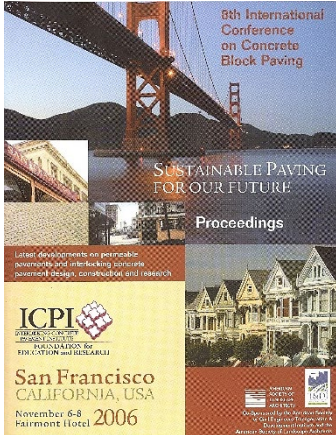


8th Int'l Conference on Concrete Block Paving, Nov. 6-8, 2006, San Francisco, CA

Recipient: ICPI Foundation for Education & Research
Grant: \$370,192 from registrations and sponsorships
Completion: 2006
Fact Sheet 1



Background and Need



From 1980 to 2003, seven triennial international industry conferences and three workshops had been held in various places around the world. These were organized by universities and/or industry associations. They generated several hundred technical papers, some of which have been used by the Interlocking Concrete Pavement Institute (ICPI) in developing technical literature. As the first project for the ICPI Foundation, the initiative was taken to generate additional technical papers as resources for ICPI. The ICPI membership donated \$390,500 in sponsorships to hold a one-day pre-conference workshop for design professionals and a three-day technical conference followed by a technical tour of the Port of Oakland.

Project Objectives

Pre-conference workshop: This event was attended by 120 design professionals plus industry sales representatives. The session consisted of ten technical presentations on permeable pavements. The workshop was sponsored by west-coast ICPI members and suppliers including Angelus Block, Basalite, Calstone, Cemex, McNear Brick & Block, Oldcastle, Orco Block, Pavestone Company, Mutual Materials, Willamette Graystone, and the California Nevada Cement Promotion Council.

Conference Technical Sessions: The conference theme was "Sustainable Paving for Our Future." The event included 82 technical papers, 80 of which were presented, an unprecedented amount given previous international conferences on concrete block paving. The typical number of international conference papers presented is typically 35 to 50.

Since permeable interlocking concrete pavement (PICP) was an emerging technology, the conference program included many papers on this subject. The following lists the conference session topics and number of papers presented:

- Permeable Interlocking Concrete Pavement – 20
- Urban Heat Island & Air Pollution Mitigation & Related Sustainable Approaches – 8
- Structural Design & Verification – 13
- Durability & Life-cycle Costs – 6
- Education & Training – 2
- National Product & Design Standards – 4
- Municipal & Roof Deck Applications – 4
- Innovative Approaches – 5
- Construction – 4
- Industrial, Port & Airport Pavements – 11

Post-conference technical tour: This involved a visit to the Port of Oakland Berths 55-59 that consists of 5 million sf of interlocking concrete pavement (ICP). In addition, another nearby berth was visited undergoing mechanically installed interlocking concrete pavement.

The conference also included exhibits for the top three sponsor categories: \$15,000 for platinum (17), \$10,000 for diamond (2) and \$5,000 gold sponsors (16). There were also 12 corporate sponsors at \$2,500 and three patron sponsors at \$1,000 each.

Outcomes

The conference technical papers can be searched by subject and author on www.icpi.org. Besides the technical papers and regional promotion, generous conference sponsorships enabled the conference to underwrite travel expenses for key presenters and key potential users. Several presenters contributed technical papers on significant domestic and overseas port projects with ICP as well as several on PICP. Another outcome was relationships established or renewed by ICPI members and staff with domestic and overseas manufacturers and designers of interlocking and permeable interlocking concrete pavements.

The conference provided direct industry experience on the influence and importance of peer-to-peer technical sessions, especially for civil engineers. Conventional asphalt and concrete pavement industries host such conferences annually if not more often. These are held in support of agencies who own these pavements and for engineers that design, construct and maintain them. In the absence of ICP ownership as wide as asphalt and concrete, this Foundation-backed conference demonstrated the need for regularly held conferences in the U.S. and Canada to help convince agencies and engineers specify ICP and PICP.

