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*THE JOURNAL OF OHIO'S ASPHALT PROFESSIONALS*

SUMMER 2019

ISSUE 2 • VOLUME 16

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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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## THE PRESIDENT'S PAGE



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

**“The combination of newly found paving dollars and a backlog of failed pavements creates a temptation to do what always has been done – spread the cash far and wide using minimal treatments. The fate of this strategy is predictable. Pavements always under-perform when under-designed. I’d like to suggest a different approach, one that requires a greater investment in the short run, but delivers a high level of performance for a lifetime.”**

# Thinking Afresh About Pavement Design in an Asset Management World

Thanks to our courageous state leader, Gov. DeWine, and the support of groups like Fix Our Roads Ohio, the Ohio Department of Transportation (ODOT), county governments and locals will see a revenue infusion for repairing many of the sorry-looking pavements around the state. The new funding will come from an increase in gasoline- and diesel-user surcharges as well as assessments on hybrid and electric vehicles. The monies are not expected to be a windfall by any means, but will in fact be sufficient to take on a limited number of major repair and rebuild projects for ODOT and local governments.

The combination of newly found paving dollars and a backlog of failed pavements creates a temptation to do what always has been done – spread the cash far and wide using minimal treatments. The fate of this strategy is predictable. Pavements always

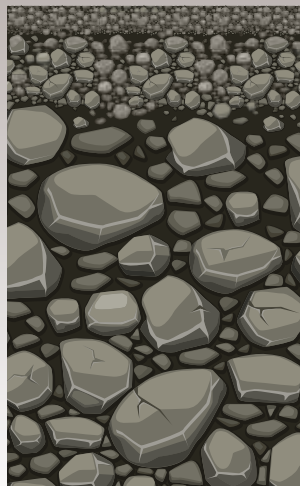
under-perform when under-designed. I’d like to suggest a different approach, one that requires a greater investment in the short run, but delivers a high level of performance for a lifetime.

It’s a strategy that takes advantage of deep-strength asphalt pavements that have historically over-performed expected pavement life. These are engineered pavements according to the design standards of the American Association of State Transportation Officials (AASHTO). True of these pavements is the longevity of the pavement base, which has shown time and again to be perpetual. These are pavements designed specifically for the expected traffic and soil conditions. Their longevity sets up an economic opportunity for agencies that are looking to adopt asset management and pavement preservation strategies.

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### ONE SIZE DOES FIT ALL

Using such a strategy allows for options. Boutique asphalt mixes can be utilized at will without the needless cost and road-user impacts associated with removing asphalt structure. For instance, an agency may have a need for increased pavement friction; the thinlay surface course could be composed of trap rock or other skid-resistant aggregate. Or, an agency can choose a premium polymer-modified thinlay to extend the time between maintenance treatments. In a sense, “one size does fit all” – all made possible through utilization of asphalt bases having thickness sufficient to resist fatigue. The wonder of this strategy is its flexibility, maintainability and economy.

So, where does an agency begin? It will take some homework. You need to know your road. Quantify the traffic and associated vehicle weights. Determine the strength of your foundation. It's an engineering exercise.



Some communities in Ohio have followed this tack for quite some time and reaped the benefit of making it through lean times with pavement conditions intact. For instance, Springboro uses an 8-inch asphalt build-up placed on an aggregate bed; Westerville (home of the Temperance Movement) uses 10 inches; Dublin (home of the Memorial Tournament) is an all-asphalt community using 9 to 12 inches for

arterials; others like South Euclid, which is now using 8-inch thickness, are catching on to the advantages of deep-strength asphalt pavements for the perpetual-like performance and asphalt's maintainability. These types of communities are those thinking afresh about pavement design in an asset-management world.





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*"The Shelly Company has provided me with a wide range of experiences within the aggregate business. It has truly helped me become a well-rounded professional."*

— Enzo Cannata



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# 2019

## CONSTRUCTION & MATERIALS SPECIFICATIONS UPDATED

**IN JANUARY, ODOT ISSUED  
ITS 2019 CONSTRUCTION AND  
MATERIAL SPECIFICATIONS (C&MS),  
AKA, THE SPEC BOOK TO MOST OF US.  
THE NEW BOOK IS GREEN AND WHITE,  
ODOT COLORS, THIS TIME?**

There are significant changes from the 2016 book. Many specification changes previously found in SS 800 dated Jan. 18, 2019 (applicable to the 2016 C&MS) have been incorporated into the 2019 CM&S. The 2019 CM&S with changes shown in red can be found at [http://www.dot.state.oh.us/Divisions/ConstructionMgt/OnlineDocs/Specifications/2019CMS/2019\\_CMS\\_10162018\\_for\\_web\\_Edits\\_Shown.pdf](http://www.dot.state.oh.us/Divisions/ConstructionMgt/OnlineDocs/Specifications/2019CMS/2019_CMS_10162018_for_web_Edits_Shown.pdf).

