lipps**  
Duit Construction Co., Inc.

**Greg McCormick**  
Northern Improvement Company

**Jim Render**  
ESSROC-Italcementi Group

**John Roberts**  
IGGA/ACPA Pavement Preservation Partnership

**Dan Rozycki**  
The Transtec Group

**Gordon Smith**  
Iowa Concrete Paving Assn.

**Rick Sniegowski**  
K-Five Construction Co.

**Maik Strecker**  
LafargeHolcim

**Gary Ungerman**  
Castle Rock Construction Co., of Colorado, LLC

# CONCRETE PAVEMENT PROGRESS

Quarter 3 | 2016

**04**

Recognizing Innovation

*By Bill Davenport*



**06**

New Interchange Features  
Diamond Traffic Pattern and  
Multiple Roundabouts

*By Sheryl S. Jackson*

**10**

Texas Celebrates its First  
Concrete Pavement

*By Sheryl S. Jackson*

**12**

Committed to Concrete:  
Wisconsin Village Nears  
100% Concrete Roadways

*By Sheryl S. Jackson*

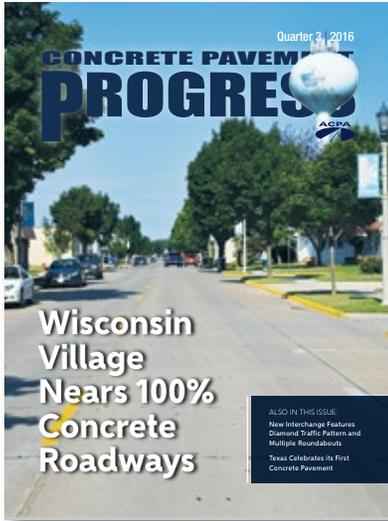
**18**

ACPA NEWS

— *Workshop Focuses on Airport Pavement Specifications*

— *ACPA Annual Meeting Set for Late November*

— *Addendum*



## Recognizing Innovation

**OUR COVER STORY IN THIS ISSUE OF *CONCRETE PAVEMENT PROGRESS*** is about the Village of Kimberly, Wisc. Kimberly came to our attention because of the innovative way village officials and residents are working together to solve a problem that many municipalities, counties, and states face each year.

With assistance from McMahon Associates, the Village and its residents are partnering to change the all-too-frequent cycle of repair and reconstruction of local streets. This is a great accomplishment by any standard, but what makes it even more impressive is the commitment to quality and sound asset management, which serves as a positive example of what can be accomplished when the public and private sectors work together.

Innovation is also a central theme in our article about a diamond interchange used with concrete roundabouts at the ramp intersections of the New Stanton interchange in the Commonwealth of Pennsylvania. In addition to the innovative design of the project, the contractor also used stringless paving—an increasingly popular technology—to achieve greater control and efficiency.

We're also pleased to present the story about Belknap Place, a 7/10-mile long concrete street in the Monte Vista historic district of San Antonio. Belknap Place was recently in the news as a group of industry officials and area residents joined together to commemorate the street's 100th anniversary and the placement of an historical marker from the Texas Historical Commission. An important detail of this story is that Belknap continues to carry traffic, including cars, trucks, and buses, all because of an innovative process that has stood the test of time for more than a century.

There is a common thread that runs through these projects in Kimberly, Wisc.; the diamond interchange and concrete roundabouts in New Stanton, Pa.; and Belknap Place, in San Antonio. With each project, someone or some group of people dared to try something new, whether a new technology or a new approach to constructing concrete pavements. This spirit of innovation is a hallmark of the concrete pavement industry, and there are many hundreds of success stories that are based on innovation.

We would like to tell your success story! Please let us know if you have a project story idea that you would like to share.

Bill Davenport  
Vice-President of Communications  
American Concrete Pavement Association

# CESARE, INC.

Geotechnical Engineers & Construction Materials Consultants

**Integrity, Reliability, and Innovation**

CORPORATE OFFICE: ~ P: 303-220-0300  
7108 S. Alton Way, Bldg B • Centennial, CO 80112

[www.cesareinc.com](http://www.cesareinc.com)

Our award winning team has been providing Engineering services since 1987. Cesare is experienced and dedicated.

