



STATE MATERIALS OFFICE

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MEMORANDUM

DATE: March 18, 2004

TO: Rigid Pavement Committee Members and Attendees

FROM: Tom Byron

COPY: Bouzid Choubane, Tom Malerk, Bill Albaugh, Freddie Simmons

SUBJECT: Rigid Pavement Committee Meeting Minutes (March 17, 2004)

1. The agenda for this meeting can be found on page 4. The agenda was followed as shown with the exceptions that the first two items following introductions were swapped and the agenda item addressing the 354 spec was incorporated into the discussion of the Rigid Pavement Design Manual changes.
2. Introductions were made around the room. The attendees and contact information can be found on page 5.
3. Peter Kopac, FHWA Research Highway Engineer, gave a short brief on specification types and history.
 - a. Three types of specifications: Method, Quality Assurance, Performance
 - b. Optimum specifications would ultimately be based on life cycle cost analysis and methods since reducing the life cycle cost is the same as optimizing performance for the owner.
 - c. Current information on life cycle cost analysis from the FHWA can be found at www.tfsrc.gov
4. Greg Graden from JEA (CEI) and Nick Wolf from McCarthy Improvement (paving contractor) gave a presentation on the SR 9A/US1 and I-95/I-295/SR 9A Interchange projects.
5. Toured the part of the project that included the Performance Related Specification PCCP.
6. David Wang from the State Construction Office gave an update on the 355 Value Added PCC Pavement specification. This specification is now in the January 2004 Workbook. He also briefed the latest asphalt counterpart to the 355 and current efforts to revise the asphalt spec to an eight year period.
 - a. Initiating efforts to make a 10 year PCC spec was suggested with a counter suggestion that future PCC efforts should use the same time frame (8 years) as asphalt to make any future head-to-head competition easier to evaluate by the Department.
 - b. The fact that PCCP rehab / slab replacement work is in the current 355 specification was discussed thoroughly. Should rehab work be included in the 355? Should it be a stand alone spec? Should it be in

a warranty-type spec at all?

c. A task team was formed to first address the issue of PCCP rehab / slab replacement in the 355 and then to begin work on extending the time frame (modifying the deficiency table) for PCC pavement. Task team volunteers are:

Name	Organization	Email Address	Phone Number
Tom Byron	FDOT, Pavement Evaluation Section	tom.byron@dot.state.fl.us	352 955-6314
Jamshid Armaghani	FCPA	jamshic@bellsouth.net	352 336-1161
Greg Schiess	FHWA	greg.schiess@fhwa.dot.gov	850 942-9650 x3023
John Barker (POC for District 1/7 volunteer)	FDOT, D1/7 Materials	john.barker@dot.state.fl.us	863 519-4201
Roger Schmitt (POC for District 5 volunteer)	FDOT, D5 Materials	roger.schmitt@dot.state.fl.us	386 740-3469
Emmanuel Uwaibi	FDOT, Pavement Design	emmanuel.uwaibi@dot.state.fl.us	850 414-4372
Wouter Gulden	ACPA – SE	wgulden@pavementse.com	678 546-1825
David Wang	FDOT, State Construction Office	david.wang@dot.state.fl.us	850 414-4152
Robert McCord	APAC Ballenger Paving	rwmccord@ashland.com	864 380-2598
Charles Ishee	FDOT, Structural Materials	charles.ishee@dot.state.fl.us	352 955-6668

d. Tom Byron will contact John Barker and Roger Schmitt to get District “volunteers” and will then contact all team members to set up an initial meeting.

7. Emmanuel Uwaibi, State Pavement Design Engineer covered the significant changes to the Rigid Pavement Design Manual.

a. This also included discussion of partial depth repair and the 354 Patching PCC Pavement spec. The potential issue concerning the 354 is that it is not incorporated in current design or spec packages so no partial depth repair of PCCP is allowed. However, the committee agreed this was the proper course of action so the 354 will continue to be left out and no further action will be taken concerning patching PCCP.

b. It was suggested that a task team be formed to look at new ideas and innovative designs for PCC pavement. This would include both full depth as well as composite (concrete overlay) type paving. This will be addressed in item 9. below.

c. Bruce Dietrich, State Pavement Management Engineer, put out an invitation to the committee for participation in the three year effort to evaluate the AASHTO 200x Design Guide for PCCP in Florida.

