

GEOINFO

Burns Cooley Dennis, Inc.
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BRAD ORMON NAMED ASCE-MS PRESIDENT

Brad Ormon, E.I. has been named President of the American Society of Civil Engineers (ASCE) Mississippi Section. Brad, an engineering intern with Burns Cooley Dennis, Inc., began a one-year term in October. He has served in multiple positions at the Jackson Branch and Mississippi Section levels for ASCE over the past seven years.

The Mississippi Section of ASCE serves the civil engineering profession in Mississippi by providing opportunities to earn multiple Professional Development Hours (PDH) certificates throughout the year and supports the Jackson, Vicksburg, North Mississippi and Gulf Coast branches. The Mississippi Section of ASCE also supports the Mississippi State University, University of Mississippi and Jackson State University student chapters of ASCE through yearly financial allotments, and by funding special projects and scholarships for each university.

Founded in 1852, ASCE represents more than 146,000 members of the civil engineering profession worldwide and is America's oldest national engineering society. ASCE is dedicated to helping its members navigate the issues currently affecting the profession, including licensure, ethics, employment, business practices, global principles for professional conduct, career development, community service, leadership and management.



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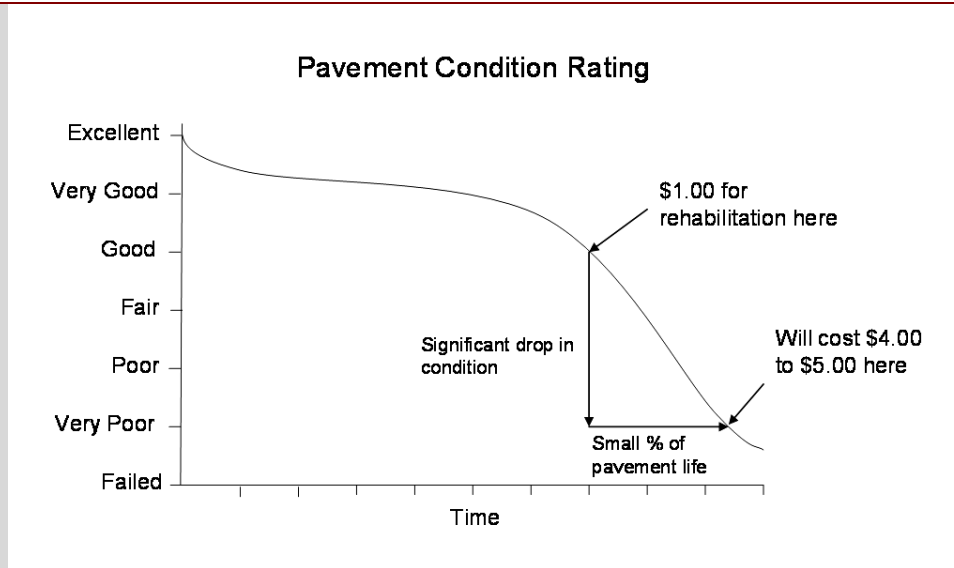
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Robert James



Pavement Management Services - Extending the Maintenance Dollar

Some agencies have large numbers of miles of pavements to maintain, with many involved personnel and large budgets. Other agencies may have fewer miles, but also fewer personnel and a smaller budget. Rare is the agency that has the annual budget to cover all necessary and desired pavement maintenance and rehabilitation projects. Any agency can benefit from a logical system for maintaining pavements. A Pavement Management System (PMS) provides a systematic, consistent method for selecting maintenance and rehabilitation needs and determining priorities and the optimal time for repair by predicting future pavement condition. A PMS can be tailored for any size municipality, airport, agency or pavement network owner. Burns Cooley Dennis, Inc. has the personnel, experience and equipment to meet your pavement management needs.



Why have a PMS in place:

Cost – Maintenance is less expense than reconstruction; a PMS will put the money where it will do the most good.

Safety – A PMS will help determine pavement areas that may become unsafe.

Meeting the Mission – Every agency wants good roads, airfields and parking lots; a PMS will focus effort and finances where they are most needed to meet that mission.

Continuation of Knowledge – No more searching for construction dates; a properly maintained PMS will capture dates of construction and other relevant historical information.

Politics – A PMS will provide a strategic tool to remove politics from the decision making process.

