

# OHIO ASPHALT

THE JOURNAL OF OHIO'S ASPHALT PROFESSIONALS

FALL 2017

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## Forever Missed...

James P. "Jim" Jurgensen

Donald Richard Kruty Sr.

John Daniel Beck

Chase Nichols

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*Flexible Pavements of Ohio is an association for the development, improvement and advancement of quality asphalt pavement construction.*

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### Layout & Design

TriAd Marketing & Media

### Ad Sales & Editorial Preparation

TriAd Marketing & Media  
371 County Line Road West  
Westerville, OH 43082  
fax: 614.846.8763

### Advertising Sales

Mark Wolf  
[mwolf@triad-inc.com](mailto:mwolf@triad-inc.com) or 866.679.9340

### Editorial Staff

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## THE PRESIDENT'S PAGE



**CLIFFORD URSICH, P.E.**  
PRESIDENT & EXECUTIVE DIRECTOR

**"With respect to Flexible Pavements of Ohio's immediate situation, within the last six months we have suffered the loss of four of our own – an icon, lions and a rising star. We mourn the loss but celebrate their life, their character and their contribution.**

**"To the families and friends of these men, Flexible Pavements of Ohio on behalf of its members expresses our deepest sympathy for your loss. Your comfort, your encouragement, sweet memories of times past, and hope for tomorrow is our prayer."**

# SO WHAT'S AN ASSOCIATION?

Oftentimes I find myself in a conversation that leads to a question about my work. "What do you do?" When I tell them I work for an association the person sort of cocks their head and a puzzled look paints their face. Here it comes: "So what's an association?"

An association can be characterized in several ways, but for purposes of this message it is a group of people with the common goal of seeing an industry and their individual companies prosper. Each participates with their varied giftedness and experiences. Together they improve their craft. They willingly give of their time, talent, or resources to achieve a greater work. Some lead, some labor, some are visible, some not so much. Some are technically minded, some do politics and some prefer not. Some are icons, some lions, many are rising stars.

With respect to Flexible Pavements of Ohio's immediate situation, within the last six months we have suffered the loss of four of our own – an icon, lions and a rising star. We mourn the loss but celebrate their life, their character and their contribution.

To the families and friends of these men, Flexible Pavements of Ohio on behalf of its members expresses our deepest sympathy for your loss. Your comfort, your encouragement, sweet memories of times past, and hope for tomorrow is our prayer.



**James P. "Jim" Jurgensen** of the John R. Jurgensen Company/Valley Asphalt Corp., Cincinnati, passed away on June 28th. In learning of his death, one person

rightly noted his was the passing of an icon. How true! Jim grew up in the business during an era where contractors were hard-driving as they built the nation's heavy-highway infrastructure. The fingerprints of the John R. Jurgensen Co. are seen in the vast number of transportation projects across the landscape of Southwest Ohio and many projects north and south. Jim worked the business into what he joked to be the largest American-owned highway contractor in Southwest Ohio. Clearly a friendly jab at his internationally owned competitors. As a contractor, he was a serious competitor with a strong acumen

for the asphalt business. He employed that acumen at Flexible Pavements of Ohio for 21 years as a board member serving the FPO membership. He was party to the development of FPO's strategic plan that ushered in numerous quality initiatives that redefined the association's mission. In Jim's words the FPO mission was simple: "More quality tons!" Accomplishing that mission involved stepping up efforts to ensure a trained workforce – including degreed engineers, addressing quality concerns expressed by the association's single-largest customer: ODOT, and exploring new contracting methods such as warranted asphalt. Indeed, asphalt quality did improve during his board tenure. Before retiring from the board in 2013, Jim had racked up many accomplishments. He had twice served the FPO membership as its Chairman; was awarded the Baker Award – the association's highest honor; saw the Jurgensen Co. honored with numerous Quality Paving Awards – the ODOT Smooth Paving Award, NAPA Quality in Construction



Awards — and other recognitions for quality construction. Jim exercised philanthropy through participation in the FPO Asphalt Scholarship Program; championed asphalt education at the University of Cincinnati; lobbied Congress for transportation funding; served on several FPO committees; and chaired the Legislative Committee — a role for which he was well suited. Jim Jurgensen an icon? Yes, and a leader that has left an indelible mark on Ohio's asphalt industry.



Sarver Paving is an Ashland, Ohio-based company serving the area as an asphalt mix producer, asphalt paving contractor and chip sealing applicator. It has been a member of Flexible Pavements' asphalt trade association since 1967. From 1995 the company was under the leadership of **Donald Richard Kruty Sr.**, who served as president. Kruty

passed away on May 24th at 84 years of age, leaving a legacy that can be described as dedicated to serving the Ashland area with expert craftsmanship in asphalt paving. Prior to his taking over the company he worked for Fenton Paving Co. His experience at Fenton served him well, as he took the helm of Sarver Paving. Sarver's paving operations could be described as "hometown," with an emphasis on serving the community, as the paving business stayed local and in-touch with its customer. Not so quick to risk the hard-earned trust of his customers, Kruty ensured that a technology was proven before adopting it as a company practice. One such item for Don was reclaimed asphalt pavement (RAP). It took time, but Kruty embraced using RAP once its value was determined. Community was important to Kruty. That fact was demonstrated in more than the high-quality road construction Sarver Paving completed year after year for the City of Ashland. It was also demonstrated through community activities; whether it was paving a local road, high school running track or supporting youth sports, Sarver Paving stayed close to its customer and community. 2017 was a good year for the Sarver Paving youth baseball team, having gone undefeated in regular season play and clinching the Northern Ashland County Youth League Championship. In a similar fashion, Don Kruty has finished well. His legacy is one of hard work, craftsmanship and resolve to serve his community through the skills with which he had been gifted.