**We make a difference!**



## HOW CAN CESARE SERVE YOU?



### Services Include:

- Aggregate Resource Assessment
- Concrete Research and Development
- Pavement Distress Mapping
- Quality Control / Quality Assurance
- Mix Optimization, Mix Design, and Consultation
- AASHTO Accredited Laboratory R-18, ASTM C1077, E329
- Construction Materials Consulting, Design, Observation & Testing (Laboratory & Field Services)
- Failure Analysis, Claim Evaluation and Expert Witness Testimony
- Geotechnical Engineering and Design

SBE RTD Code #'s 925-17, 925-55, 961-48, 961-50 • SBE Code #'s 541380, 541330



# E2 SYSTEMS, LLC

## PORTABLE MODULAR CONVEYOR (MATERIAL PLACER)



(248) 795-3000  
[info@materialplacer.com](mailto:info@materialplacer.com)  
[www.materialplacer.com](http://www.materialplacer.com)

**concrete • asphalt • aggregate • topsoil • sand • rcc**

Patent Number 6034-01001, Filed July 16, 2008



NEW STANTON INTERCHANGE

# PROJECT SNAPSHOT

- » Diamond interchange with two roundabouts
- » Additional roundabout at new road that connects existing routes
- » Project completion scheduled for 2018
- » First concrete roundabout in PennDOT District 12
- » Joint plan specific to each roundabout developed





# New Interchange Features Diamond Traffic Pattern and Multiple Roundabouts

By Sheryl S. Jackson

**DIAMOND INTERCHANGES AND ROUNDABOUTS** are not new in Pennsylvania, but the combination of a new diamond interchange along with concrete roundabouts at the ramp intersections is something new for District 12 of the Pennsylvania Department of Transportation (PennDOT). The project also includes another innovative approach—concrete roundabouts constructed with stringless paving technologies.

The New Stanton interchange at I-70 will replace two existing interchanges that were spaced so closely together that adequate deceleration and acceleration lanes could not be provided. “Use of the diamond interchange and the roundabouts is the most efficient design because there is a tighter footprint for the interchange,” explains Dominec Caruso, P.E., Assistant Construction Engineer for the district.

The total project includes widening and reconstruction of I-70 for approximately 1.8 miles. I-70 will be widened to provide a third lane in each direction for 2,900 feet between the existing turnpike interchange and the new interchange.

To provide a connection to the new interchange, one street will be extended to two others, connecting to one via roundabout, and some existing streets that are routes to the new interchange will be reconstructed with the project. The cost of the total project is \$53.7 million; it started in August 2015 and completion is scheduled for November 2018.

“It makes sense to build concrete roundabouts because the rest of the interchange is concrete,” says Caruso. “This provides a continuous paving structure, reduces maintenance and ensures

the life cycle of the roundabouts and other components of the interchange are the same.”

The first roundabout to be completed was the circular roundabout that connected two streets that provide a route to the new interchange. “This was the first concrete roundabout we’ve paved,” says David Scullo, P.E., Vice President of Construction for Golden Triangle Construction. “Slip forming in a tight radius of 65- to 80-feet presents a challenge to keep all paving legs in sync as the machine turns,” he says.

A trial run was held prior to paving to make sure the slip-form paver is calibrated and ready for concrete. “When we do a ‘dry run’ on a mainline roadway, we may travel 100 ft to test the paver, but we went completely around the roundabout to make sure everything was running correctly,” says Scullo.

*continues on page 9 »*



» continued from page 7

Stringless paving technology was selected for the roundabout because it required less labor, less time and produced a smoother paving surface.

Jointing represented the greatest challenge, admits Sciuolo. “The approach and exit legs to the roundabout are odd angles, which don’t work well with concrete,” he says. “Pre-planning of the joints was critical to make sure all the joints were carefully laid out to the proper alignment and distance,” he says. CAD [computer-aided drafting] software was used to develop a joint plan that worked. “We also isolated the circular roundabout with an expansion collar so it did not affect the joints of the approach and exit legs,” he adds.

According to John M. Becker, P.E., President of the Pennsylvania Chapter of the American Concrete Pavement Association, construction of concrete roundabouts in future projects will be a bit simpler. “PennDOT central office will be issuing new standard drawings on jointing details for concrete roundabouts later this year,” he says. “This will make concrete pavement a viable alternative for engineers to consider when designing roundabouts all across the Commonwealth.”

Sciuolo points out that even though they’ve gone through the process for the first roundabout, each of the remaining roundabouts in the project is different. “One is circular but larger than the first roundabout, and the other is a teardrop shape so each requires its own joint plan.”

Tining the roundabout was also a change from PennDOT’s standard, says Sciuolo. “Transverse tining is our standard but that doesn’t work in a circle, so we used a stiff broom finish, which is also better aesthetically.”

