

NAVFAC Extending Airfield Pavement Life Industry Day Meeting
September 15, 2015
Meyera E. Oberndorf Central Library

Question & Answer Notes:

CH2M, INC

- Question: Is routine and maintenance taking place?

Answer: Yes, but it may be used more effectively if a operational assessment is done in conjunction with the condition reports.

- Question: What can we do with the operational assessments?

Answer: The assessments will allow you to spend your funding in a more economical way. So you are not wasting your maintenance money on an operational configuration that may not really support your airfield operations effectively.

- Question: We work with the Delta Engineering Report a lot at NAS Pax River, have you done similar reports for other Naval Air Stations? How did these reports come to fruition? Through AM as a Master Plan or an AE Design requirement?

Answer: Yes, we have done several operational assessments for NAVFAC Southeast, such as Jacksonville and Mayport. Many times they develop as an A/E design requirement. However, we have developed operational assessments as part of a master plan as well.

PTS INC

- Question: Can you model the response of military aircraft or just civilian?

Answer: We may not have specific military models but we can modify existing models to match the response of a particular military aircraft.

- Question: Have you use the system for acceptance testing on construction projects?

Answer: We have not used this for acceptance testing yet.

HARBISON WALKER INTERNATIONAL

- Question: Have you seen the standard VTOL pad design for the JSF? Do you think Fire Clay aggregates could perform better? Are they proprietary?

Answer: No, I haven't seen the design. Fire Clay and refractory cements could be more beneficial over conventional cement and aggregates. We could work with you to see which would be more practical. We could put some samples together for you to test.

- Question: What materials do you use for sealing construction joints?

Answer: We have some sealants that may work adequately for joints at these temperatures. We try to minimize them and try not to use anything due to cracking.

MMFX STEEP CORP

- Question: With respect to cost what is the cost of normal bar and products?

Answer: They are about 30% more expensive than traditional steel bar.

CLOSE OUT QUESTIONS AND ANSWERS

- Question: Wanted to know if there was anything the companies present today could help with as far as for us or other agencies?

Answer: We will contact each of you individually this week. I think all the products and services presented here today can be of benefit to our current and future projects.

- Question: Are there other forms or other forums we can participate in?

Answer: Waterfront ITT and these have been held in San Diego. Trip told him he could get back with him on this.