**John Daniel Beck**, "Danny" to those of us in the asphalt industry, passed away June 18th. He was 56 years old. Danny's entire career could be characterized as a quest in continuous quality control. Growing up as a technician in the early days of contractor mix design and quality control provided him a solid foundation in asphalt technology.

Those "848" days were trying times, as the industry and ODOT alike went through a tectonic shift in how asphalt mixtures would be developed, tested and accepted. The experience made Beck innovative and knowledgeable, as his knowledge of asphalt mix design and process control eventually led him to the position of Quality

Control (QC) Manager for the Shelly Company, Northeast Division. He thrived in that role, as he served the company for 17 years until his passing. Unselfish with his knowledge, the greater asphalt industry members in Ohio benefited richly. This was exemplified in the industry's porous asphalt initiative — a new asphalt mixture and construction method to control stormwater runoff. Danny was the point of the effort in developing an asphalt specification that would open for the industry a new opportunity in this "green" construction method. It was arduous to say the least, as conventional mix design methods didn't apply. This was a new paradigm and required creative thinking. Danny looked for the opportunity to improve quality and expand efficiency. He advanced asphalt technology, experimenting with reclaimed asphalt shingles to improve durability of asphalt pavements in high-stress applications. He was a wiz at using a spreadsheet and developed computing tools that improved efficiency of QC tracking and reporting. More than a technician, Danny was also a teacher and a leader. Standing in front of an audience as a speaker was less than one of his greatest joys, but he did nonetheless because he understood that sharing knowledge would benefit the whole industry. And sharing that which benefits the whole is what leaders press themselves to do. Danny cherished his family, wife Sharon, children and grandchildren to whom the asphalt industry extends its sincere condolences.

*"Since my youth, God, you have taught me, and to this day I declare your marvelous deeds." Psalm 71:17.*



On July 22nd a rising star in Ohio's asphalt industry died unexpectedly due to a workplace accident. **Chase Nichols**, age 32, of FPO-member company Mid-Ohio Paving, was growing up in the family business. He had worked alongside his dad and brother, Skylar, as co-owners. As a toddler, he was the only one in his class who knew what asphalt was; Chase was "all about asphalt."

His enthusiasm for his work was contagious — as testified by co-workers. Chase had learned the ropes on how to build quality pavements from his father, who had developed a strong business centered on driveway and parking lot paving. In recent years, Mid-Ohio Paving purchased an asphalt plant, and — with the assistance of fellow FPO-member company Erie Blacktop — quality asphalt mix was soon being produced to serve customers in Knox County. Chase took to the business, and soon was running paving operations. The craftsmanship of the employees rose to Chase's expectations as they witnessed his commitment to hard work; the kind that results in high quality and a rich feeling of accomplishment. He and brother, Skylar, were frequent participants in FPO training courses. The hunger for knowledge was evident, the reason for which were the big dreams of growing the business and seeing it recognized for quality paving. With his passing, Chase will not achieve that earthly reward, but he has performed marvelous deeds. Chase's legacy lives on through those in whom he invested his time and encouragement — such that in every deed accomplished, it will have been done with quality.





# FPO Scholarship Program: Providing a Brighter Horizon

22-year-old Program Ready to Eclipse 450 Scholarships, \$600,000 Mark

While many people have been caught up in the recent celebration of the solar eclipse, which resulted in a mid-day darkened horizon, Flexible Pavements of Ohio is celebrating its 22nd year of enlightening the future for Ohio college students.

2017 marked not only August's first coast-to-coast total solar eclipse of the continental U.S. since 1918, but also another successful year of giving through FPO's Asphalt Pavement Industry Scholarship Program. The total scholarships being awarded for the 2017-2018 academic year eclipses recent years' numbers, as 21 students representing seven universities in Ohio are each receiving \$1,500 scholarships this fall.

The FPO Asphalt Pavement Industry Scholarship Program has been brightening the futures of Ohio college students working toward civil engineering and construction management degrees since 1995. Since the program's inception, 448 scholarships totaling \$599,000 have been awarded.

In a dark time for the state's asphalt industry, no Ohio universities offering civil engineering or construction management degrees provided coursework in flexible pavements technology. The FPO scholarship program changed that, and since the mid-1990s has continued to encourage the advancement of curriculum in asphalt technology coursework at

10 universities. Along with advancing the flexible pavement industry's continued quest for quality pavement and a future workforce, the FPO Asphalt Industry Scholarship Program has promoted these objectives:

- An incentive for students to gain knowledge in asphalt pavement technology by requiring scholarship recipients to take at least one asphalt pavement course
- An incentive for colleges/universities to offer asphalt pavement coursework
- A relationship between the asphalt industry and universities to raise awareness of asphalt pavement in the academic community
- A workforce trained in asphalt pavement technology

During the awarding of the 2017-2018 FPO Asphalt Industry Scholarships at this year's Ohio Asphalt Expo in March, FPO Chairman Cole Graham said, "The scholarship program is very important to the industry. It creates the opportunity to help young engineers and construction managers learn about our product and the value it provides to society."