One of the lessons learned in the project is that paving a roundabout in concrete is not too much different than paving in asphalt, says Sciuolo. “In fact, asphalt takes more time because concrete is placed in one lift,” he says. The main difference is the pre-planning for joints, setting up the machine and training the crew on the minor differences in technique. He adds, “Actually, once we finished the pre-planning and testing, the paving was the easiest part of the job!” ✧

# Road AND Runway, L.L.C

**2001 KARBACH STE. H- HOUSTON, TEXAS 77092**  
**713.672.8823 - Fax 713.672.5121**  
 Website: [www.roadandr runway.com](http://www.roadandr runway.com)  
 email: [roadandr runway@att.net](mailto:roadandr runway@att.net)

**Sales and Service**  
**Hydraulic & Electric Paving Vibrators**  
*Factory Trained and Certified*  
*Quick Turn Around*

*Each Unit Tested to Factory Specifications*

**Certified in Auto-Vibe and Smart Vibe Technologies**  
 **MINNICH & WYCO** 

Repair and Service to:  
 • Sensors  
 • Amplifiers  
 • Electric Flex-Shaft  
 • High Cycle

*All Units Are Numbered, Logged, and Filed*

**Call (713) 672-8823**  
**\* Mention this ad for a discount! \* 800-672-8823 - Fax (713) 672-5121**

**FREE DELIVERY**

## MORE THAN JUST BRIDGES.



 **TEREX® | BID-WELL**  
**Canton, South Dakota 1-800-843-9824**  
[www.terex.com](http://www.terex.com)

# Texas Celebrates its First Concrete Pavement

## *Belknap Place is 100 Years Old and Still Going Strong*

By Sheryl S. Jackson

**IN MAY, MORE THAN** 125 people gathered in the Monte Vista historic district of San Antonio to celebrate the oldest concrete pavement in Texas. Placed in 1914, the 7/10-mile long, 40-foot wide concrete section on Belknap Place is still in service and carrying car, truck, and bus traffic.

The event began with a reception at the Baumberger Estate, an historic concrete home built by Alamo Cement's long-time president, Charles Baumberger. The following day, there was a public

street celebration featuring antique cars, a barbershop quartet, and historical presentations on Belknap Place and San Antonio's cement and concrete industries. The event culminated with the dedication of a Texas State Historical Marker.

Representatives from the American Concrete Pavement Association, the Portland Cement Association (PCA), and the National Ready Mixed Concrete Association, as well as local politicians, associations, and public works administrators, were on hand for the festivities.

Co-hosted by the Monte Vista Historical Association and Cement Council of Texas, the event was made possible by contributions from sponsors, including the PCA, Alamo/Buzzi Cement, CEMEX, Texas Lehigh Cement, Texas Aggregates and Concrete Association, Texas Concrete Pavement Association, and Ann Van Pelt, a past-president of the MVHA.

### About Belknap Place

In the late 19th and early 20th centuries, the United States was quickly changing from a rural, predominantly agrarian society to an urbanized, industrial nation. As the mode of transportation changed from horse and buggy to automobiles, trucks and buses, existing roads made of dirt, gravel and macadam could not handle the traffic. City leaders and property owners looked for a more durable paving material.

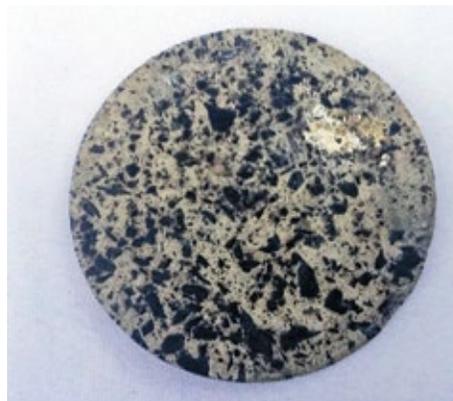
Following the construction of the first concrete road in the country in Bellefontaine in 1891 [Editor's note: See story on Bellefontaine in 2nd quarter issue 2016 of Concrete Pavement Progress, p. 12], concrete's popularity grew slowly at first, with 1,764 miles of concrete roads constructed between 1893 and 1914. However, 1915 was the

#### BELKNAP PLACE

## PROJECT SNAPSHOT

- » Length of concrete street—7/10 mile
- » Employed a patented, two-lift construction technique known as "Granitoid"
- » Brick-pattern surface provided foothold for horseshoes
- » Construction completed between October to December 1914
- » Total cost paid by City and property owners—\$37,685.66
- » Project contractor—Texas Granitoid Company

Core samples of the original concrete placed using the Granitoid process.





beginning of widespread adoption of the technology—with 2,963 miles constructed during the year.<sup>1</sup>

The construction of Belknap Place helped contribute to that boon in concrete pavement construction. Belknap Place was paved using an innovative, patented process called Granitoid, a two-lift system with coarse aggregate in the lower lift and hard granite aggregate in the surface course. The street has continued to serve motorists well for more than a century, with some natural cracking, but little faulting or deterioration.