### **Significant flexible pavement changes from the 2016 book are summarized below:**

**Item 302** - The placement depth is revised. Contractors may request to place 302 in two lifts if the plan depth is between 7 and 7.75 inches.

**Item 401** - RAP processing has changes including revised percentage-use restrictions. There are additional binder sampling requirements. There are specific cases where there are anti-segregation equipment and safety edge requirements. Also added is a new requirement that mix must be unloaded within 90 minutes of loading.

**Item 402** - Revised plant calibration requirements are included.

**Item 403** - Includes additional QC requirements, VA testing requirements and additional binder sampling requirements. QC plans require details of how FQCS will control Segregation, etc.

**Items 424, 443** - Have been revised to allow no RAS.

**Item 441** - Revised mix-design requirements, default binder grades, field JMF adjustments, table 441.10-1 out-of-specification limits. Pay item descriptions have been revised and now require plan designation of type and acceptance method.

**Item 442** - Mix design requirements are revised. Pay item descriptions now require plan designation of size, type and acceptance method.

**Item 447** - Acceptance — New item for joint density (formerly SS 806)

**Item 702** - Additional restrictions and reporting requirements for previously used materials, binder test requirements

### **Other changed specifications not in the 2019 book.**

Significant changes have been made to Supplements 1032 (material certification), 1101 (mixing plants), 1102 (non-specification material), 1116 (RAS) and 1128 (non-tracking tack).

The latest versions of the Supplements can be found online at <http://www.dot.state.oh.us/Divisions/ConstructionMgt/Pages/ProposalNotesSupplementalSpecificationsandSupplements.aspx>.



### Additional asphalt specification revisions in the April 19, 2019 release of SS 800:

On April 19, 2019, ODOT released two new versions of SS 800, one for the 2019 C&MS and another version to update the 2016 C&MS. The latest spec revisions in SS 800 include:

**Item 401** - Asphalt Concrete Pavements - General - Requirements for use of RAP and RAS have been changed. Requirements for binder sampling and testing are revised.

**Item 402** - Asphalt Concrete Mixing Plants - Requirements for plant calibration have been revised.

**Item 403** - Asphalt Concrete Quality Control and Acceptance - New requirements include saving QC records for eight years and require including details in the QC plan for sampling and testing of binders and for the FQCS to control segregation, etc.

**Item 421** - Microsurfacing - various changes regarding mix design and a prohibition on the use of SR and SRH aggregates.

**Item 702** - Asphalt material - various minor changes to liquid asphalt requirements, including a section on Non-Tracking Asphalt Emulsion

### New supplemental specifications dated April 19, 2019:

**SS-872** - VOID REDUCING ASPHALT MEMBRANE (VRAM)

**SS-886** - FOG SEAL MATERIAL AND CONSTRUCTION REQUIREMENTS.


### In Conclusion

Changes to ODOT asphalt concrete specifications are an ongoing activity with updates released on a regular basis each quarter of the year. The versions of the C&MS and SS that apply to a specific project are listed on the title sheet of the plans. Whereas, the applicable version of the Supplement, S, is always the latest version. Project requirements can be found in all project contract documents. Contract documents include the Invitation for Bids, Addenda, Proposal, contract form and required bonds, Specifications, Supplemental Specifications, Special Provisions, general and detailed plans, Plan notes, standard construction drawings identified in the Plans, notice to contractor, Change Orders, Supplemental Agreements, Extra Work Contracts, "Accepted" and "Accepted as Noted" Working Drawings, and any other document designated by the Department as a Contract Document, all of which constitute one instrument.

It is important that contractors bidding and constructing an ODOT project be familiar with all the requirements and specifications that apply to the specific project.




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# 2019 Event Provides CLEAR VISION of Immediate Past, Future



2020 arrived a year early at the 2019 Ohio Asphalt EXPO. No not the year, the vision.