The value of the FPO scholarship program is a brighter horizon for all.



# FPO Asphalt Pavement Industry Scholarships 2017-2018 Recipients

Barrett Paving  
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**Nick Kelsey\***  
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Construction Co.



**Jordan Forry**  
Ohio State U.

Erie Blacktop Inc.



**Casey Cox**  
U. of Akron

Flexible Pavements  
of Ohio



**Brian Borman**  
U. of Dayton

Flexible Pavements  
of Ohio



**Jennifer DeVale**  
Case Western U.

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**Travis Feldmeyer**  
U. of Cincinnati

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of Ohio



**Mary Murray**  
Ohio U.

Flexible Pavements  
of Ohio



**Michael Spade\***  
U. of Akron

Flexible Pavements  
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Walterbusch**  
U. of Toledo

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**Travis Wolfe**  
U. of Akron

Fred & Teresa Frecker



**Austin Capell**  
Ohio State U.

Gerken Paving Inc.



**Blake Dickmann\***  
Ohio State U.

John R. Jurgensen  
Co./Valley Asphalt



**Matthew Burton\***  
U. of Cincinnati

Martin Marietta  
Materials Inc.



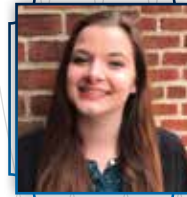
**Joe Kaufman**  
U. of Cincinnati

Northstar Asphalt/  
Kenmore  
Construction Co.



**Tiffany Metz**  
U. of Akron

Ohio CAT/  
Caterpillar Inc.



**Emily Gobreski**  
U. of Dayton

The Shelly Co.



**Mason Hughes**  
U. of Akron

The Shelly Co.



**Chase Kelly**  
Ohio State U.

The Shelly Co.



**Monica Moody**  
U. of Akron

Shelly & Sands Inc.



**Clayton Sears**  
U. of Dayton

\*Repeat  
Scholarship  
Recipient

# FPO Asphalt Pavement Industry Scholarship Fund Contributors

The following more than 30 companies and individuals have contributed to endow the Ohio Asphalt Pavement Industry Scholarship Fund through the National Asphalt Pavement Association Research & Education Foundation (NAPAREF)

Osama Abdulshafi, Ph.D.  
Barrett Paving Materials Inc.\*  
Bowers Asphalt & Paving Inc.  
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Columbus Bituminous Concrete Corp.  
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Cunningham Asphalt Paving Inc.  
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Meeker Equipment Co. Inc.  
Northeastern Road Improvement  
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Osterland

Schloss Paving  
The Shelly Co.\*  
H.P. Streicher Inc.  
Thomas Asphalt Paving Co.  
Valley Materials Inc.

\*Denotes pledges of \$50,000 or more

In addition, the following companies and individual have made a supplemental contribution to enable additional scholarships:

Erie Blacktop Inc.  
Wayne & Debbie Brassell  
Mid-Ohio Paving Inc. & Friends  
Shelly & Sands Inc.

## 2018-19 FPO Scholarship Entry Dates Set

Flexible Pavements of Ohio is pleased to announce its Ohio Asphalt Scholarship program for the 2018-19 academic year. The period for submitting online applications will be open from Dec. 1, 2017 through Jan. 31, 2018. During this period, students may find information about the program and apply using the online application on the Flexible Pavements of Ohio website at: <http://www.flexiblepavements.org/scholarships/asphalt-scholarships-program>.

The college scholarship program is available to undergraduate civil engineering and construction management/engineering students in their sophomore or junior years

who will be juniors or seniors during the 2018-19 academic year. Scholarship recipients must agree to take a course in asphalt pavement technology before graduating. Graduate civil engineering students studying asphalt pavement technology are also eligible.

## Looking for Past Recipients of the Ohio Asphalt Scholarship

Flexible Pavements of Ohio wants to know more about the contribution to the industry that Ohio Asphalt Scholarship recipients have made. If you have previously received one of these scholarships, please contact us at (614) 791-3600 or [info@flexiblepavements.org](mailto:info@flexiblepavements.org) and update us on the status of your career in the industry.

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# USE OF ASPHALT HELPS PROJECT'S MOT DURING \$8M UPGRADE

By Scott Tourville, P.E., MPA

## S.R. 256 Project-Pickerington

The City of Pickerington, located in Fairfield and Franklin counties 17 miles southeast of Columbus, recently completed an \$8-million upgrade to State Route 256. The six-mile roadway is the major artery in the city, and is a wide, rural roadway on the east end of town before running into the quaint Olde Village area. Turning north, the roadway ultimately takes traffic to Interstate 70 via a five-lane, major commercial corridor with more than 10 traffic signals in a 2.25-mile stretch. The northern end of the roadway carries more than 50,000 vehicles per day, and serves as the primary freeway access point for the majority of the area's 45,000-plus residents.

The project had a few unique features that, since completion in early 2016, have resulted in significant traffic flow improvements, such as the replacement of the majority of the signals on the corridor, added new medians, drainage improvements and roadway resurfacing.

The original design for the roadway used a design speed of 50 mph, resulting in the need for 4-foot paved shoulders. These shoulders were provided in the concrete gutter pan at the time of original construction.