The surface aggregate and high quality of cement imparts excellent wearing characteristics, according to Jan Prusinski, P.E., Executive Director of the Cement Council of Texas (CCT), which took the lead in applying for the road’s designation by the Texas Historical Commission to underscore the significance of Belknap Place to the concrete industry, local residents, and the city of San Antonio. Prusinski also noted that Don Taubert, Director of Promotion for Capitol Cement (ret.), was instrumental in researching and calling positive attention to Belknap Place.

Value was of great concern to early residents whose homes lined Belknap Place, Prusinski said, adding they split the cost of the road construction with the city. “Concrete was more costly than macadam or dirt, but city leaders and residents wanted something special,” he explained. “The road was built in less than three months, probably relying on hand and horse labor.”

Key to the road’s durability is a dark indigenous trap rock, according to Bill Ciggelakis, P.E., Professional Service Industries, Inc. He said the stone is slowly cooled lava that is trapped beneath the surface of the earth. It was likely

railed in from Knippa, Texas, located about 75 miles west of San Antonio.

The street was paved in 210 placements of 40-ft. by 20-ft. sections, which were then brushed and hand-scored in a 4 in. x 9 in. pattern to create a brick pattern. The pattern provided a foothold for the calks (toes or heels) of horseshoes—an important consideration because horse and carriage was the prevalent form of transportation in 1914.



Being home to the state’s oldest concrete pavement makes sense because San Antonio is also known as cement’s birthplace west of the Mississippi River, with the second oldest cement plant in the nation, Prusinski said. “Alamo Cement’s original 1880 kiln and quarry still exist as the Japanese Tea Garden, part of San Antonio’s Brackenridge Park,” he explained. “The cement for the Belknap Place concrete came from Alamo Cement’s second plant, built in 1908. Its smokestacks now serve as the centerpiece of the Quarry Market, an upscale, mixed-use retail, residential, and golf community.” Alamo Cement now owned by Buzzi USA, continues to operate a modern plant in northeast San Antonio. ✧

REFERENCE

1. Portland Cement Association, “Facts Everyone Should Know about Concrete Roads,” April 1916.

Close ups of the hand-scored brick pattern added to provide a foothold for horseshoes.





*Committed to*

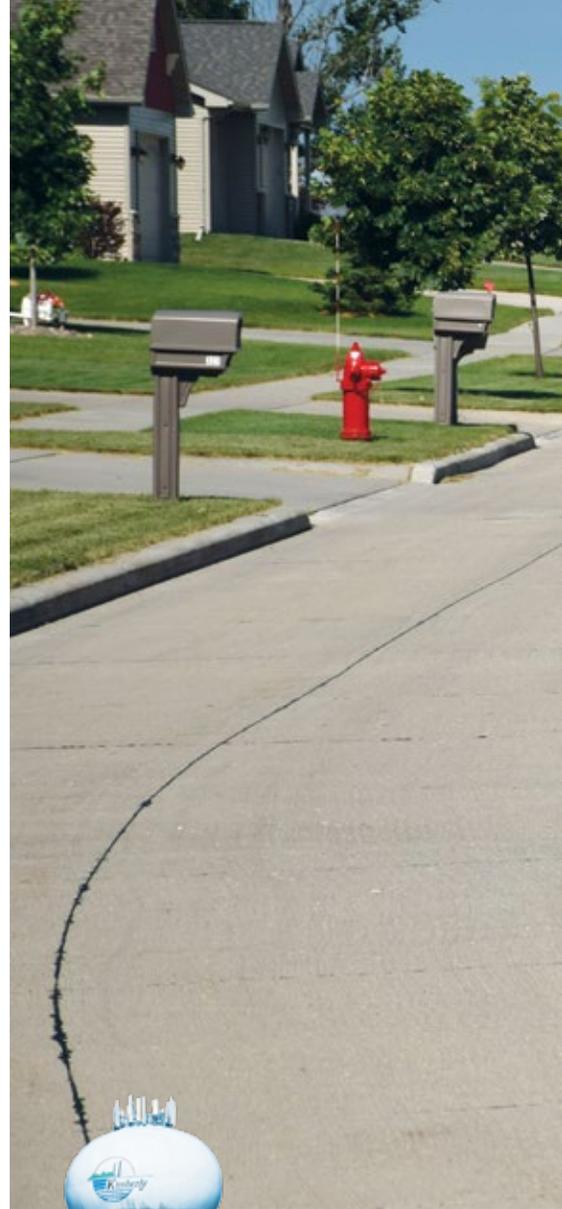
GOING



# CONCRETE

Wisconsin Village Nears 100% Concrete Roadways

*By Sheryl S. Jackson*





KIMBERLY, WI

# PROJECT SNAPSHOT

- » Mid-'80s—Concrete selected for all street reconstruction
- » Homeowners share cost
- » 5-year plan aids in buy-in from residents
- » 1,500 to 2,000 linear feet replaced annually
- » Existing pavement used as base for new

**THE 6,516 RESIDENTS OF** the Village of Kimberly in Wisconsin, a 2.4-square-mile municipality along the Fox River, pay the same fees paid in other municipalities—property taxes, water and sewer bills, and parks and recreation assessments. The difference, however, is that a smaller percentage of tax revenue collected goes to street maintenance, which means more money to enhance parks and other areas that improve the quality of living in Kimberly.

