

Announcement and Call for Papers

NATIONAL CONFERENCE ON PRESERVATION, REPAIR, AND REHABILITATION OF CONCRETE PAVEMENTS

April 22–24, 2009 — St. Louis, Missouri
Hyatt Regency St. Louis Riverfront Hotel



THERE HAS NEVER BEEN A GREATER NEED FOR MAINTAINING AND IMPROVING THE CONDITION OF THE NATION'S ROADWAY SYSTEM!



SPONSORED BY

Federal Highway Administration
and

American Association of State Highway and Transportation Officials
American Concrete Pavement Association
Concrete Reinforcing Steel Institute
International Society for Concrete Pavements
Missouri Department of Transportation
National Concrete Pavement Technology Center
Portland Cement Association
Transportation Research Board



BACKGROUND

Well-designed and well-constructed concrete pavements can be expected to provide low-maintenance service life, well exceeding the as-designed service life. The majority of pavements in the U.S. interstate and primary systems were designed on the basis of a 20- to 25-year initial service life, and many miles of these pavements are in service after more than 30 to 35 years. However, concrete pavements do deteriorate with time and traffic loadings and because of concrete material failures. But, sound corrective measures performed in a timely manner can greatly extend the service life of existing concrete pavements. These corrective measures include preservation treatments, repair/restoration activities, and rehabilitation (PRR). The goal of the corrective measures is to extend the useful life of concrete pavements (structural capacity and functional characteristics) with the least life-cycle costs.

Over the last two decades, there has been much progress in developing effective PRR techniques. However, many gaps remain, and many practices are not implemented consistently from one region to another. An important technical limitation is associated with our ability to rationally determine what treatments need to be performed at what stage in the pavement's life and what are the consequences of delaying needed treatments. In today's environment where the highway agency budgets cannot fully meet the needs for managing the pavement assets, while there is no lessening in traffic growth and public expectations, it is important that the limited funds available to maintain our highway systems be expended in an optimum manner.

This 2.5-day conference is being organized as a part of technology transfer activities for the national Concrete Pavement Technology Program that operates within the Federal Highway Administration. The conference will provide a national forum to address various aspects of concrete pavement preservation, repair, and rehabilitation activities and strategies that result in **SAFER, SMOOTHER, AND EXTENDED SERVICE LIFE** concrete pavements with the least life-cycle costs.

CONFERENCE TOPICS

Papers and conference presentations are solicited both nationally and internationally on a wide range of topics dealing with technologies to optimize the preservation, repair, and rehabilitation of concrete pavements. Papers and presentations dealing with emerging issues related to these topics are also encouraged. Specifically, papers are solicited on the following topics:

1. Evaluation of existing concrete pavement for PRR—new technologies.
2. Optimizing concrete pavement preservation strategies.
3. Sustainability considerations in extending service life of concrete pavements.
4. Alternate delivery methods for PRR projects—conventional low-bid, warranties, performance-based contracts.
5. Mitigation of materials-related distress.
6. Remaining service life and economic tradeoffs.
7. Forensic investigations.
8. Traffic management considerations.
9. Repair material and equipment requirements—what is needed to ensure successful repairs?
10. Early opening and other accelerated construction technologies for traffic considerations.
11. Testing needs for PRR projects (conventional and nondestructive testing [maturity testing, etc.]).
12. Best practices for concrete pavement PRR.

PRELIMINARY TECHNICAL PROGRAM

The conference program will consist of about 30 peer-reviewed papers and selected invited presentations for the forums. Highlights of the conference will be case studies from U.S. highway agencies, industry, and international practices. The tentative technical program is given below:

TUESDAY April 21	WEDNESDAY April 22	THURSDAY April 23	FRIDAY April 24
	<i>Group Breakfast</i>	<i>Group Breakfast</i>	<i>Group Breakfast</i>
	Plenary Session—Invited Presentations	Concrete Pavement Preservation and Repair 2	Advanced PRR Technologies
Concrete Pavement Preservation Workshop (separate fee, lunch included) 9:00 a.m. to 3:00 p.m.	Advances in Concrete Pavement Condition Evaluation	Concrete Pavement Rehabilitation 1	<i>Forum 3 – Alternate Delivery Methods for PRR</i>
	<i>Group Lunch</i>	<i>Group Lunch</i>	<i>End of Conference</i>
	Concrete Pavement Preservation and Repair 1	Concrete Pavement Rehabilitation 2	
	<i>Forum 1 – Concrete Pavement PRR—The Decisionmaking Process: Where, When, Why?</i>	<i>Forum 2 – Concrete Pavement PRR—State DOT Practices and Directions</i>	
<i>Reception</i>	<i>Group Dinner</i>	<i>Dinner on Your Own</i>	