As a part of the project, the design speed was lowered to 45 mph, which eliminated the need for the shoulders. By removing the requirement for extra lane width and reducing the existing lane width from 12 feet to 11 feet, we created

enough extra area within the existing curb footprint to allow for an additional lane while salvaging the existing curb. During the resurfacing portion of the project, we saw cut the existing gutter pan, milled out a depth of 3 inches, added a paving fabric and resurfaced over that part of the old gutter.

The resurfacing work included areas of 3 inches of mill and overlay, some with 1.5 inches of mill and overlay and some with 1.5 inches of mill with 3 inches of overlay; this was all based on location, traffic volumes and existing pavement section. The pavement widening areas utilized a 19-inch-thick paving section, with 10 inches of 301 on a 6-inch 304 base. That was topped with 1.75 inches of intermediate and 1.5 inches of surface course asphalt.

Asphalt was used for the resurfacing material to maintain a consistent typical section, as well as provide a visual indication for drivers regarding the location of the lanes. The original configuration utilized an extension of the concrete gutter pan as the shoulder, resulting in drivers being used to staying off the concrete. Had we simply restriped the roadway, we would have had a cross slope that varied and two materials in a single lane — resulting in confusion for the driver. Additionally, asphalt increased our ability to maintain traffic during the construction, as opposed to excavation and cure times for concrete.

The additional lane was added in the southbound direction. While this results in an abnormal typical section — three southbound lanes, two northbound lanes and a center median or turn lane — it was selected based on traffic volumes. A study in advance of the project design determined that southbound p.m. volumes were 50 percent higher than northbound a.m. volumes, so the lane was added in the southbound direction.

Old span-wire signals were replaced with mast arm signals, complete with street lighting and updated adaptive traffic-control software. The new signals utilize video detection and also employ a pre-emptive system for emergency vehicles.

**Scott Tourville is  
the engineer for the  
City of Pickerington.**







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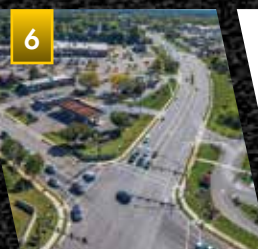
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1

An artist rendering of what the completed corridor would look like was used extensively in promoting the project.

2

A Google Streetview image of the same area after the project was completed.

3

State Route 256 at Stonecreek Drive North, looking north.

4

Looking south from the intersection of S.R. 256 and S.R. 204

5

Looking north just before the 256/204 Intersection

6

Looking south from the 256/Refugee Road Intersection. The city is currently acquiring right-of-way for a project to widen and improve Refugee Road.

7

A project logo was created and used in all correspondence for the project.

Prior to construction, city staff created a public outreach plan to communicate with area businesses and residents on the project impacts. Using direct mail, message boards, special project signage, face-to-face meetings and presentations, residents and business owners were informed of the project improvements prior to construction. Utilizing an email list and social media, the community was kept up to date on the progress of construction throughout the project.

“This project was going to impact thousands of our residents every day, and we wanted to make sure we were providing open, honest communication,” said City of Pickerington Mayor Lee Gray. “Our team utilized as many resources as possible to update information, but I believe one of the

most impactful ways of communicating was face-to-face, whether it was with businesses, community groups or individuals.

“I’m glad we took the time to do that, because I think it went a long way in not only informing them but allowing them to help convey our message,” Mayor Gray added.

The end result was a very successful project by all accounts: The project resulted in a 7 percent travel time reduction, compared to the projected 5 percent; reduced stopped time by 14 percent; and achieved a 24 percent reduction in the number of stops on the corridor. Residents expressed satisfaction with the improved traffic flows and were very pleased with the proactive communications from the city during the project.

0 A



Tandem steam roller- An old tandem steam roller still at work in Clermont County in 1944. Courtesy Ohio Historical Society



# FOOTPATHS TO FREEWAYS, PART III

By Emily Foster

## BETTER MIXING, BETTER PAVING: IMPROVEMENTS IN MACHINERY & TECHNOLOGY

*This is the third of a four-part series of articles on the history of roadway construction in Ohio, how asphalt pavement became the dominant roadway building material and what challenges the industry may face in the decades to come. The first and second parts of the series appeared in the spring and summer 2017 issues of Ohio Asphalt. We hope you enjoy this look at where our industry came from and how together we can use our hard-earned expertise to meet Ohio's future highway needs.*

Ohio has played a major role from the beginning of the asphalt paving industry in the development of asphalt plants and the production of internationally recognized paving equipment. Improvements in these areas have been just as significant as they have been in the quality and durability of asphalt pavements, thanks to the industry's continuing quest for a better product.

The mechanics of mixing batches of tar or asphalt and aggregates took some time and ingenuity to develop. By the mid-19th century, stationary and portable mixing plants had been invented using rotating cylinders and wooden paddles. One of the earliest manufacturers of asphalt plants was the Cummer Co., which moved to Cleveland from Scotland in 1870, and made Ohio one of the biggest names in that field for many years.

Until the middle of the 20th century all asphalt was mixed in batches. For decades, plants had a dryer to dry the aggregates and a mixer to mix the asphalt cement with the aggregates. Heated aggregates passed from a dryer by conveyor belt to the top of the plant, where they were sorted by size and dropped into separate bins. Then an operator would pull levers to measure quantities from each bin according to the mix design. Once the aggregates had been measured into the mixer, or pug



mill, the heated asphalt cement would be injected and mixed with the aggregates.