Why the lower maintenance costs? The explanation begins in the mid-1980s when the village was facing the need to repave asphalt streets that had been placed only 20 years earlier. Because Kimberly assesses residents of the street a portion of the cost to reconstruct or repave, and because Kimberly is home to many long-time residents, the feedback was not positive.

“We had one resident who paid for the street 20 years earlier and who said he wanted a street that he wouldn’t have to pay for again,” says Rick Hermus, Village Administrator from 1983 until 2012, and now a senior account executive at McMahon Associates. “The cost of oil was high at the time, which brought the costs of concrete and asphalt closer to each other, but when we looked at the life-cycle costs, we decided not only to use concrete for *this* street, but for all streets in the village.” Presentations to homeowners explaining the benefits of concrete resulted in buy-in from homeowners, as they saw the value of paying for the street every 50 years versus 20 years.

The commitment to concrete for the reconstruction of all streets was made along with a commitment to produce an ongoing five-year

plan for street projects. “The five-year plan lets homeowners know when they will be asked to pay their portion of the street assessment, which means that no one is surprised,” says Brad Werner, P.E., Senior Project Engineer and Associate at McMahon Associates. Werner handles engineering duties for the village. “Every year we reconstruct about 1,500 to 2,000 linear feet of street, and homeowners have been able to plan for that expense.” Real estate agents will even use the information when marketing a home to let potential buyers know when the street is scheduled for reconstruction or to let them know that they won’t be responsible for a more recently rebuilt street.

Typical construction for residential areas is 33 ft back-to-back of curb, 6 in. of non-reinforced

*continues »*

» continued from page 15

concrete and a 6-in. gravel base. Streets in commercial or light industrial areas are 37 ft back-to-back of curb with 8 in. of non-reinforced concrete and an 8-in. gravel base, says Werner. “All streets handle automobile, bus, and truck traffic, but the truck traffic has declined since the local mill closed.”

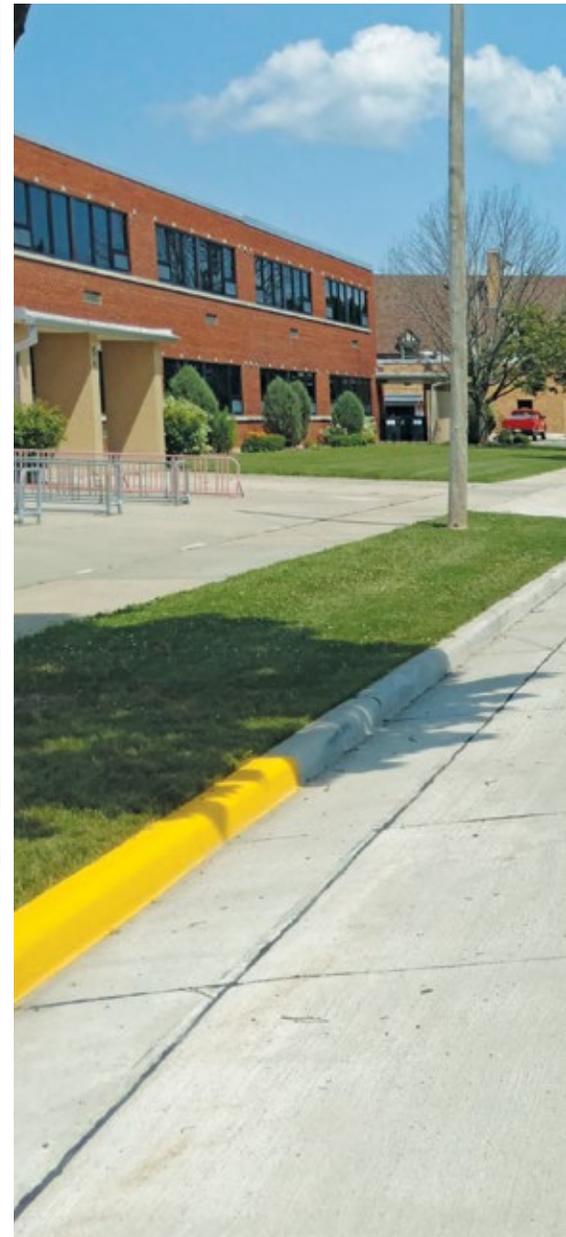
Based on the plans for replacement of streets, the final two asphalt streets will be reconstructed as concrete in 2018, says Dave Vander Velden, Street Commissioner for the village. The streets are part of the redevelopment of the former mill site to a mixed-use development.