The more than 400 attendees at this year's premier asphalt event in the state received a 20-20 look at what happened a year ago and what the industry will be seeing this year and beyond. The 2019 Ohio Asphalt EXPO was held March 26 & 27 at the Hilton Columbus/Polaris.

The annual two-day event once again provided asphalt pavement industry members, transportation and government officials and flexible pavement customers information on

specifications and industry topics, materials, services and equipment to not only assist them this construction season but also in future years. Along with a forecast for the future, the Ohio Asphalt EXPO provided a retrospect, as it celebrated last year's success by the state's asphalt pavement industry – which will be appreciated by customers for years to come.



This year's event began early Tuesday with the Joint Meeting of the Technical & Field Operations committees, the Flexible Pavements of Ohio (FPO) Membership Breakfast & 57th Annual Business Meeting and Public Agency Forum.

The FPO Membership Breakfast & Annual Business Meeting was called to order by 2018-19 Chairman Bryce Burgett, of KMI. With attendees anxious to know how the struggle for a user-fee increase was faring in the Ohio Legislature, Success Group, FPO's lobbying firm reported the pulse of the legislation and encouraged FPO members to keep up



the advocacy to see a highway revenue increase through. Next up was Jay Hansen, Exec. VP of Advocacy for the National Asphalt Pavement Association (NAPA), who provided an overview of the transportation funding outlook, which indicated that revenue outlays to states have grown. A looming concern is the solvency of the Federal Highway Trust Fund. Hansen also reported that the industry is pushing back on legislation that would mandate project cost analysis and pavement design procedures slanted to the benefit of asphalt's competitors. Attendees were encouraged to participate in the Transportation Construction Coalition Fly-In to speak with Congress.

## 2019-2020 FPO Officers

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The Public Agency Forum, which was presided by Franklin County Engineer Cornell Robertson, P.E., P.S., provided an opportunity for a roundtable discussion and exchange of comments and ideas among public pavement owners and contractors.

Also Tuesday morning were the start of the two-day Ohio Asphalt EXPO Vendor Exhibits & Equipment Displays and the EXPO's educational sessions. The dry and in the high-40-to-mid-50 degree temperatures during the Ohio Asphalt EXPO provided an opportunity for attendees to go outside for an up-close look at a full spectrum of new asphalt equipment and machinery offerings. Attendees also could remain inside to visit the EXPO's 30 indoor exhibitors, who featured their wares and services. (See a listing of exhibitors on page 37.) "The trade show is a very important part of the EXPO," said Burgett,

adding that the equipment, materials and service displays provide "an awareness of the tools that are available to build the highest-quality pavements within our industry."

The first of the two days of educational seminars began with the EXPOEXCEL Sessions. These sessions, in their third year of being offered at the Ohio Asphalt EXPO, provide a full-day of instruction – for a total of 4 ½ hours per track – devoted to particular topics regarding quality asphalt paving techniques and plant operations. While the EXPOEXCEL tracks were held only on the opening day, General Educational Sessions consisted of seven different topics in which participants could choose from over the EXPO's two days.

The first session of the EXPOEXCEL Asphalt Plant Educational Track dealt with "ODOT's New Plant Calibration Procedure for Quality," which was led by Wayne Brassell, of Brassell Consultants LLC, and Larry Shively, of The Shelly Company. The initial

Asphalt Paver Educational Track, "Meeting Yield Begins with Setting Up the Job," was led by John S. Ball III, of Top Quality Paving & Training. Other topics covered in the EXPOEXCEL Asphalt Plant track were Brassell's mid-morning seminar on "Optimizing Plant Productivity to Meet Your Customer's Expectations," and Tim Murphy's, of Murphy Pavement Technology







Inc., afternoon session “Role of Communication in Award Winning Projects.” Ball served as



the instructor for the Asphalt Paver track’s final two sessions on “Paving the New Tappan Zee Bridge with Hot Mix Asphalt,” and “Nighttime Paving Operations for Quality & Safety.”

Tuesday morning’s lineup of General Educational Sessions were on the topics of “Principles of Commercial Parking Lot Construction – A National Initiative to Create Asphalt Opportunity,” presented by Dan Staebell of the Asphalt Pavement Alliance and Scott McLean of The McLean Company; and “Silica OSHA: Implications to Asphalt Plants & Milling Operations,” led by Chuck Mull of Kokosing Materials Inc.