With the development of the drum mixer and other innovations the modern asphalt plant has combined the processes of drying and mixing into a continuous process that greatly enhances the production capacity of the plant. Electronic control of the mixture's proportions and electronic storage of mix designs have improved consistency. Surge bins now hold hot mixtures so that the plant production rate no longer limits laydown capacity, and pneumatics have replaced muscle power in opening and closing bins.

Despite the fluctuation in oil prices during the 1970s and 1980s, manufacturers were able to keep asphalt mixture prices down relative to other commodities partly because of these technological improvements. Today's multiple-barrel drum mixers have efficient pollution controls, and the modern plant can produce 5,000 tons of asphalt a day with just a few workers, whereas in the past 1,000 tons a day was a huge accomplishment.

In 2008, the Ohio Department of Transportation adopted a new specification for Warm Mix Asphalt for light- and medium-traffic pavements. Warm mix involves introducing a small amount of water or other additives into the hot asphalt stream, causing the asphalt to foam, which results in better mix and compaction. This versatile mix, produced at much lower temperatures than hot mix, has offered two welcomed advantages to the industry: energy savings and reduced air emissions.

Pollution-control requirements in the 1960s also resulted in the installation of wet scrubbers or baghouses at all asphalt plants to control dust. The self-erecting automated asphalt plant, which could be set up in one day, brought high-quality, consistent mix right to the project site. These innovations did away with the limiting factor of how much a plant could produce, as today it is possible to take full advantage of the laydown capacity of modern paving machines.

Methods of laying asphalt have also improved. In times past, road construction

was labor-intensive. Aggregates were broken by hand and sized by passing the pieces of stone one at a time through measuring rings. Later, road crews armed with shovels, rakes, brooms and lutes spread and leveled asphalt mixtures, followed by a horse-drawn roller. But the steam and internal combustion engines caught up with road construction as they did with other industries.

At one time, Ohio had more road building equipment manufacturers than any other state in the country. Most contractors were familiar with Buffalo Springfield, Jaeger and Baker machines. But the company with widest reach and recognition was the Galion Iron Works and Manufacturing Company founded in Galion, Ohio, in 1907.



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As the Galion Iron Works Company, it was a foundry producing cast iron culverts, catch basin grates and other road accessories. In 1911, it introduced its first piece of construction equipment, a horse-drawn road grader. The first Galion self-propelled motor-grader, with a tractor engine, came on-line in 1922. About the same time, the company also introduced a steam-powered, three-wheel roller. But it was the introduction of the gas-powered Little Master roller, cheap and easy to operate, that made its mark on the road building industry.

Under the ownership of Jeffrey Manufacturing Company after 1929, Galion continued to be the nation's leading manufacturer of road rollers. Galion's first vibratory roller, the V-O-S 84, came out in 1970.

During World War II the U.S. Army Corps of Engineers standardized grading equipment against the Galion motorized grader over other

competing products, and Galion became a watchword in the road construction equipment industry. The company had dealers all over the world and a grader-blade factory in South Africa. Galion's parent company was acquired by Dresser Industries in the 1970s, then by Komatsu, which closed the Galion plant in 1999, but still produces a line of road graders with the famous Galion label.

For many years, placement was done by spreading asphalt mix out of the back of a truck with a lot of hand labor by the road crew, followed by the screed moving along the side forms striking off the mix. A revolution in mechanizing this process came in 1934, when Barber-Greene introduced Model 79 and Model 879 finishers with a floating screed and tamping bar. This type of finisher was so well suited to its tasks that it remained the standard in the industry for more than 20 years and is the basic concept still used today.

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An automatic screed was developed in the 1950s. It followed a string line along the grade and electronically sensed variations in grade; pavement levels could be adjusted to a tenth of an inch over 50 feet. The string line was largely replaced with the introduction of the extended length ski and other devices now found on pavers. Dual-lane pavers were introduced that could lay two, full lanes without a center seam. The first asphalt paver on pneumatic tires was produced in 1953, by the All-Purpose Spreader Company of Elyria. Again, Ohio led the industry in laydown equipment as it had for decades with asphalt plants.

While earlier pavers and rollers increased in size and power, later developments in paving machinery often involved automation and computerization. Early pavers did not have slope control. Because they followed the contour of the foundation, they might create pavements with an uneven slope. The modern paver is capable of fine control of the grade and cross slope. For example, the operator can control the width while the machine is in motion to widen at a ramp.