“Concrete works well for a number of reasons,” Vander Velden says. “It tends to be cooler in the summer; our primary arteries that handle the greatest volume of truck traffic are very durable; and concrete holds up well to snow plows and salt usage.”

One policy the village enforces is designed to maintain the integrity of the street. “If a utility company must remove concrete to repair utilities under the street, we require them to remove the entire panel, not just cut a small part of the panel and replace it,” Vander Velden explains. “This makes it easier to replace the

concrete without compromising the design of the pavement, and it maintains the aesthetics of the road.”

“The village does a good job planning road replacements and works with utilities to make sure a new 50- to 60-year pavement is not placed over a water or gas line that will need replacement in 10 years,” says Werner. “We also re-use materials by milling and pulverizing asphalt to use as the base of the new road or by crushing concrete for the base when replacing a concrete road. This reduces the expense of the project and reduces the amount of valuable material hauled away.”



One of the keys to Kimberly's success with concrete is homeowner support that comes as a result of proven savings, aesthetics, and durability of concrete, says Werner. "Kimberly made a commitment to use concrete years ago and has managed their policy consistently. This has resulted in concrete streets, sidewalks on both sides of a street to improve walkability, and ongoing maintenance and necessary rebuilding to maintain the well-kept, attractive appearance that is part of the standard of living in Kimberly. ✧



## *Municipalities Benefit from Concrete Technical Assistance*

**THE CITY ENGINEER FOR** small municipalities juggle many things at one time—serving as street supervisor, engineer for all programs, and whatever special projects pop up. This leaves little time for research and evaluation of pavement specifications as well as the comparison of pavement materials.

In Wisconsin, the Wisconsin Concrete Pavement Association has built long-standing relationships with cities, villages and townships that do not have access to expert concrete technical assistance.

"We first have to convince them we are not snake-oil salesman who will promote concrete for all projects. We work with them and recommend concrete only when appropriate," says Kevin W. McMullen, P.E., President of the Wisconsin Concrete Pavement Association. "We will provide specifications that are more appropriate for small to medium city traffic because the Department of Transportation specs are more focused on large, high-volume roads and require more manpower and equipment for quality control."

McMullen and his staff have seen an increasing trend in the use of concrete as small municipalities try to get a handle on life-cycle costs of streets. Their personal approach—meeting with people at public works association meetings and visiting people in their cities—has been an effective way to share the story of concrete. "There is nothing more instructive than getting in the car with a city engineer or street commissioner and driving around their cities. You see what they must handle, and you see how you can help," McMullen says. ✧

# Workshop Focuses on Airport Pavement Specifications

**ACPA RECENTLY COMPLETED ITS** Airport Pavement Workshop in the Detroit metropolitan area. The workshop focused on design, construction of airport pavements. The workshop also provided an opportunity to discuss the Federal Aviation Administration's (FAA's) P-501 concrete pavement specification.

About 60 contractors, owner's representatives, engineers, and agency officials gathered for the three-day training and technology transfer event, held at the Marriott Detroit Metro Airport in Romulus, Mich. The event also included a site

visit, where participants had the opportunity to see the reconstruction of Detroit Airport's runway 4L/22R.

"The workshop provided an opportunity for ACPA members and other participants to interact with the Federal Aviation Administration," said Gary Mitchell, P.E., ACPA's Vice President of Airports and Pavement Technology. "The workshop also gave the participants the opportunity to see how we interact with the FAA, and to see that the agency listens to our suggestions.

"The dialogue was awesome," Mitchell said, adding, "The discussions focused on FAA's expectations, and during the workshop, contractors had the opportunity to talk about challenges in meeting those expectations."

Doug Johnson, Civil Engineer at FAA's Headquarters office, was a presenter in the workshop and readily addressed industry concerns. Johnson is responsible for technical issues related to airport pavements. He also is responsible for

developing the FAA design and construction Advisory Circulars.

The significance of this relationship is that ACPA's voice is being heard, which is especially important now as the FAA is contemplating changes to the P-501 specification. P-501 can be challenging for contractors, but this workshop helped clarify some of the language and also provided the opportunity for participants to discuss key issues and challenges.

Mitchell expressed thanks to the Wayne County Airport Authority, the FAA, Ajax Paving Industries, Inc., an ACPA member, and RS&H for their assistance with and support of the workshop. He also expressed thanks and appreciation to all the instructors and other participants in the workshop.

