

2008 In Review

An Exceptional Year

2008 is an exceptionally good year for ACPA/SW. To date, it has been a busy time for those of us in the concrete pavement industry in that we are wearing a number of hats: including a "green" one. Your ACPA/SW professionals are participating in all manner of concrete pavement programs. We are forwarding national information and educational materials to the appropriate agencies, departments, local governments and policy staff throughout the Southwest. The ACPA/SW planning for 2008 is now being implemented in a myriad of concrete pavement projects and programs that we envisioned.

2008 has brought numerous changes for the concrete pavement industry in California and Nevada. We have renewed relationships with New Mexico. We enjoy participation from a contractor representative with its headquarters in Arizona, the Sundt Corporation. For your new Executive Director for ACPA/SW---me---there is change. As your new Executive Director, I have moved to increase our visibility in California and Nevada governments. We have opened new relationships with management at Caltrans and N-DOT, and it has been a pleasure to develop working relationships with Director Will Kempton and Director Susan Martinovich. We have created opportunities to meet with Caltrans districts, N-DOT districts, regional transportation agencies, and local governments. Concrete Matters is back on a quarterly schedule. We have committed to an ad campaign on behalf of our members. We have three local agency conferences planned in California for 2008. We have organized 2 statewide Nevada Infrastructure Conferences on October 28 (Reno) and October 30 (Las Vegas). In addition we have two statewide California Concrete Pavement Workshops planned: September 30 (Ontario) and October 2 (Sacramento).

For Caltrans, there is change. The "new Tom Pyle" is an engineer named Craig Hennanian. Yes, it is "Craig H." and "Craig H." working together on the technical issues for Caltrans in reference to concrete pavement. Confusion? We hope not! This is all part of a new team working together for quality pavement, excellent constructability and long-life concrete pavement solutions.

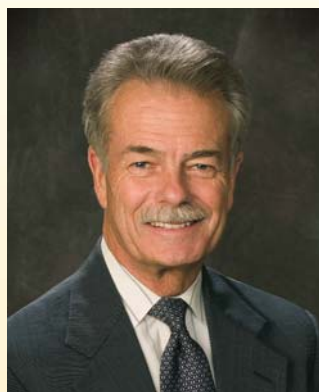
More change for Caltrans: the new Division for Pavement Analysis is now underway. Director Will Kempton charged Gene Mallette with the mega-project of putting design, maintenance, and constructability issues regarding pavement decisions under one umbrella. This change is to enhance Caltrans knowledge of its pavement system while increasing opportunities for best practice pavement solutions including life-cycle costs, sustainability, and the rest.

We have a membership drive underway. After all, ACPA/SW is clearly a member-driven organization. We have introduced additional lines of communication with our members. We continue to refresh and update our Web site. Therefore, I am only as far away as an e-mail or telephone call. We rely on your participation, your input, your relationships and your recommendations. After all, as we represent concrete pavement, we represent you: our exceptional members and professional associates.

2008 is a new leadership year for ACPA/SW. Thank you for being part of the ACPA/SW extended family.


Craig Hennings
Executive Director

Kempton brings broad experience to Caltrans



Will Kempton, Director of Caltrans

Appointed by Governor Schwarzenegger in November 2004, Will Kempton is responsible for managing the day-to-day operations of California's state transportation system, including more than 50,000 lane miles of state. He oversees an annual operating budget of more than \$13.8 billion, 22,000 employees, and \$10 billion worth of transportation improvements under construction.

Will Kempton began his career in transportation with Caltrans in 1973. He held management positions in the area of finance and the director's office prior to being appointed as Assistant Director in charge of Legislative and Congressional affairs. In these positions, Mr. Kempton developed a broad understanding of transportation programs and policies at all levels of government. He is particularly knowledgeable in the area of transportation finance and legislative point of view.

Mr. Kempton translated his knowledge of transportation programs into the production arena during his employment as executive director of the Santa Clara County Traffic Authority. The sales tax program he managed is widely viewed as one of the most successful ever undertaken in the state, resulting in the delivery of nearly one billion dollars in highway improvements in less than 10 years. During that time Will Kempton mobilized California's sales tax programs into an effective coalition of "self help" counties. Selected by his peers to head this group, he marshaled a confederation of agencies and successfully lobbied Caltrans and the state Legislature for the creation of a state-matching program for locally funded projects. To date, the state/local partnership program has provided more than \$1.5 billion in matching funds for local transportation projects. This creative approach to achieving favorable objectives and the ability to build interest group consensus characterize Mr. Kempton's management style.

Over the course of his career, Mr. Kempton has developed extensive contacts throughout the transportation community at all levels of government and has been able to use these contacts effectively to accomplish a variety of objectives. For example, his professional relationship with then Congressman Norman Mineta, former Chair of the House Transportation and Infrastructure Committee, and subsequently Secretary, U.S. Department of Transportation, was extremely helpful in securing federal grants to support projects such as the completion of the Measure A program in Santa Clara County.