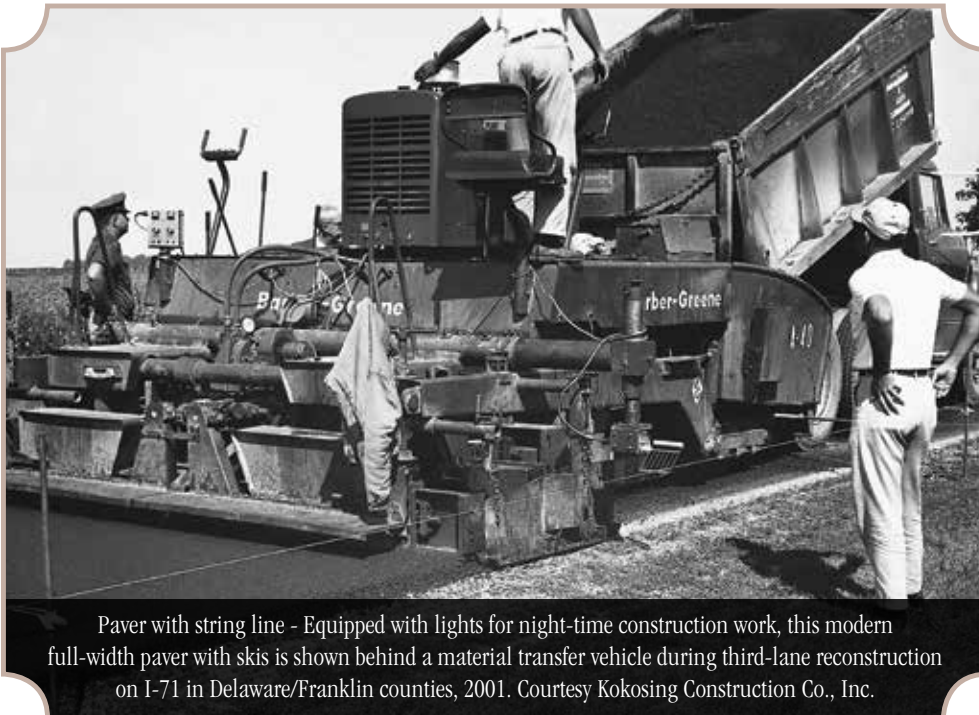
In recent years, vibratory compactors have become a larger part of the road building equipment inventory, as they increase roller compaction efficiency and provide better density to eliminate rutting under truck tires and reduce voids where air and water — pavement's two archenemies — may intrude.

*continued on page 18*

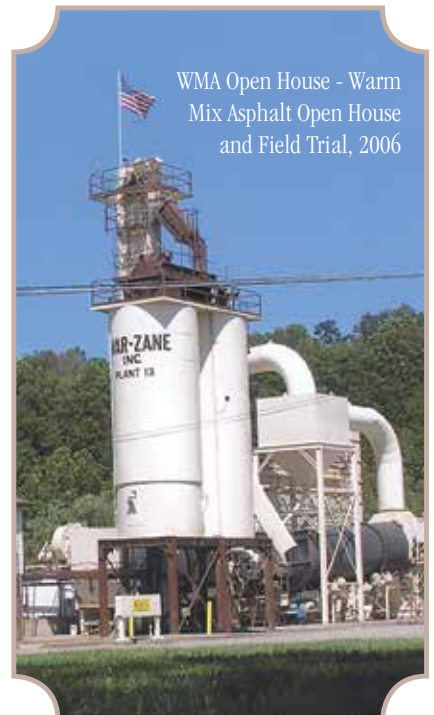




OSU civil engineering faculty and students visit Galion Iron Works, 1968



Paver with string line - Equipped with lights for night-time construction work, this modern full-width paver with skis is shown behind a material transfer vehicle during third-lane reconstruction on I-71 in Delaware/Franklin counties, 2001. Courtesy Kokosing Construction Co., Inc.