Noon marked the time for the Quality Asphalt Paving Awards Luncheon and also the first look at the collective group in attendance at this year’s EXPO, as attendees, speakers, officials and exhibitors congregated in the Polaris Ballroom.

## Quality Asphalt Paving Awards Luncheon

Proving that Ohio’s asphalt paving industry is “Smoothly Moving America into the Future,” the luncheon was highlighted by the presentation of 66 Quality Asphalt Paving and Master Craftsman award projects – which showcased not only the industry’s work in 2018 but that of 15 or more years ago.



Prior to the announcing of the Quality Awards, the lunch crowd heard from several speakers, Natasha Ozybko of the Women of Asphalt (WOA), and Lloyd MacAdam, of the Ohio Department of Transportation.

**women of asphalt**

Ozybko is a founding member of WOA, a national coalition that encourages women to seek careers in the asphalt industry and supports those individuals active in the industry through mentoring, education and advocacy. She and fellow WOA leaders are traveling the nation to get the word out about not only the coalition but the career possibilities in the asphalt industry. Ozybko urged the FPO audience to get involved by visiting the WOA website at [www.womenofasphalt.org](http://www.womenofasphalt.org) to become a member, sponsor or simply help spread the word to their female peers. “Your support is going to be critical,” she said.

FPO Chairman Burgett, acting as the luncheon’s host, announced the association’s new members that have joined within the past year. Burgett urged both new and longtime FPO members to support one another. “It’s important to remember that when you’re going out to purchase a piece of equipment or have service done, please call your fellow FPO members first and support each other,” he said.

The next speaker prior to the announcing of the Quality Awards was MacAdam, ODOT’s assistant director, chief engineer, who represented the Ohio asphalt industry’s biggest customer. In providing information about the department’s \$115 billion transportation system, MacAdam said he wanted to make sure that the room understood the importance of the relationship between ODOT and the industry.







“You, the contractors and the asphalt industry, are truly our partners and we couldn’t do our job without it.” Proving the value of that relationship, MacAdam said pavement makes up \$65 billion of the department’s assets. “So, every year, 56 percent of our assets are what you do – pavements for our system,” he said. Having piqued the audience’s interest with how much the state is dependent on the quality and services of the asphalt industry, MacAdam provided insight and an update on the current discussion to increase state transportation revenue. His information was timely, as the Ohio Legislature came to an agreement of increasing Ohio’s motor-fuel tax one week later on April 2.



While an increase in state transportation funding – which is to go into effect July 1 – is welcomed news for the asphalt industry, in-turn, it should be of comfort to the state’s taxpayers that they will receive a quality product, as proven in the projects and workmanship found among the 66 Quality Award winners. Helping MacAdam honor Quality Award recipients in the ODOT and Ohio Turnpike & Infrastructure Commission (OTIC) Projects Category was ODOT Acting Assistant Director, Field Operations, Kirk Slusher. Slusher was named to the position full-time in early April.

Along with the 26 projects in the ODOT and OTIC Category, Quality Award winners based on work from the 2018 construction season were announced in the Local Roads or Streets, Commercial Parking Facilities, Special-Use Pavements, Airport Pavements and Master Craftsman Paving Awards categories. In all, 15 asphalt contracting companies were honored for their collective work in 44 counties. (For more information on each of the Quality Award projects, see page 20.)



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Following the awards luncheon, Tuesday afternoon's seminars included the aforementioned final sessions of the EXPOEXCEL Education Tracks and two more General Educational Sessions.

The General Educational Sessions featured information on "Segregation of Placement and Associated Thermal Images," by Laikram Narsingh, of Wirtgen America; and "Electronic

Asphalt Delivery Management," which included a presentation on "PennDOT Electronic Ticketing Pilots for HMA, WMA and Milling," by Brian Myler, P.E., of the Pennsylvania DOT, and "Utilizing Delivery Management Systems to Optimize Material Hauling," by Mike Schulz of Earthwave Technologies Inc.

The busy first day of the 2019 Ohio Asphalt EXPO, which featured nearly 30 hours of meetings, educational tracks and sessions, vendor exhibits and displays, culminated with the evening's Chairman's Reception and Asphalt Pavers' Celebration! The reception allowed for shop talk to continue among attendees, with speakers and vendors, as well as a time to share and grow industry camaraderie.