Director knows NDOT from the bottom up



Susan Martinovich, Director of NDOT

While Nevada Department of Transportation's Director worked her way up the ladder starting as a rotation engineer, she became familiar with the operations of NDOT. Twenty-three years later Susan Martinovich was named Director of NDOT in 2007. In this position, she is now responsible for the daily operations of the department that has an annual operating budget of \$674 million and 1,700 employees.

Prior to her appointment as deputy director/chief engineer in June 2003, she held a variety of positions within the department. After her initial experience as rotation engineer she then moved to the bridge division where she took charge of the design of several structures throughout the state. After six years, she was promoted to the design division, where, as principal design engineer, she led the early development of many of the major new freeway projects currently under construction. After six years, she was promoted to the director's office as assistant director of engineering. In this position, Ms. Martinovich was responsible for all of the pre-construction engineering divisions, including design, bridge, traffic, safety, right of way, location, and environmental.

Ms. Martinovich is also involved in national activities in the areas of project management, safety, and research. She is actively involved in the American Association of State Highway Transportation Officials, and currently serves as vice-chair for the Standing Committee on Highways and vice-chair of the Standing Committee on Highway Traffic Safety. She is also a member of the Standing Committee on Research and the Leadership and Engineering Management Committee. She is a member of many Transportation Research Board committees, including the Oversight Committee for SHRP-II, which will oversee the national research activities identified in SAFETEA-LU.

Ms. Martinovich has a bachelor's degree in civil engineering from the University of Nevada, Reno, and is a licensed professional engineer in Nevada and California.

REVITALIZING MAIN STREET

The term, "Main Street U.S.A.," for some people may conjure up images of a simple life in idyllic cities and towns. Maybe it's the memory of a 4th of July parade, a Saturday movie, or a trip to your favorite store, but chances are you have your favorite Main Street memory.

Unfortunately, Main Streets in many cities and towns suffered as Interstate highways led more people to live, work, and play in suburbs than downtown. The good news is that many forward-thinking public officials, business owners, and others are increasingly revitalizing downtown areas. Revitalization projects are drawing more people to downtown areas, and in turn, sparking economic growth and a renewed sense of interest and community pride.

Concrete pavements are increasingly playing an important role in these revitalization projects, largely because of their inherent economic, performance, and sustainability benefits.

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Concrete pavements are proving to be the right choice for a growing number of towns aiming for either a fresh, new look or restoring a vintage look and aesthetic sense.

California Concrete Pavement Workshops

ACPA-SW exceeded its conference goals at California Concrete Pavement Workshops held in Ontario, CA, September 30 and in Sacramento, CA on October 2. Thanks to Conference sponsors, Caltrans, FHWA, and UC Berkeley's Tech Transfer Center for their outstanding assistance and support. Thank you also to those private industry companies, Sundt, Bartholomew Construction Co., R. & L. Brosamer, and Mitsubishi who sponsored breakfast, lunch, and refreshments. A big vote of thanks to all of you who participated: exhibitors, registrants, and conference leaders.

National transportation policy, political and technical issues were discussed by Dr. Adrian Moore, Greg Cohen, and Jerry Voigt, Executive Director of ACPA, Skokie, Illinois.

Nationally recognized leaders, Steve Healow, FHWA, and Leif Wathne, ACPA, Washington, D.C., talked "green" and "sustainability".



Jim Tunney, luncheon speaker and Craig Hennings, ACPA-SW Executive Director



Workshop attendees

Dale Harrington presented technical information in "Integrated Materials and Construction practices (IMCP)", and Patrick Bowers, Georgia DOT, reviewed "One Lay Inlay Overnight", while Hector Romero, Caltrans, provided updates on Spec 40. Casey Holloway and Karl Smith shared "What's New in CPR." Kirsten Stahl got rave reviews for her "Partial and Full Depth

Repair." New technology was the focus in Sabrina Garber's "Compass Job Specific Mix Optimization," and in Greg Ogle's "Concrete Recycling Equipment." Breakout session moderators included Tom Tietz, Dick Moore, Gene Mallette, and Carolyn Ewing.

There were no participants sleeping during the featured lunch speaker, retired NFL Referee Jim Tunney's motivational session! Even if football isn't your "game," there was a positive message in each of Jim's sports experiences.

ACPA-SW has planned similar workshops for 2009. We have compiled the survey results, and we look forward to implementing several of the well thought out recommendations.

Get updated information about dates and venues for next year's workshops through Concrete Matters or send Craig Hennings an e-mail: chenning@pavement.com.

Concrete Pavement is 'Green' and Sustainable

In public works we are faced with challenges, not least of which are how shall we meet the growing needs of our population. Do we have the ability to provide information, develop new technologies, and find enough funding for the mega projects to meet the needs of a growing society?