PAPER SUBMISSION AND PEER REVIEW

Paper acceptance for the technical sessions will be on the basis of peer review of manuscripts. The presentation and manuscript must not be of a commercial nature, and must not have been previously published. Papers will be limited to the least of 7,500 words or 25 pages. Each table and figure will count as 250 words. The paper review copies should be submitted as a PDF file or as an MS Word document, either format not to exceed 10 MB in size. The papers will be prepared using Times Roman 12 pt font and the text will be single-spaced. The final paper copy will be submitted as an MS Word document not to exceed 10 MB in size. The papers should include both conventional and SI units, the primary unit being the author's preference.

Each selected paper will be peer reviewed by members of the Technical Program Subcommittee of the Conference Steering Committee. Final selection will be made after the completed papers have been reviewed. All papers selected for presentation at the conference will be distributed to conference attendees on a CD and as part of the printed conference proceedings.

Paper/Abstract/Presentation Submission Due Dates

October 15, 2008	Abstracts due (one page)
November 1, 2008	Authors notified of abstract acceptance
December 15, 2008	Completed papers due for review (MS Word or PDF)
February 1, 2009	Review completed, authors notified of final disposition of their papers
March 1, 2009	Electronic versions of final papers due (MS Word)
April 10, 2009	Electronic version of presentations due (MS PowerPoint)

All first authors will need to register by February 15, 2009, and submit electronic versions of their papers by March 1, 2009, to be included in the final program. In addition, authors' presentations (MS PowerPoint) must be received by April 10, 2009, to be included in the final program, without any exceptions. No presentation substitutions or modifications will be permitted on-site.

REGISTRATION DETAILS (all fees are in U.S. dollars)

Registration	Early (by January 31, 2009)	Late (by March 31, 2009)	Very Late (after March 31, 2009)
General	300	350	400
Government agencies (U.S. only)	200	250	300
Authors and academia	250	300	350
Students, Full-time	200	250	300
Spouses	100	150	200
Exhibitors (one free registration)	1,500	1,750	2,000
Pavement Preservation Workshop	50	75	100

The registration fee includes Tuesday evening reception, breakfasts on Wednesday/Thursday/Friday, lunches on Wednesday/Thursday, dinner on Wednesday, and breaks. The separate Pavement Preservation Workshop fee includes lunch on Tuesday.

Register online at

http://registeruo.niu.edu/iebms/coe/coe_p2_details.aspx?eventid=9087&oc=40&cc=OTHER

CONFERENCE VENUE/HOTEL

The conference will be held at the Hyatt Regency St. Louis Riverfront Hotel, located within minutes of the Gateway Arch Jefferson National Expansion Memorial. The conference room rate is \$139.00, single or double, plus applicable taxes (for U.S. government agency employees, \$111.00 or prevailing government rate). The group reservation code for the discounted hotel room rate is "2009 Concrete Conference." Additional hotel details and other local area information will be provided in the next release of this announcement.

CONFERENCE STEERING COMMITTEE

Shiraz Tayabji (Fugro Consultants, Inc.) (Chair), Mike Brinkman (New York State DOT), Bouzid Choubane (Florida), Angel Correa (Federal Highway Administration), Bill Davenport (ACPA), John Donahue (Missouri DOT), Tom Kazmierowski (Ministry of Transport, Ontario, Canada), David Lippert (Illinois DOT), Kurt Smith (Applied Pavement Technology, Inc.), Sam Tyson (Federal Highway Administration), Jeff Uhlmeier (Washington State DOT), and Moon Won (University of Texas)

SUBMIT PAPER ABSTRACTS TO:

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Updated information related to the conference is available at:
<http://www.fhwa.dot.gov/pavement/concrete/2009CPTPconf.cfm>