Wednesday provided a slight change in the schedule from past Ohio Asphalt EXPOs, as the final day's seminars were held prior to the Scholarship & Individual Awards Breakfast. The three, one-hour General Educational Sessions, which coincided with the morning's continuation of the Ohio Asphalt EXPO Vendor Exhibits and Equipment Displays, covered topics ranging from ethics, the future and state DOT updates. FPO's



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Director of Engineering Services Bill Fair, P.E., talked about “Ethics in Asphalt Pavement Construction”; Tim Murphy returned from a Tuesday EXPOEXCEL session to discuss “The Future of Asphalt Design”; and Craig Landefeld, P.E., from ODOT’s Office of Pavement Engineering, and Julie Miller, P.E., of ODOT’s Office of Construction Administration, provided an “Ohio Department of Transportation Update.” These seminars set up the EXPO-ending Scholarship & Individual Awards Breakfast, which featured a range of awards and words of wisdom.



### Scholarship & Individual Awards Breakfast

Welcoming the attendees to the final event of the Ohio Asphalt EXPO was newly named 2019-2020 FPO Chairman Brent Gerken, of Gerken Paving Inc. Acting in the role of host for the Scholarship & Individual Awards Breakfast, Gerken introduced Wes Humble to provide the event’s devotional.



Humble, the executive director of Ministry & Community Relations for Liberty Healthcare in Newark, told the parable of the Good Samaritan and discussed how everyone has the traits of being a good neighbor to others. “All of us in this room, whether you come from a faith background or a no-faith background, whether you attend church or you not ever go to church, all of us, as decent human beings, are called to practice the art of compassion ... It should be a basic human instinct,” he said.

In closing, Humble challenged the audience: “In all of your business, and all of your relationships and networking, and all of the things going over the next few hours, have ears to hear and eyes to see and love the people around you who needs it the most.”



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Heading into the next portion of the breakfast, the announcing of the FPO Scholarship recipients for 2019-2020, it was hard not to think about Humble's message of helping others. FPO's Asphalt Pavement Industry Scholarship Awards have been assisting Ohio college students majoring in civil engineering and construction management programs for 24 years. This fall, 22 students representing six universities will receive monetary support through \$1,000 to \$2,000 one-year scholarships.



In presenting the 2019-2020 scholarship recipients and acknowledging association members for the contributions to the program, Bill Fair talked about the importance of the program not only to the students but also to the universities and flexible pavements industry. "It's not simply because we're good neighbors that we do this, and have compassion," he said. "We consider this a viable business interest as well . . . A lot of those (past scholarship recipients) are working directly and indirectly in our industry and contributing to the success we have enjoyed in Ohio," he added. More than half of the 2019-2020 scholarship recipients and several faculty members from participating schools were in attendance. This year's scholarship program and recipients will be featured in the fall issue of *Ohio Asphalt*.

The morning's keynote speaker, National Center for Asphalt Technology Assistant Director, Senior Research Engineer Dr. R. Buzz Powell, P.E., spoke on the "Innovations from the NCAT Pavement Test Track to Improve the Value of Asphalt Pavements."

The test track is part of a full-scale testing facility where it can do laboratory material testing, "but it's the ground crew and track that controls policy decisions for state DOTs," he said. Powell talked about how the track, which was originally constructed in 2000, provides three-year testing programs where highway agencies and industry sponsors fund research in 200-foot test sections. Powell talked about how NCAT research has evolved over the nearly 20 years of the test track's existence from studying material mixes, to pavement design and thicknesses, to how to best maintain and preserve those pavement surfaces.

The breakfast program concluded with the announcing of individual awards, as Ralph Kyanko and Wayne Brassell, respectively, received the 2019 Industry Service and William "Bill" Baker awards. (See page 35 for information about the 2019 individual award recipients).

The honoring of Kyanko and Brassell concluded the breakfast and the 2019 Ohio Asphalt EXPO, which not only provided attendees a 20-20 retrospect of the year before but also for this year and beyond.



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A highlight of many of the state's pavement industry professionals came on the first day of the 2019 Ohio Asphalt EXPO with the announcing and celebrating of the finest flexible pavement projects. Quality Awards from projects completed in 2018 were handed out in five categories: Ohio Department of Transportation (ODOT) and Ohio Turnpike and Infrastructure Commission (OTIC) Pavements, Local Roads or Streets, Commercial Parking Facilities, Special-Use Pavements and Airport Pavements. Additionally, two projects were recognized with Master Craftsman honors for their long-time service and quality.

In all, 15 companies were showcased for their quality craftsmanship in providing the best quality in materials, workmanship, smoothness in ride and value for the money in 66 projects statewide.

Here is a look at Ohio's top 2018 asphalt pavement projects:

## ODOT & OTIC PAVEMENTS

**Resurfacing of Interstate 80 from State Route 193 to S.R. 46 in Mahoning & Trumbull counties**  
**ODOT District 4**  
**Paving Contractor: Shelly & Sands Inc.**

*Shelly & Sands Inc.'s Dave Schoonover and ODOT's Mike Centorama*





**Resurfacing of S.R. 613 from S.R. 15 to County Route 7 in Putnam County**  
**ODOT District 1**  
**Paving Contractor: Gerken Paving Inc.**

*Gerken Paving Inc.'s Kyle Borstelman*



**Resurfacing of U.S. Route 42 from S.R. 430 to Betner Drive in Richland County**  
**ODOT District 3**  
**Paving Contractor: Kokosing Construction Co. Inc.**

*ODOT's Jeff Labaki and Kokosing Construction Company Inc.'s Todd Lynn*



**Resurfacing of S.R. 18 from S.R. 19 to C.R. 32 in Seneca County**  
**ODOT District 2**  
**Paving Contractor: Erie Blacktop Inc.**

*ODOT's Rob Miller and Erie Blacktop Inc.'s Justin Walters*



**Resurfacing of S.R. 146 from the City of Zanesville to S.R. 284 in Muskingum County**  
**ODOT District 5**  
**Paving Contractor: Shelly & Sands Inc.**

*ODOT's Brent McLoughlin and Shelly & Sands Inc.'s Shane Novarre*



**Resurfacing of S.R. 568 from the Village of Carey to the City of Findlay**  
**ODOT District 1**  
**Paving Contractor: M&B Asphalt Co. Inc.**

*ODOT's Bashan Kenouh and M&B Asphalt Co. Inc.'s Steve Bell & Michael Shock*



**Resurfacing of S.R. 93 from Vinton County to Falls Township in  
Hocking County  
ODOT District 10  
Paving Contractor: Shelly & Sands Inc.**

*ODOT's Matthew First and Shelly & Sands Inc.'s Tim Fletcher*



**Resurfacing of S.R. 48 from Russia Houston Road to S.R. 66 in  
Shelby County  
ODOT District 7  
Paving Contractor: Barrett Paving Materials Inc.**

*Barrett Paving Materials Inc.'s Zach Daley and ODOT's Jack Hartings*



**Resurfacing of S.R. 315 from Sullivant Ave. to I-670 in  
Franklin County  
ODOT District 6  
Paving Contractor: Shelly & Sands Inc.**

*Shelly & Sands Inc.'s Todd Carpenter*



**Resurfacing of U.S. 24 from Defiance County to U.S. 6 in  
Henry County  
ODOT District 2  
Paving Contractor: Gerken Paving Inc.**

*ODOT's Lamar Spencer and Gerken Paving Inc.'s John W. Kost*



**Resurfacing of I-270 to S.R. 315 in Franklin County  
ODOT District 6  
Paving Contractor: Kokosing Construction Co. Inc.**

*ODOT's Wade Dennis and Kokosing Construction Co. Inc.'s Adam McGomery*





**Resurfacing of S.R. 78 from Monroe County to S.R. 821 in Noble County**  
**ODOT District 10**  
**Paving Contractor: Shelly & Sands Inc.**

*ODOT's Scott A. Stritz and Shelly & Sands Inc.'s Shane Novarre*



**Resurfacing of S.R. 111 from S.R. 49 to S.R. 500 in Paulding County**  
**ODOT District 1**  
**Paving Contractor: The Shelly Co.**

*The Shelly Co.'s Joel Kiger and ODOT's Bashan Kenouh*



**Resurfacing of U.S. 224 from Oakwood Drive to S.R. 532 & S.R. 532 from U.S. 224 to I-76 in Summit County**  
**ODOT District 4**  
**Paving Contractor: Shelly & Sands Inc.**

*Shelly & Sands Inc.'s Dave Schoonover and ODOT's Blake Haren*



**Resurfacing of S.R. 7 from Chester to the Shade River in Meigs County**  
**ODOT District 10**  
**Paving Contractor: The Shelly Co.**

