



Concrete Matters

Official Newsletter of the American Concrete Pavement Association - Southwest Chapter

July 31, 2011

Welcome to *Concrete Matters*, the monthly publication of the American Concrete Pavement Association -Southwest Chapter. Each month, we will bring you updates on news and events affecting the concrete paving industry in California and Nevada. *Concrete Matters* will keep you up-to-date on the legislative, promotional and technical activities of the ACPA-Southwest Association staff and membership.

You will receive *Concrete Matters* at the end of each month. Remember, ACPA-Southwest is your association working on behalf of the concrete paving industry in California and Nevada. Who else is promoting your workmanship or products?

Remember to support member companies of ACPA!
Interesting in joining our Association? Contact Craig Hennings.

With Debt Crisis Averted, Time to Focus on Infrastructure

 With the debt limit crisis averted, Congress and the Administration should focus on reauthorizing two key legislative priorities: Federal-aid transportation reauthorization and the Federal Aviation Administration program reauthorization, says the American Concrete Pavement Association (ACPA).

"The American Concrete Pavement Association recognizes the efforts of our nation's political leaders in addressing the nation's debt level, but we still remain very concerned with the lack of forward momentum in infrastructure investment," says Gerald F. Voigt, P.E., ACPA President and CEO. "These two bills are essential to enabling state highway and aviation authorities to rehabilitate our nation's highways, airports, and other

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**Webinar Scheduled:
Hot Weather Paving**



Register today for our next webinar, "Hot-Weather Paving - Handling the Dog Days of Summer."

This 60-minute training event is scheduled for Monday, August 15.

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surface transportation systems.

The timing of this message is particularly critical now, Voigt says, because August through early September is traditionally the time when lawmakers adjourn for a month-long recess, during which time most Senators and Representatives will return to their home states and districts.

"The August recess allows voters to reach out to their elected officials to urge them to find solutions to the dire situation the construction industry and our highways and aviation infrastructure are facing," he says. "In addition to the importance of rehabilitating and preserving the nation's surface transportation system, passage of the highway and aviation bills would stimulate economic growth and job creation at a time when both have fallen again.

A Call to Action

"We continue to encourage everyone in the transportation-construction industry to talk to neighbors, colleagues, employees, and peers," Voigt says, adding, "Urge them to take a stand and to tell their elected officials make the transportation bill a priority, as well as find viable, sustainable solutions to find and invest the funds to repair and preserve the nation's highways and airports."

ACPA offers many resources that present information about these key issues, and along with that information, also provides talking points people can use in meetings with, as well as phone and e-mail communications with elected officials.

The resources, along with contact information for elected officials may be found in ACPA's ACPA Legislative Issues Resource Center at <http://www.acpa.org/Legislative/LITF1.asp>.

Courtesy of ACPA

Webinar: Hot-Weather Paving - Handling the Dog Days of Summer



Don't let hot weather slow you down ... or stop your paving operations. Register today for our next webinar, "Hot-Weather Paving - Handling the Dog

Days of Summer," (ACPA Webinar 6-2011). This 60-minute training event is scheduled for Monday, August 15.

The event will be held at 1 p.m. to 2:30 p.m. (Eastern) | Noon to 1:30 p.m. (Central) | 10 a.m. to 11:30 (Pacific). Although this is a 60-minute module, we encourage participants to allow extra time for questions and administrative details.

To register online, please click [here](#). For registration assistance, please contact Debbie Becker at 847.423.8710 or dbecker@acpa.org. (Government employees: You must call or email to receive the special rate.)

COURSE OVERVIEW

This course will help the paving crew and inspection team with some of the important (and often overlooked) details that are vital to constructing concrete pavements during the hottest time of year. This course is a must for inspection personnel, superintendents, foremen, plant operators, saw crew personnel and others on the paving train.

Releases New Case Study on Partial Depth Repair

CPR - REBUILT TO LAST

U.S. Highway 153, Mosinee, Wis.

300-STEP-STEP PARTIAL DEPTH REPAIR: A STANDARD SOLUTION FOR SURFACE DEFECTS

REPAIRING SURFACE DEFECTS is a common concern and costly burden for state Departments of Transportation and municipalities. Many states in the Midwest, including Wisconsin, Illinois, Indiana, Michigan, Ohio, and Pennsylvania, are using the 300-STEP-STEP Partial Depth Repair (PDR) method to address surface defects on highways. The repair process involves the removal of the damaged surface, followed by a series of steps to prepare the subgrade, including grading, compaction, and placement of a concrete base. The final step is the placement of a concrete surface that is finished and cured. The repair process is completed in a matter of days, allowing for minimal traffic disruption.

Quick Repair in Mosinee, Wis.

The Wisconsin Department of Transportation (WisDOT) is using the 300-STEP-STEP PDR method to repair a surface defect on a four-lane divided highway. The repair process was completed in a matter of days, allowing for minimal traffic disruption.

300-STEP-STEP PARTIAL DEPTH REPAIR

- The repair process involves the removal of the damaged surface, followed by a series of steps to prepare the subgrade, including grading, compaction, and placement of a concrete base.
- The final step is the placement of a concrete surface that is finished and cured.
- The repair process is completed in a matter of days, allowing for minimal traffic disruption.

This new case study looks at the Wisconsin Department of Transportation partial depth repair (PDR) on U.S. Highway 153 in Mosinee, which included a mile and a half of repairs on a four-lane divided highway. The work on the highway consisted primarily of concrete pavement partial depth repair and some full depth repair.

At the Highway 153 repair, several benefits of PDR are evident. The biggest advantages are that it quickly restores structural integrity, improves ride quality, and extends the service life of a pavement with shallow problems at joints. Another obvious benefit is the cost. Rather than replacing or overlaying an entire road, an

otherwise structurally sound road can be kept intact and the problem areas repaired.

For more information on this case study, or partial depth repair, please contact Craig Hennings, or visit www.igga.net.

Upcoming Events

August 23 - 10:00am to noon. Caltrans ACPA Southwest meeting to discuss PCCP Smoothness Specifications. Translab, Sacramento

September 8 - 9:00am to noon Caltrans Industry Cast in Place Concrete Pavement meeting, Translab, Sacramento

October 4-6 Rocky Mountain West Pavement Preservation Partnership annual meeting, Peppermill Casino, Reno

November 1 and 3 Nevada Infrastructure Concrete Conference, Reno and Las Vegas

November 29 to December 2 ACPA Annual meeting, Indian Wells, CA (registration open soon)

Sincerely,

Craig Hennings
ACPA-Southwest

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