WMA Open House - Warm Mix Asphalt Open House and Field Trial, 2006

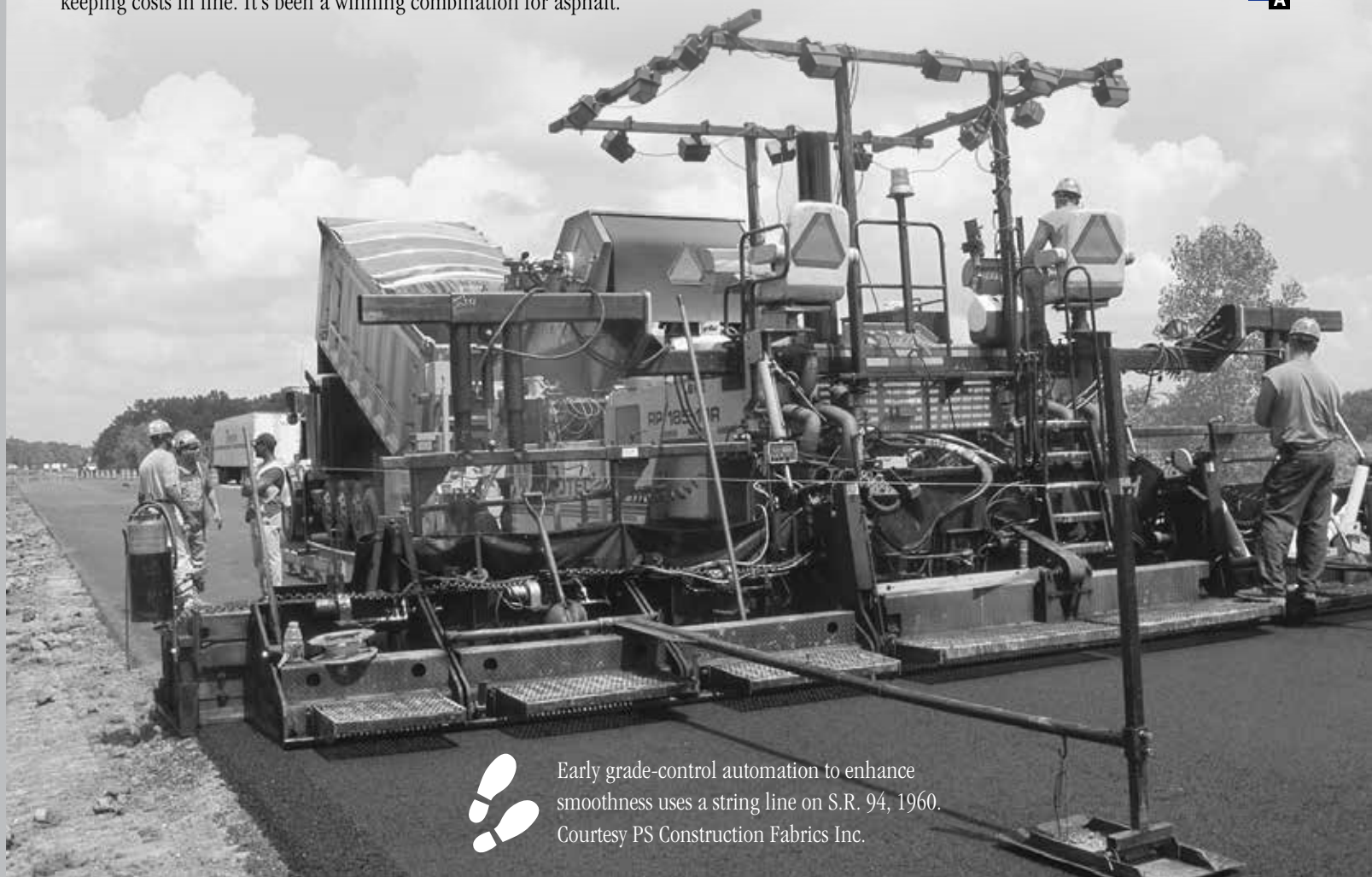


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*Emily Foster retired as an associate vice president at The Ohio State University. She earlier worked as a public relations specialist and served as editor of Cincinnati Magazine and as senior editor of Columbus Monthly. She has published three books about Ohio history.*

OA



Early grade-control automation to enhance smoothness uses a string line on S.R. 94, 1960. Courtesy PS Construction Fabrics Inc.

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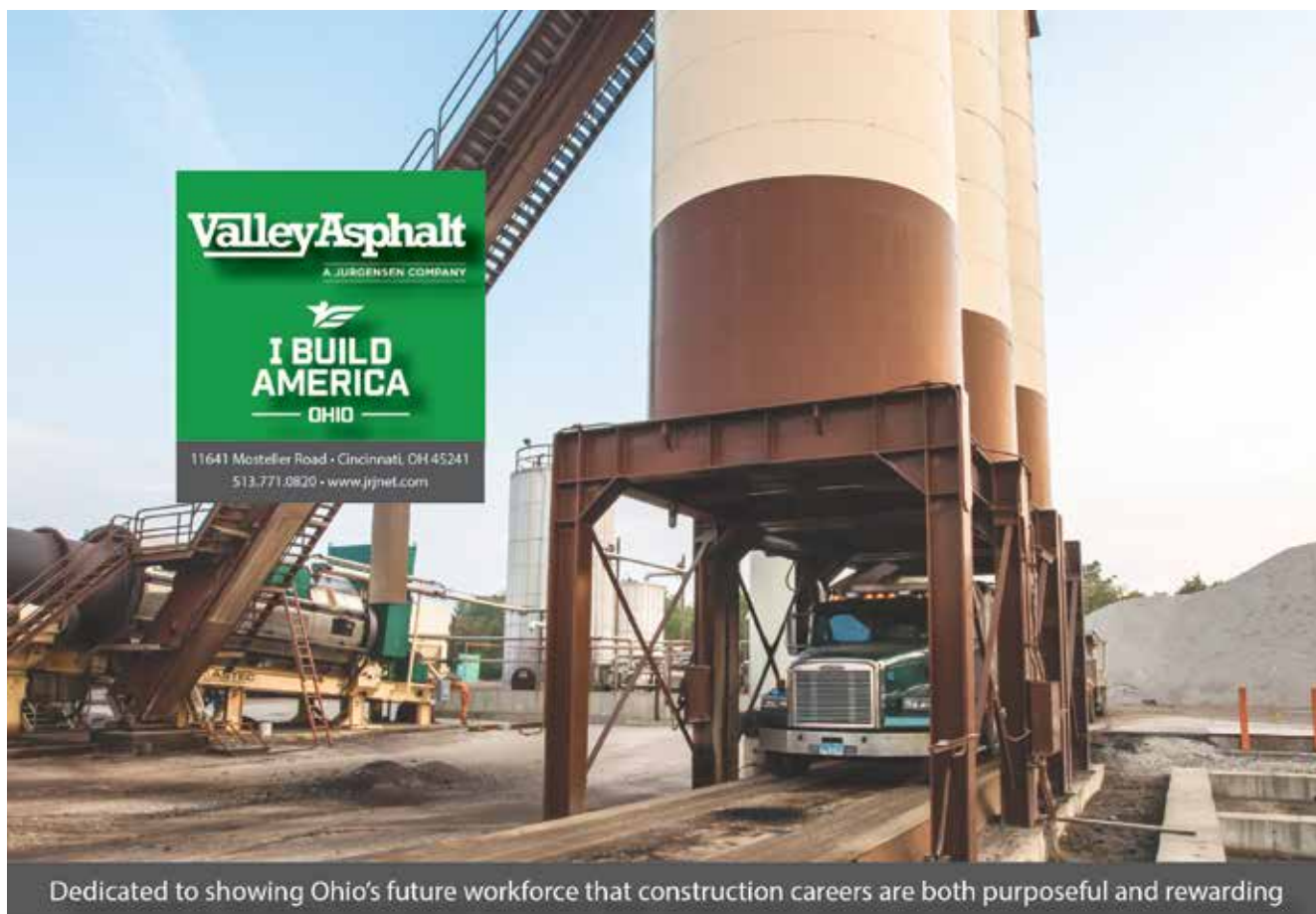
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Thinlay asphalt concrete is a cost-effective preservation treatment that adds strength and extends the useful life of structurally sound pavements. Thinlay is a hot mix asphalt that can be placed as thin as  $\frac{3}{4}$  of an inch on all types of pavements from rural to urban and bike paths to major roadways. Developed as an alternative for chip seals and micro-surfacing, thinlay provides several added benefits not the least of which are motorists' preferences for roads that are smooth, quiet and dust free.