Mitchell explained ACPA has conducted airport pavement design and construction workshops since 2001, and in recent years, has offered the program about once per year. The workshop has become increasingly popular among contractors, airport sponsors, and engineers over the past few years. ✧



(Left to right) Gary Mitchell, ACPA; Pete Mann, Ajax Paving Industries; and Jerry Voigt, ACPA, take time for a photo prior to the site visit.



Doug Johnson, FAA (left) and Gary Mitchell, ACPA (right), discuss the concrete paving during the Detroit Airport site visit.



One of the workshop highlights was the site visit where participants observed Ajax Paving Industries' work in reconstructing the Detroit Airport's runway 4L/22R.



Participants provided positive feedback on the interactive discussions about the FAA's P-501 concrete pavement specification, as well as the full program on pavement design and construction.



ACPA Chairman Steve Jackson (left) and ACPA President & CEO Jerry Voigt (right) were among the approximately 60 participants in the airport pavement design & construction workshop.



Participants had the opportunity to see Ajax Paving Industries reconstructing the Detroit Airport's runway 4L/22R.

# ACPA Annual Meeting Set for Late November

**THE AMERICAN CONCRETE PAVEMENT ASSOCIATION** is encouraging early registration for its 53rd Annual Meeting on November 29 through December 1, in Austin, Texas.

ACPA is inviting to the three-day meeting all association members and affiliates, as well as others in the concrete pavement industry; transportation agencies; airport owners and owners' representatives; consultants; and others with an interest in concrete pavements.

The meeting will be held at the Hyatt Regency Austin, which is set on Lady Bird Lake. The hotel offers views of Austin's skyline and is located in the heart of the city's vibrant downtown area. Popular attractions in the area include the 6th Street Entertainment District, Warehouse Restaurant District, and South Congress (SOCO) shopping and dining district.

## About the Meeting

ACPA's Annual Meeting promises to be packed with practical and useful information that



The Hyatt Regency Austin, in the heart of the capital city's vibrant downtown area, is the site of ACPA's 53rd Annual Meeting. Photo: Hyatt Hotels Corporation.

represents concrete industry best practices, emerging trends, technical challenges, and more.

The exciting program this year will include task force and committee meetings, where you have the opportunity to help change specifications and standards, influence public policy, and make a positive impact that can benefit your company and others in the industry.

The event begins on November 29 with committee and task force meetings that address current and emerging challenges and opportunities.

The meeting continues on November 30 with ACPA's Strategic Advisory Committee meeting, followed by the general session of ACPA's popular Concrete Pavement University (CPU). CPU is the industry's premier education, training, and technology transfer event. Also scheduled for November 30 is a special session on performance-based specifications, an important and timely topic for industry and agencies/owners alike.

CPU continues on the morning of December 1 with a full day of breakout sessions that cover

*continues »*

## Stephens Manufacturing

### NEW PRODUCT INTRODUCTIONS

#### EMPIRE SERIES STATIONARY PLANT

- Custom Built Portable and Stationary Plants
- All Plants built for seismic calculations of delivery site
- Complete line of material handling and dust equipment available
- Complete line of Ready Mix Reclaims and Slurry Recovery Systems

*Family Owned Since 1957*



**1-800-626-0200**  
**WWW.STEPHENSMTFG.COM**



» continued from page 19

technology, research, best practices, and other pertinent topics. One of the highlights of the CPU session will be a discussion by a senior official from the OSHA Directorate of Standards and Guidance. He will be on hand to talk about respirable crystalline silica and other health and safety issues.

TUE	Breakfast	Chapter/State Committee Meeting	Lunch	Concurrent Task Force Meetings	Break	Concurrent Task Force Meetings	Off-Site Welcome Reception		
WED	Awards Breakfast	Strategic Advisory Committee Meeting	Concrete Pavement University Opening Session	Joint Luncheon w/ Special Guest Speaker	Annual Membership Meeting	Break	Special Session on Performance Specs	Emerging Leaders Board Meeting	Free Evening or Optional Meet-Up Activities
THU	Breakfast W/ Guest Speaker	CPU Breakouts 1 & 2	CPU Breakouts 3 & 4	Luncheon	CPU Breakouts 5 & 6	Break	CPU Breakouts 7 & 8	Gala Reception	27th Annual Awards Banquet
FRI	Optional Recreational Activities								

■ Meeting by invitation only.  
■ Spouses/guests are welcome to register to attend these events.

Graphic above shows an overview of the events scheduled for ACPA's 53rd Annual Meeting. Events shown are subject to change.

Following the day's events, meeting participants will have the opportunity to relax and celebrate with ACPA's Gala Reception, followed by the 27th Annual "Excellence in Concrete Pavement" awards banquet.