8. A general discussion was held concerning life cycle cost analysis (LCCA) and the Department’s pavement selection procedures.

a. It was suggested that a task team be formed to look at current LCCA practices in Florida and elsewhere. This team would also look at the current pavement selection practices.

b. The Pavement Type Selection Manual can be found on Pavement Management’s website: <http://www.dot.state.fl.us/pavementmanagement/pcs/Pavement%20Type%20Selection.pdf>

c. A task team was formed to study both new and innovative PCC design methods mentioned in item 7b. above, as well as to look at LCCA and pavement selection methods. Task team volunteers are:

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Jamshid Armaghani	FCPA	jamshic@bellsouth.net	352 336-1161
Tom Byron	FDOT, Pavement Evaluation Section	tom.byron@dot.state.fl.us	352 955-6314
Greg Schiess	FHWA	greg.schiess@fhwa.dot.gov	850 942-9650 x3023
Mike Bergin	FDOT, Structural Materials	michael.bergin@dot.state.fl.us	352 955-6666
Emmanuel Uwaibi	FDOT, Pavement Design	emmanuel.uwaibi@dot.state.fl.us	850 414-4372
Tim Ruelke	FDOT, D2 Materials	timothy.ruelke@dot.state.fl.us	386 961-7730
Wouter Gulden	ACPA – SE	wgulden@pavementse.com	678 546-1825
John Barker	FDOT, D1/7 Materials	john.barker@dot.state.fl.us	863 519-4201

d. Dr. Armaghani will contact all team members to set up an initial meeting.

9. Status of the 354 spec was covered in the Design Manual discussion.

10. Tim Ruelke, John Barker and Roger Schmitt, District Materials Engineers for Districts 2, 1/7 and 5, respectively, gave very informative briefs on the ongoing and upcoming PCC paving projects in their districts. This included full depth and concrete overlay.

a. Tim explained that he felt PCCP is fully considered when it comes to new construction or widening type projects but that there are two issues that hamper the use of concrete as an overlay in rehab work. The first is the fact that the budget is initially established using an asphalt overlay cost versus the higher concrete overlay cost. The second issue deals with MOT. This includes both the safety issue of big drop-offs and the problem of allowing adequate turning capability across lanes for things like business access.

b. Will Lyons from D2 Construction explained an upcoming project that may lend itself very well to concrete overlay – assuming some of the issues mentioned above could be satisfactorily worked.

c. Dr. Armaghani has the task of contacting Will to get further details on the project. Dr. Armaghani will then contact committee members, as needed, to assist in the problem solving.

d. John suggested that it would be a very useful tool if there was a single source of examples and methods that others have used to solve or work around the problems discussed above. This is a potential starting point for the task team formed above.

11. Mike Bergin and Tom Byron gave a short brief on the current slab replacement research project and the upcoming overlay research project. Both of these are part of the Department’s accelerated pavement testing efforts using the Heavy Vehicle Simulator.

12. Dr. Armaghani explained the upcoming Southeast Concrete Alliance Network (SCAN) Forum scheduled for April 6 and 7 in Orlando.

13. The meeting was adjourned at approximately 3:30.

Rigid Pavement Committee Meeting
 3/17/2004
 Ramada Inn, Jacksonville

Agenda

Time	Topic	Chair
9:00-9:05	Introductions	Tom Byron, FDOT State Materials Office
9:05-9:30	I-95/US1 Interchange project brief.	Greg Graden, JEA and Patrick Smith, McCarthy
9:30-10:00	FHWA comments on I-95/US1 Interchange project performance.	Peter Kopac, FHWA
10:00-11:30	Tour of project.	Greg Graden, JEA
11:30-12:00	Status of guarantee type specifications.	David Wang, FDOT Construction Office
12:00-1:00	Lunch	
1:00-1:30	Update on Rigid Pavement Design Manual changes.	Emmanuel Uwaibi, FDOT Pavement Design Office
1:30-2:00	Discussion of current LCCA methods and procedures.	Open discussion
2:00-2:30	Status of the 354 (Patching PCCP) spec.	Open discussion
2:30-3:00	Update on current and future PCCP projects.	District representatives – as available
3:00-3:30	Update on FDOT PCCP research projects.	Tom Byron, FDOT State Materials Office
3:30-3:45	SCAN Forum.	Dr. Armaghani, FCPA
3:45-4:00	Open forum.	All

March 17, 2004 Rigid Pavement Committee Meeting Attendees

Name	Organization	Email Address	Phone Number
Tom Byron	FDOT, Pavement Evaluation Section	tom.byron@dot.state.fl.us	352 955-6314
Bruce Dietrich	FDOT, Pavement Management	bruce.dietrich@dot.state.fl.us	850 414-4371
Dana Moran	SAC	dbmoran@vcsmc.com	904 981-9184
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Jack Banning	FLAI	flai@nettally.com	850 942-0781
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Keith West	FDOT, D1 Materials	keith.west@dot.state.fl.us	863 519-4264
Richard Frank	FDOT, D7 Materials	richard.frank@dot.state.fl.us	813 871-7895
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Duane Brautigam	FDOT, Specs Office	duane.brautigam@dot.state.fl.us	850 414-4130
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