The Thinlay specification provides parameters for four unique mix compositions – Heavy, Medium, Light and Ultra-light. Having a specification with various types of Thinlay asphalt concrete allows the pavement owner to choose a material that is tailored to the type and amount of traffic on their specific route. In other words, Thinlays can be used to extend pavement life by providing more-durable and cost-effective mixes specifically designed for your local traffic conditions.

Thinlays are non-proprietary. Any asphalt producer can make the mixture and no special equipment is required to pave with it. Recently, ODOT Districts 3 and 12 and the Ottawa County Engineer's office have considered, selected and placed Thinlay asphalt concrete for the purpose of better utilizing their paving dollars.

Thinlay asphalt concrete being placed by ODOT is being specified using Item Special – Thinlay Asphalt Concrete. Flexible Pavements of Ohio (FPO) maintains an asphalt industry version that can be obtained by contacting the FPO office or by accessing the information on the website. Please refer to the FPO Thinlay Technical Bulletin and Specification for additional information.

Several recently constructed Thinlay projects are shown on the right.



Ottawa County – Genoa-Clay Center Road (CR-51) in the Village of Genoa  
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Wayne County – ODOT SR-539  
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Ashland County – ODOT SR-60  
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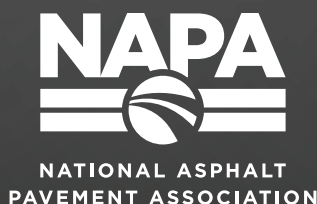


Lake County – ODOT U.S.-20  
Treatment:  $\frac{3}{4}$ -inch mill & fill;  $\frac{3}{4}$ -inch Item 897 – Pavement Planing, Asphalt Concrete, Class A with a  $\frac{3}{4}$ -inch Thinlay Type MED, as per plan using a PG 70-22M binder



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# FPO Expands Technical Outreach with New Staff Member

*Marszal to Serve as Pavements, Materials & Field Applications Engineer*



James A. "Jim" Marszal, P.E. joins Flexible Pavements of Ohio (FPO) as Pavements, Materials and Field Applications Engineer. Jim's primary responsibilities will consist of providing assistance to FPO members, designers, public agencies and private owners regarding all aspects of asphalt pavement design, construction and maintenance.

"I look forward to working with our members and customers to provide the necessary support and technical assistance to help them make good decisions for the benefit of pavement owners, the public and the asphalt industry," Marszal said.

FPO President & Executive Director Cliff Ursich praised the new hire. "Jim's wealth of experience will be a tremendous asset for pavement owners in the proper selection of asphalt materials and understanding of technical specifications," he said.

Although his duties could take him anywhere in the state, you will most often find Jim in Northern Ohio assisting and educating customers and supporting FPO members. "The addition of Jim provides FPO with comprehensive statewide coverage, and greatly expands our support for FPO members and outreach to pavement owners," Ursich said.

Jim arrives at Flexible Pavements with more than 32 years of experience at the Ohio Department of Transportation's (ODOT) District 12 office in Northeast Ohio. He served in a number of maintenance, construction and design positions during his career at ODOT and most recently as the district's Pavement & Geotechnical Engineer. In that position, he was tasked with

specifying paving materials and design review for state projects as well as local projects on state and U.S. routes in municipalities throughout Northeast Ohio. Jim was a member of the ODOT Flexible Pavement Specification Committee and participated on many other statewide committees and research projects related to pavement maintenance, management, materials or design.

"Jim's extensive pavement-related background makes him especially qualified to assist owners and agencies with items ranging from maintenance strategies to the selection of proper materials and mixes for lasting pavement durability and performance," Ursich said.

"It is an exciting time to be joining the FPO staff," Marszal said. "More than ever before we have a wide variety of asphalt materials that can be used on all types of routes for pavement maintenance, preservation, resurfacing and reconstruction. I look forward to utilizing my prior public-sector experience as well as my new and evolving knowledge of our industry to support the membership and educate our customers in selecting the proper asphalt treatment for their roadways."

Jim obtained his bachelor's degree in civil engineering from the University of Akron and a Certified Public Manager Certificate from Cleveland State University. He is a registered professional engineer in the State of Ohio and is active in many industry-related associations.

He and his wife, Stephanie, reside in the City of Brecksville with their two adopted senior dogs. Jim can be reached at [james.marszal@flexiblepavements.org](mailto:james.marszal@flexiblepavements.org).



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Visit FPO's website at [www.flexiblepavements.org](http://www.flexiblepavements.org) for more information regarding this event.



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Visit the Expo website at [www.ohioasphaltexpo.org](http://www.ohioasphaltexpo.org) for more information regarding this event.



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