

5260201 SPECIFICATION
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

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Comments: (Industry 12-13-20)

On behalf of the interlocking concrete pavement industry association, the Interlocking Concrete Pavement Institute, I am issuing my support of this change to allow concrete pavers used to construct interlocking concrete pavement (ICP) that meet ASTM C936 to be used in local side streets with a posted speed limit of 35 mph or less. Please note that there is a national structural design standard issued by the American Society of Civil Engineers in 2010 (reaffirmed in 2016) called ASCE 58-16 Structural Design of Interlocking Concrete Pavement for Municipal Streets and Roadways which adopts the 1993 AASHTO Guide for Design of Pavement Structures for design roads receiving up to 10 million lifetime ESALs. Besides ASCE, the ability of ICP to perform in loading situations much higher than local side streets has been demonstrated repeatedly in Florida and elsewhere. Examples include 1.1 acres for aircraft parking at St. Augustine Airport opened in 1992 (funded by FDOT), 17 acres for a bulk cargo area at the Port of Tampa constructed in 1995/7, and 115 acres at the Port of Oakland, CA for container yards constructed in 2002-04, CA. There are many other successful street project examples including San Antonio, TX and North Bay, ON. Based on these resources and examples plus others that space does not allow, FDOT is encouraged to investigate performance using ASTM E2840 Standard Practice for Pavement Condition Index Surveys for Interlocking Concrete Roads and Parking Lots with a view toward allowing ICP use in higher load applications beyond local side streets. Thank you for your time and consideration.

Response:

David Hein
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Comments: (12-15-21 Industry)

I am a consultant practitioner involved in the design, construction and management of pavements. I am the Chair of the ASCE Committee that developed ASCE 58-16 Structural Design of Interlocking Concrete Pavement for Municipal Streets and Roadways and have been involved in completing designs of interlocking concrete pavements for applications ranging from sidewalks to intermodal terminals. In addition I have developed tools including life-cycle cost comparisons with conventional pavements, maintenance guidelines and training manuals for municipal agencies constructing interlocking concrete pavements as well as contributed to the development of ASTM E-2840 Standard Practice for Pavement Condition Index Surveys for Interlocking Concrete Roads and Parking Lots. This standard was developed based in part on the performance of ICPs for roadways in Gainesville and Tampa, Florida. One suggestion I have for these changes is to permit the use of ICPs for roadways with posted speeds of 30 mph or less, as opposed to less than 30 mph. I would also encourage the use of ASTM C936 for the specification of the physical properties of ICPs.

Response: