



Ellis & Associates inc.



▶ Cutting Out Time And Paper Speeding Test Report Along

Seeking increased efficiency for itself and its customers, a Florida engineering services firm has built a system to automate distribution of its construction materials testing reports electronically. "We wanted to create a product to save us money and create a service for our customers," says Greg Edmonds, CEO of Ellis & Associates, Jacksonville. "We wanted to get out of the paper world."

IN the NEWS

E&A IN ENR

Ellis & Associates' proprietary **E-Reports** system was recognized in the September 20, 2004 edition of the national trade magazine *Engineering News Record*. **E-Reports** provide E&A's client with 24/7 access to secure PDF formatted reports. The article titled "Cutting Out Time and Paper," described the innovative automated distribution system and quoted both E&A's own Greg Edmonds as well as Brad Pinover, VP of Braddock Construction.



OUT & ABOUT



Dreams Come True: Ellis & Associates' Greg Edmonds visits with Laine Silverfield of Dreams Come True to make a donation in the name of top E&A clients. Ms. Silverfield was thrilled with the donation and anticipates it will fulfill a complete dream of one of the many scheduled in 2005.



BHR Shrimp Boil: The 2005 Shrimp Boil was a huge success in its new location and with the newly merged BHR, an ARCADIS company. Pictured L-R: Fred Wright, P.E., FDOT; Gene Howerton, P.E., BHR/ARCADIS; Greg Edmonds, P.E., E&A; and Al Hammock. Seated L-R: Vickie Edmonds and Liz Hammock.

EPIC's TECHNOLOGY PAVES A NEW WAY

(continued from page 1)

This groundbreaking new approach, called **Pavement Composition Analysis (PCA)**, uses a truck-mounted, ground-penetrating radar to conduct the analysis of pavement layer thickness, composition and voids. It analyzes thousands of radar readings taken on a typical project to determine the pavement layer composition where each radar picture is taken. It is the equivalent of analyzing about 18,000 cores in a given lane-mile of project, except that with this method the "cores" are taken without destroying the pavement. The computer software then plots a map that details the full lane width and the entire project length with color-coding that indicates each element of the pavement composition and the layer thickness.

This new process produces highly accurate, more thorough evaluations of pavement quality in a fraction of the time, with a fraction of the manpower and with a greatly reduced risk of injury to motorists or workers and for significantly less money.

Contractors and highway agencies alike are keenly interested in this new technology because of its accuracy and its ability to provide a lane-width and project length map of the composition of a pavement layer. Mapping the composition accurately is important because its uniformity and level of compaction determines largely how long the pavement layer will last under traffic before needing repairs. The accuracy of the new method has proven the ability to replace core test results by statistical comparisons with actual cores. These comparisons have been made on multiple pavement projects in Florida, New Mexico, and Texas. In addition, the same methodology has been used as successfully in making accurate measurements of the composition of concrete pavement as well as base course and subgrade soil.



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