Growth has introduced a complexity to problem solving. Sustainability, environmental concerns, and being 'green' have entered into the equation. We don't act due to protracted and often invisible, environmental questions and we delay public works through entangled, protracted, "task forced" coalitions, collaborations, new authorities, and strident ballot measures.

We know that all sides need to be considered. Of course we are good stewards of the work we do. We build our projects thoughtfully, skillfully. We build them to withstand Mother Nature. We re-build them quickly and efficiently during emergencies.

It is no secret that California is leading the nation in "going green." Governor Schwarzenegger's signing of Assembly Bill 32 in 2006 set air quality and transportation squarely at a small negotiating table together. Progress is being made, and the desires and requirements of California's Air Resources Board are finding answers among the giant suppliers of public works and private works throughout California. Somewhere between economic common sense and environmental concern lie our solutions. Many experts are working on this, and we have faith in their abilities. However, it would prove to be an international economic tragedy if California achieved air purity through stopping one of its major industries. The unintended consequence could be that cement and materials used for long-life pavement would have to be purchased from China. This is more than "shooting oneself in the foot." Such a disastrous unintended consequence would be more like an arrow through the heart of California's expectation for a good quality of life and a prosperous future.

Concrete is made for "green." Concrete pavement offers solutions to "going green." Sustainability comes to mind: it lasts forty years and more. Just check sections of the interstate highway system. Some of these highways have been in service longer than forty years. These highways continue to function well. Concrete pavement, constructed correctly, is an amazing material. We don't have to re-invent success. Concrete pavement has better reflectivity. It is more visible in rainstorms and at night. It provides greater stopping power. It reduces fuel costs. It can be a quiet pavement, a pavement made without petroleum, and a pavement free of maintenance for twenty or more years. Cement can be, and is, produced through burning old rubber tires. The smokestack effect is breathable and meets stringent air quality standards. In other words, the junkyard rubber tires are burned into crispy critters rather than having to resort to coal burning use. Thus, the burnt tires are eliminated forever. There's no need to think of re-cycling them. They don't exist anymore. What's not to appreciate about concrete pavement and "going green?"

As we meander through this tortured State budget process for 2008-09, we are thankful that transportation funding is generally being left to do transportation projects and programs. The fear remains: Will we get every dollar possible for our aging California highways? Will we be able to improve interchanges, add truck lanes, complete major bridge spans, and complete corridor links? The bonds have given us every opportunity to succeed. We don't need to be questioning known solutions as much as we need to be acting upon them.

Submitted by Carolyn Peirce Ewing, Government Affairs Director

Officials Choose Concrete for Critical Commerce Rehabilitation

For officials looking to revitalize the Biggest Little City in the World's downtown shopping district, the solution was simple - **concrete pavement**.

Concrete pavement's versatile range of decorative and safety features at a cost-efficient price, made it the most appealing option for Reno, Nevada's version of Main Street U.S.A. The end result is a transformation that has revitalized shopping and visiting downtown Reno using concrete pavement.

The Virginia Street Improvement Project involved a complete reconstruction of the thoroughfare, from the north side of the Truckee River through 2nd Street. Concrete enhancements included:

- Approximately 18,300 sq. ft. of colored concrete pavement (jointed)
- Approximately 2,600 sq. ft. of colored and stamped concrete pavement (reinforced) at the 2nd Street intersection (see related story)
- Approximately 5,900 sq. ft. of colored and stamped concrete pavement crosswalks
- Approximately 26,600 sq. ft. of colored and stamped concrete pavement sidewalks and driveways.

CONCRETE LASTS LONGER

However, the City didn't choose concrete pavement for aesthetics alone. "We went with concrete because it lasts longer," Mayor Bob Cashell said. ACPA recently recognized the City of Reno for its vision and leadership on the project, one of four major downtown improvement projects to be done in concrete pavement. Recently, the Association presented the city with its prestigious "Main Street U.S.A." recognition award for rehabilitating this key area for tourism and commerce. Specifically, this project "represents the intrinsic versatility of concrete pavement," said Scott Haislip, ACPA's Director of Streets and Roads, in presenting the award.

For more information on this and other Main Street, USA-winning projects, contact Scott Haislip, (219) 922-8104.

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Reno chose decorative concrete pavement for a much-needed facelift for its downtown shopping district. (Photo: Granite Construction)

ABOUT THE AWARD ...

The "Main Street U.S.A." award is presented to U.S. municipalities or counties whose commitment to constructing, rehabilitating, or reconstructing streets or roads falls within a larger strategy to beautify or enhance the aesthetic features of an area through the innovative or creative use of concrete pavements. Special consideration is given to projects that result in the revitalization of business or commerce; tourism; attendance of natural or man-made attractions; and other considerations by the Association's management in terms of enhancing the quality of life in a city or county.