



Concrete Matters

Official Newsletter of the American Concrete Pavement Association - Southwest Chapter

May 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.

ACPA Perspectives for 2011

Maximum Joint Spacing Calculator

Concrete Thickness (mm):

Layer Immediately Below Surface:

Select Layer Type

- Subgrade
- Unstabilized
- Stabilized
- Existing Asphalt

Maximum Joint Spacing: 0.24 m

Note: The ratio of transverse joint spacing to longitudinal joint spacing should not exceed 1.5

[English](#) [Visit ACPA Website](#)

The ACPA has several new Perspectives and products now available on key issues for 2011. These positions provide guidance for members based on the association's research.

In the *ACPA Position on Transportation Authorization*, ACPA supports a well-funded, and robust multi-year surface transportation program to meet the critical structural and preservation needs. Key elements of the position include: urging Congress to enact a surface transportation bill now, and urging Congress to address an increase

in the federal motor fuels tax, which should be indexed to the Consumer Price Index. Lastly, ACPA is urging members to write, call and email the President, as well as elected U.S. Senators and Representatives, to approve a robustly funded, multi-year surface transportation bill with the appropriate CPI-indexed federal motor fuels tax increase.

Pavement Preservation is the ACPA document supporting the use of sound concrete pavement preservation activities. ACPA advocates

In This Issue

- ACPA Releases...
- Caltrans Change NGCS
- Upcoming Events
- ACPA iPhone Apps

ACPA iPhone Apps

General Properties

Typical Section | Thin Section

28 Day Strength (psi):

Air Entrained / Exposure:

No | Mild | Moderate | Severe

Exposed to Sea Water: ON

Concrete Slump:

[Change Selection](#)

General | Coarse | Fine | Cement | MIX

ACPA recently announced the release of Apple iPhone concrete pavement design apps. Visit the iTunes App Store for purchase information.

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addressing the definition of pavement preservation to provide better clarity for agencies and legislators. The current incongruity of the use of the term "pavement preservation" runs the risk of impacting how future funding may be interpreted and used, and more specifically, may disallow technically and economically feasible strategies. ACPA believes that a much broader concept of roadway preservation needs to be promoted to and adopted by, legislators and policy makers to avoid any confusion or misunderstanding about the purpose of any funding dedicated to preserving our highway network.

In *Mechanistic-Empirical Pavement Design Guide* ACPA encourages fair trade between pavement industries in surface transportation infrastructure and rehabilitation. One of the keys to achieving fair competition between pavement industries is through the use of state-of-the-art technology in pavement design. In April 2011, the American Association of State Highway and Transportation Officials (AASHTO) released DARWin M-E as their latest technological advancement in pavement thickness design. ACPA affirms that mechanistic-empirical design is the most comprehensive, scientific approach to developing comparable designs available at this time and DARWin M-E -when calibrated and used with properly selected design inputs-will produce more accurate pavement performance predictions and reduced occurrences of over- or under-design than AASHTO's previous thickness design guides.

The *Liveable Communities* initiative is a federal program which aims to help cities plan for and create better and more affordable places to live, work, and raise families. ACPA believes that the association and the concrete pavement industry can best support the initiative by working cooperatively to support the overall program goals. These goals include cover transportation choices and growth, community development, and improving quality of life through use of the best practices in concrete construction to safely build and rehabilitate the nation's highways and roadways.

The *International Grooving and Grinding Association (IGGA)/ACPA Dowel Bar Retrofit (DBR) Plan Sheet* consists of illustrations adapted by both IGGA and ACPA as the standard plan for DBP for cement concrete pavement. The drawings were adapted from Washington State Department of Transportation standard plan A-60.20-01. The illustrations include the plan view for DBR for one-way traffic and two-way traffic. A dowel bar placement detail is also shown.

ACPA released five new Apps for iPhones and iPads. The new Apps cover topics of mix design, pavement area and volume calculator, Modulus of Subgrade Reaction calculator, a staking interval calculator, and a maximum joint spacing calculator. The Apps are available for purchase from the iTunes Store.

The above papers are available by download from ACPA. For more information or a copy of these products, go to www.acpa.org or contact Craig Hennings.

Changes at Caltrans



Malcolm Dougherty was appointed as the Acting Director and Chief Deputy Director of the Department of Transportation on May 17, 2011. As Chief Deputy Director, Mr. Dougherty advises and assists the Department Director regarding all aspects in the policy and operation of the Department of Transportation. He represents the Department in meetings, hearings, boards, commissions and committees and has responsibility related to the overall operation and management of the Department.

Prior to this appointment, Mr. Dougherty served as the District Director, District 6/Central Region. As the District Director, he was responsible for Planning, Project Management, and Maintenance for the five counties within District 6, as well as the Capital Project Delivery Program for the four Districts in the Central Region: Districts 5, 6, 9 and 10. Malcolm has

worked for the Department of Transportation for approximately 20 years. His career includes management positions in Design, Project Management, Maintenance, and Traffic Operations.

Richard Land, former Chief Engineer and Deputy Director for Project Delivery, as named Chief Deputy Director (acting).

International Grooving and Grinding Association Releases Case Study on Next Generation Concrete Surface Grinding



In this new case study, the King County Department of Transportation decided to use this new technique on Avondale Road Northeast in Redmond, Wash. The Next Generation Concrete Surface (NGCS) application was used since it is a long-lasting, economical, noise reducing surface for concrete pavement. The diamond saw-cut surface is designed to provide a consistent

profile absent of positive or upward texture. NGCS is a "manufactured" surface, so it is more consistent and predictable than most traditional surfaces. Noise reduction has been noticed since NGCS was installed, with a number of compliments from local residents.

For more information on this case study, diamond grinding or the repair of concrete pavements, please contact Craig Hennings, or visit www.igga.net.

Upcoming Events

June 7 - Nevada DOT ACPA Southwest Quality Concrete Pavement Committee meeting, NDOT Maintenance Office, Carson City

June 9 - Caltrans ACPA Southwest Cast In Place Concrete Pavement meeting, 9:00 to 12:00. Translab, Sacramento

June 9 - Caltrans Quiet Pavement Committee meeting, 1:00 to 2:00, 1001 R Street, Sacramento

June 15 - PreCast Concrete Pavement Open House, San Ramon, CA. Limited space available.

Sincerely,

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ACPA-Southwest

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