Pavement management systems have helped to successfully defend agencies against lawsuits, because a plan for rehabilitation was in place, therefore, decisions for rehabilitation were based on sound engineering judgment, not indefensible opinions.

Burns Cooley Dennis, Inc. (BCD) Pavement Management Services

BCD offers many levels of services from a simple windshield assessment to a full-depth evaluation of a pavement structure to educating and providing technical support for city councils. We can tailor our services to meet the needs of the client. Potential services include, but are not limited to:

- Developing a complete turn-key pavement management program.
- Conducting condition surveys of pavements.
- Helping assign priorities to maintenance.
- Educating non-practitioners, including making presentations and classroom training.
- Recommending appropriate maintenance and/or rehabilitation strategies.
- Assigning networks, sections and branches to road networks and/or airfields.
- Developing pavement condition indices (PCI) for network pavements.
- Implementing and maintaining a PMS program for agency pavement networks.
- Developing cost versus benefit scenarios for maintenance options.
- Developing Foreign Object Damage (FOD) potential ratings for airfields.
- Performing prediction modeling of existing pavements.
- Developing estimated current and future maintenance costs.

The team at BCD has extensive experience performing condition surveys and forensic testing for airfields and highway pavements around the world. This breadth and depth of experience is critical when deciding what remediation options will most likely meet the needs of an agency when considering the varying conditions of a site as well as the finances available. The key members of the BCD Pavement Management Team include Randy Ahlrich, Ph.D., P.E.; Allen Cooley, Ph.D.; and Robert James, P.E.

Pavement Management Team

Randy Ahlrich, Ph.D., P.E. – Dr. Ahlrich has over 24 years experience as a consultant and research engineer in materials testing, asphalt and concrete mix designs, pavement design, construction and evaluation. As a consultant, he has been responsible for conducting subsurface investigations, forensic pavement investigations, Marshall and SUPERPAVE asphalt mix designs, pavement inspections and evaluations, structural pavement designs, and trouble-shooting construction and material problems. Dr. Ahlrich has provided technical assistance to the Army, Air Force, Navy, U.S. Forest Service, Federal Highway Administration and Federal Aviation Administration on numerous military and federal pavement systems. Dr. Ahlrich is a professional engineer licensed in Mississippi.

Allen Cooley, Ph.D. - Dr. Cooley is currently the Senior Materials/Pavements Engineer at BCD. Prior to joining BCD, he was Manager of the Southeastern Superpave Center at the National Center for Asphalt Technology in Auburn, Alabama. He has approximately 15 years experience in the design, construction, performance and maintenance of pavements. Dr. Cooley received his Bachelor of Science degree from Mississippi State University. He received his Master of Science and Ph.D. degrees from Auburn University.

Field and Laboratory Testing Capabilities

If laboratory or field testing is required, BCD's Construction Materials and Engineering Testing facility maintains well equipped and technically advanced laboratories and certified technicians to provide timely and accurate construction materials testing. BCD also has the personnel and equipment to conduct pavement coring, soil boring and field testing if necessary. BCD's laboratory is accredited by the agencies shown below.



Bet You Didn't Know . . .

Asphalt binder is produced by the distillation of petroleum. About 5 percent of a barrel of petroleum is distilled into asphalt binder. Gasoline and diesel make up another 70 to 75 percent, while jet fuel, heating oil, and other products comprise the remaining 20 to 25 percent.

Naturally occurring asphalt is also used in hot mix asphalt paving. One of the most famous sources of naturally occurring asphalt is a "Pitch" lake in Trinidad, West Indies that was discovered by Sir Walter Raleigh in 1498. This naturally occurring asphalt is mined in its solid state with the holes left by its removal filling in naturally in a few days. In 1876, Trinidad Lake Asphalt was used to pave Pennsylvania Avenue as directed by President Ulysses S. Grant.

A Note from . . .

Robert James

We are privileged at BCD to have engineers with a great deal of asphalt pavements experience on the local, national and international levels. We can bring those experiences to bear on your specific asphalt pavements situation.

Robert James, P.E. - Mr. James is a Pavement/Materials Engineer with BCD and has over 10 years experience with pavement materials and testing. Mr. James has also worked with APAC, Inc. and with the National Center for Asphalt Technology. He holds Bachelor of Science and Master of Science degrees from Auburn University. Mr. James is a licensed professional engineer in Mississippi, Tennessee and Alabama.



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May you have a safe and Happy Thanksgiving.



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