Notes From The Director

Last week I had the pleasure of conducting my first meeting as the executive director of PCANY and I want to thank everyone who came out for what turned out to be a productive discussion on a number of topics. I appreciate feedback from our members as it gives me direction on where to best concentrate my efforts on behalf of the association. Accordingly, I will be working over the next month preparing our promotional plan for 2015, which will be presented to PCA-NE Cement Shippers, our promotional partner for many years. I will also be working to better organize and consolidate our mailing list and engage in discussions with our septic tank producers to determine how we can increase participation in the wastewater certification program.

I also want to thank NYSDOT Materials Bureau and Structures Division for continuing to meet with PCANY members. We were provided with status updates on a number of issues including revisions to the drainage unit standard sheets and the ongoing review of the latest version of ETCulvert. We also received an update on the Department’s design-build program.

Speaking of gratitude, Carl Buchman P.E. was recently given a 14 year service award as PCANY Executive Director. A special lunch celebration was held in his honor on May 5th at The Black & Blue Steakhouse in Rochester. Thank you Carl for your many years of contribution, hard work and dedication. The award, shown below, is on behalf of all the members of the Precast Concrete Association of New York.

Warmest Regards,

Ronald E. Thornton, P.E.
Mill Street Bridge over Deckertown Creek — ABCD Western NY 2013
Bridge Design Award Nomination

Submitted By: Hunt Engineers, Architects & Land Surveyors, PC www.hunt-eas.com

The bridge that carried Mill Street over Deckertown Creek in the heart of the Village of Odessa was deteriorating and, without the addition of temporary shoring, was in danger of being closed. This Schuyler County-owned and maintained structure was vital to the surrounding community and local business but was not on the Statewide Transportation Improvement Program (STIP) to receive federal funds to assist with maintenance or replacement costs. The importance of the structure to the community, a variety of site constraints and the fact that the project would be 100% locally funded led Hunt Engineers, Architects & Land Surveyors, PC (HUNT) to come up with a replacement option that used a mix of traditional cast-in-place concrete elements as well as precast concrete elements. The new structure, which was built in 2013, is a precast concrete three-sided span unit founded on cast-in-place concrete pedestal walls with spread footings. This structure type allowed the old bridge to be replaced quickly in order to minimize disruption to users while providing a low cost and low maintenance structure for Schuyler County that will last for years to come.

Project Facts and Credits:

- **Owner:** Schuyler County
- **Engineer:** Hunt Engineers, Architects & Land Surveyors, PC
- **Contractor:** Silverline Construction, Inc.
- **Span Unit Fabricator:** Husted Concrete Products, Inc.
- **Recon Retaining Wall Fabricator:** Binghamton Precast & Supply Corp.
- **Construction Cost:** $750,000
- **Purpose:** Replace deteriorated bridge with active red flags.
- **Bridge Length:** 30 feet
- **Bridge Width:** 32'-0" (curb-to-curb), 45'-0" (out-to-out)
- **Span Unit Clear Span:** 28'-0"
- **Span Unit Clear Rise:** 10'-0"
- **Under Clearance:** 16.5’
- **Superstructure:** Precast Concrete Three-Sided Span Units
- **Foundation:** Spread footings keyed into rock
- **Construction Schedule:** May 2013 to October 2013
Precast Concrete Paving Technology Subject of FHWA Study

Submitted by: Thomas Montalbine, Roman Stone Construction www.romanstoneco.com

As we are all aware, there is a critical need to complete highway pavement repair and rehabilitation projects quickly, with minimal disruption to the users and local communities, and to result in pavements that are long-lasting. The effective use of the precast concrete pavement (PCP) technology for rapid repair, rehabilitation, and reconstruction of pavements addresses this goal. Because the PCP technology is relatively new, many highway agencies and industry partners have not fully embraced the technology. During September 2013, the Federal Highway Administration (FHWA) awarded a multi-year contract (Contract No. DTFH61-13-C-00028) to Applied Research Associates, Inc. (ARA), for services necessary to support the timely and cost-effective deployment, delivery, and implementation of products developed under the SHRP2 Project R05 (Precast Concrete Pavement Technology) study. The R05 study was completed by Fugro Consultants, Inc. during 2012 and a final report was published by SHRP2 during early 2013. The principal recipient and end-user organizations for these products include State and toll highway agencies and other government entities, industry organizations, consultants, contractors, research organizations, and academia. The scope of this project is as follows:

- Provide technical support to new users of PCP to mitigate perceived implementation risks.
- Heighten awareness of PCP technologies and dispel misunderstandings.
- Develop PCP training modules targeting the needs of highway agencies for key personnel in design, materials, and construction, as well as administrators and chief engineers.
- Improve PCP technology on a continuing basis through coordinated research and testing.
- Educate the contractor community, including concrete precasters and concrete paving companies, to address their role in PCP applications.
- Foster technology transfer in the academic community to advance knowledge and understanding of potential uses of PCP among current and future engineers.

As authorized by FHWA, ARA is in the process of establishing the Expert Task Group (ETG) for this contract and would like to consider you as one of the members. The FAR-approved travel expenses for participation in the ETG activities by State DOT, Tollway agencies and academia members will be reimbursed by ARA under ARA’s FHWA contract. Other members of the ETG will be responsible for their own travel costs related to the ETG activities.

The proposed ETG will consist of 20 to 25 senior technical/management experts from State and tollway highway agencies, FHWA, academia, national associations, precasters, contractors, and suppliers. It should be noted that the role of the ETG is to provide technical input to the ARA project team. The function of the ETG is to review work progress, discuss technical issues, and make comments and recommendations, which shall be reviewed by ARA and FHWA’s Contracting Officer’s Representative (COR), Mr. Sam Tyson. The ETG will not direct any of the work to be performed under this contract.

The goal of the ETG will be to provide a broader perspective both on how R05 and related products can support agency/industry/academia needs related to precast concrete pavement technology and on the implementation activities that need to be carried out to achieve that goal. The initial term of the ETG members will be January 2014 to September 2015. We expect that the ETG members will serve as champions for the promising R05 and related products that will support adoption of Best Practices for PCP by the stakeholders and encourage non-user highway agencies and non-involved precasters/contractors to seriously consider PCP as a viable and ready-to-use technology.
TRB SHRP2 Report Available On-Line
TRB’s second Strategic Highway Research Program (SHRP 2) report S2-R05-11-1; “Precast Concrete Paving Technology” can be viewed and/or purchased at www.trb.org/main/blurbs/167788.aspx

PCANY Members Assigned to Expert Task Group
We currently have two PCANY members who are members of the FHWA ETG (expert task group) and are considered champions of precast pavement technology. The members are Peter Smith from the Fort Miller Group and Thomas Montalbine from Roman Stone Construction.

These dedicated PCANY members work directly with senior managers of the FHWA and DOT officials from all over the country as well as academia. The main goal is to get PCP technology implemented in states that are not using precast pavement currently and to clear any stumbling blocks that DOT’s see with implementing it. Smith and Montalbine also serve on the National Precast Concrete Association (NPCA) Precast Concrete Paving Slab committee, which promotes the adoption of this technology to other precasters throughout the US and the world.

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