In addition to the meetings and awards program, the event promises plenty of networking and other activities, both at the meeting and in the Austin area. Just a few examples include:

- » A welcome reception at Austin's popular "Rattle Inn." The reception atop the rooftop

deck will feature drinks, local fare, tequila tasting, and more.

- » A guest speaker who promises to entertain, dazzle, and inspire us with storytelling shaped by classic and contemporary comedians.
- » A wide range of great restaurants and entertainment spots in Austin's popular entertainment district.

Event and hotel registration, and other details may be found online at <http://2016meeting.acpa.org/>. ✦

Get to the heart of your concrete infrastructure projects.



Trust *Delivered.*

CONCRETE MIX DESIGN · CONSTRUCTION MATERIAL TESTING  
CONCRETE PAVEMENT DESIGN · PETROGRAPHY · CEMENTITIOUS CHEMISTRY

From expansions to I-94 in Minnesota to concrete runways at US Air Force bases in Djibouti, concrete infrastructure is the heart of the design. Our mission is to engineer and deliver creative solutions that improve our world whether it is through Concrete Pavement Design, mix design, construction materials testing, concrete petrography, cementitious materials physical and chemical analysis. We are with you from design to delivery.



**AMERICAN ENGINEERING TESTING, INC.**  
www.amengtest.com  
Find us on LinkedIn, Instagram  
Twitter @AmEngTest\_AET

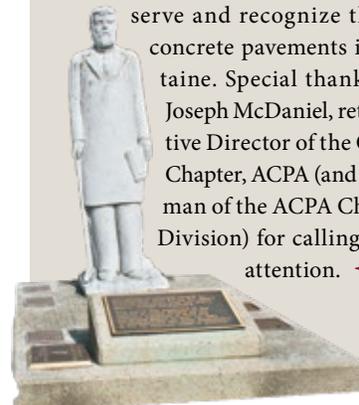
## Addendum

IN OUR 2ND QUARTER 2016 ISSUE, we reported on the 125th Anniversary of the first section of concrete pavement in America. It was placed in 1892 on Main Street in Bellefontaine, Ohio, and by 1994, the remainder of Main Street, as well as Court Avenue, Opera Street, and Columbus Avenue were all paved in concrete pavement.



In the article, we mentioned rehabilitation and preservation efforts since in 1962, the early 1990's, and in 2008, but were recently reminded of the efforts of the Ohio Valley Chapter-ACPA members and others, to preserve the pavement and commission the statue in 1991. Their efforts represent important milestones in the preservation of the original concrete pavements, as well as nice reminders that whether directly or indirectly, all concrete pavements lead back to Bellefontaine.

We owe a tremendous debt of gratitude to all who were involved in the efforts to preserve and recognize the original concrete pavements in Bellefontaine. Special thank also go to Joseph McDaniel, retired Executive Director of the Ohio Valley Chapter, ACPA (and 1993 Chairman of the ACPA Chapter/State Division) for calling this to our attention. ✦



AN OFFER YOU CAN'T REFUSE,  
NO STRINGS ATTACHED



Close to  
our customers

# STRINGLESS

Ready to increase your efficiency, accuracy and profits by going stringless but don't know the best route to take? At Wirtgen, we can offer you stringless slipforming solutions from all of the top vendors, plus our own **Autopilot**, a system that dramatically lowers your costs while increasing your flexibility.

*Now there's an offer you can't refuse, no strings attached.*



ROAD AND MINERAL TECHNOLOGIES

WIRTGEN AMERICA · 6030 Dana Way · Antioch, TN 37013  
Tel.: (615) 501-0600 · [www.wirtgenamerica.com](http://www.wirtgenamerica.com)

# Introducing the GP3, the World's Most Intelligent Paver



[info@gomaco.com](mailto:info@gomaco.com) | [www.gomaco.com](http://www.gomaco.com)

The new GOMACO GP3 is designed for paving up to 30 feet (9.14 m) wide. It features Smart Frame Widening, Smart Leg Positioning, and Smart Steering. You will never need a tape measure again because G+® knows the width of its dual telescoping frame. The operator can take this paver to the transport mode in minutes without assistance. GP3 features G+ Quiet Technology for low-noise comfort and more all-new time-saving features. Our worldwide distributor network and our corporate team always stand ready to serve and assist you. Give us a call for the latest in concrete paving technology.

CONCRETE STREETS AND HIGHWAYS | AIRPORT RUNWAYS | CURB AND GUTTER | SIDEWALKS  
RECREATIONAL TRAILS | BRIDGE DECKS | BRIDGE PARAPET | SAFETY BARRIER | IRRIGATION CANALS  
GOMACO CORPORATION IN IDA GROVE, IOWA, USA | 712-364-3347