



# ACPA Pennsylvania / PennDOT Concrete Pavement Bus Tour/Meeting

Pittsburgh, Pennsylvania, August 5 & 6, 2015



## Minutes

The 2015 PennDOT/ACPA Pennsylvania Chapter concrete pavement bus tour and follow-up meeting was held August 5 & 6, 2015, in Pittsburgh, PA.

On Wednesday the 5th, welcoming remarks were made by District Executive Dan Cessna. An overview of the day was provided by Jim Foringer, Bill Kovach, Rich Jucha, and John Becker. The tour covered several active paving operations including the Carson Street viaduct/pavement project, the US-376 Parkway West patching project, the Route 50 unbonded concrete overlay (all in Allegheny County), and the reconstruction of I-70/US-119 in Washington County.

The tour included commentary by PennDOT, the Turnpike, and industry personnel on several projects/corridors constructed with concrete, including several sections of mainline and two interchanges including one roundabout on I-376 constructed with limestone, river gravel, and/or slag aggregate, the Turnpike/I-576 Findlay Connector, US-22 in Allegheny County, the SR-65/I-79 Interchange, the Port Authority/City of Pittsburgh Warrington Avenue unbonded concrete overlay project, PA-28 concrete pavement and the I-579 bridge deck latex overlay, several sections of I-79 in Allegheny County, the Meadowland Interchange in Washington County, and the longevity award winning section of I-79 in Washington County. A tour of the concrete batch plant on the SR-50 project was also included as part of this day's events.

The ACPA Pennsylvania Chapter and PennDOT Central Office would like to acknowledge our appreciation of the PennDOT's Engineering District 11-0 staff for their willingness and hospitality in hosting this event. We would also like to acknowledge PennDOT District 12, the Turnpike, the Port Authority of Allegheny County, as well as all the construction and consultant companies for their cooperation in making this year's tour very successful.

On Thursday, August 6<sup>th</sup>, a group meeting was held where the following items were discussed:

- A recap of the tour was made by Jim Foringer and Bill Kovach
- Several presentations were made, including:
  - Concrete overlay design (Dr. Mark Snyder)
  - Stringless paving (Dave Scullo)
  - National Concrete Consortium updates (Neal Fannin)
  - SR-50 testing of interlayers for unbonded concrete overlays (Dr. Julie Vandenbossche)
  - Slag aggregate updates (Bob Horwhat)
  - Subbase Warranties (Steve Koser)
- A roundtable on lessons learned was led by Joe Robinson and John Becker. Fielding of questions/topics were solicited from the participants anonymously using index cards. The list of Concrete Pavement Quality Improvement priorities, Transportation Quality

Improvement priorities, and Pavement Advisory Group priorities were cited and it was noted that those topics in will be discussed in priority order, time permitting. Questions from the audience included:

- The need for keyways. Most states have abandoned their use in lieu of additional tie-bar reinforcement per FHWA technical advisory recommendations. Becker & Robinson will follow-up with the CPQI Committee.
- The benefits and concerns of longitudinal tining versus transverse tining. Several Districts and the Turnpike had piloted several years ago longitudinal tining; it has become the preferred texture of choice for high speed facilities because it eliminates noise issues. Spacing must be ¾ inch or less or low weight vehicle tracking becomes an issue.
- Joint sealing and resealing. Hot pour is the standard joint sealing material; some Districts felt that neoprene provided better seals but that installation and or a “one-size fits all” approach led to mixed performance. Resealing is done generally once every 15 years; the pavement policy manual indicates that this cycle is much less.
- The participants were encouraged to take a good look at the proposed LLCP draft specifications that will soon be out for Clearance Transmittal comment.
- Alkali silica reactivity was raised by one attendee. The Department has been testing aggregates over the past two years to assess the reactiveness of aggregates. More work on this topic is underway under the auspices of the ASR Pro-Team. It was noted that PP-65 is referenced in the Long-Life Concrete Pavement specifications that are out for clearance transmittal. Very few participants were aware of the PP-65 details and some were not aware of any ASR issues in their part of the state. Much discussion followed.
- Concerns were raised regarding the amount of bleed water present on one of the projects visited the previous day; concerns were raised by some that high levels of replacement of portland cement with granulated slag may result in even more concerns about bleed water.
- District 11 will be piloting a Nextgen concrete pavement surface.
- Concerns about diamond grinding concrete pavements constructed with vanport aggregates was raised.
- Workmanship on CPR projects was raised. Inspection efforts in District 12 have been ramped up to test for proper encapsulating of dowels with epoxy. Additional training for full-depth concrete patching work will be discussed at the next CPQI Committee meeting.
- A general need for more just-in-time training was raised and that there are merits to having more Department/industry training events.

Discussions were concluded at 12:15 p.m. Becker and Robinson thanked Districts 11 & 12, the presenters, and all attendees for their participation. A follow-up survey will be provided all attendees to capture additional feedback and concerns and to gauge the merits of this event. Action items will be developed by Robinson and Becker and established in consultation with the Concrete Pavement Quality Improvement Committee at their October 13 meeting.

An optional tour of the Carpenters Training Facility was offered meeting attendees at the conclusion of the meeting.

Minutes prepared August 21, 2015 by John M. Becker, P.E., ACPA Pennsylvania Chapter.