*The Shelly Co.'s Trevor Small and ODOT's Eric Reed*



**Resurfacing of I-77 from Tuscarawas County to North Salem in Guernsey County**  
**ODOT District 5**  
**Paving Contractor: Shelly & Sands Inc.**

*Shelly & Sands Inc.'s Shane Novarre and ODOT's Brent McLoughlin*



**Resurfacing of S.R. 73 from the City of Oxford to S.R. 177 &  
S.R. 177 from S.R. 73 to S.R. 130 in Butler County  
ODOT District 8  
Paving Contractor: Barrett Paving Materials Inc.**

*Barrett Paving Materials Inc.'s Robert Klendt and ODOT's Alex Bair*



**Resurfacing of U.S. 6 from S.R. 49 to U.S. 127 in  
Williams County  
ODOT District 2  
Paving Contractor: Gerken Paving Inc.**

*Gerken Paving Inc.'s Michael Zwyer and ODOT's Lamar Spencer*



**Resurfacing of U.S. 224 & S.R. 446 in Mahoning County  
ODOT District 4  
Paving Contractor: Shelly & Sands Inc.**

*Shelly & Sands Inc.'s Dave Schoonover and ODOT's Mike Centorama*



**Resurfacing of I-76 from Portage County to N. Bailey Road in  
Mahoning County  
ODOT District 4  
Paving Contractor: The Shelly Co.**

*The Shelly Co.'s Bill Dvorak and Steven Lillich*



**Resurfacing of U.S. 32 from Jackson County to Meigs County  
in Vinton County  
ODOT District 10  
Paving Contractor: Shelly & Sands Inc.**

*ODOT's Scott A. Stritz and Shelly & Sands Inc.'s Billy Scherer*





**Resurfacing of S.R. 199 from S.R. 105 to Roachton Road in Wood County**  
**ODOT District 2**  
**Paving Contractor: Gerken Paving Inc.**

*ODOT's Zach Hribar and Gerken Paving Inc.'s Andrea Weber*



**Resurfacing of S.R. 91 from Market Street to Mogadore Road in Summit County**  
**ODOT District 4**  
**Paving Contractor: Shelly & Sands Inc.**

*Shelly & Sands Inc.'s Dave Schoonover and ODOT's Paul Zraik*



**Resurfacing of S.R. 7 from Yorkville-Glenn Robbins Road to Rush Run Road in Jefferson County**  
**ODOT District 11**  
**Paving Contractor: NLS Paving Co.**

*NLS Paving Co.'s Ryan Schlosser & Ben McManaway and ODOT's Paul Herman*



**Resurfacing of S.R. 60 from Washington County to Airport Road in Morgan County**  
**ODOT District 10**  
**Paving Contractor: Shelly & Sands Inc.**

*Shelly & Sands Inc.'s Shane Novarre and ODOT's Ray Judson*



**Resurfacing of the Ohio Turnpike from Mileposts 191 to 205 in Portage County**  
**Ohio Turnpike & Infrastructure Commission**  
**Paving Contractor: The Shelly Co.**

*Ohio Turnpike & Infrastructure Commission's Julius Szahlender and The Shelly Co.'s Tony Valocchi, Kirk Larson & Tom Smith*



# LOCAL ROADS & STREETS

## **Resurfacing of S.R. 747 from Princeton Road to Millikin Road in Butler County Butler County Engineer/ODOT District 8 Barrett Paving & Materials Inc.**

*Butler County Engineer's Greg Wilken and Barrett Paving & Materials Inc.'s Dennis Brunton*



## **Resurfacing of Georges Creek Road from Bulaville Pike to Mill Creek Road in Gallia County Gallia County Engineer The Shelly Co.**

*The Shelly Co.'s Trevor Small and Gallia County Engineer's Brett Boothe*



## **Resurfacing of Yankee Road from Dutchland Parkway to Princeton Road in Butler County Butler County Engineer/ODOT District 8 Barrett Paving & Materials Inc.**

*Butler County Engineer's Greg Wilken and Barrett Paving & Materials Inc.'s Dennis Brunton*



## **Resurfacing of Beech Road from Worthington Road to Morse Road in the City of New Albany City of New Albany Shelly & Sands Inc.**

*Shelly & Sands Inc.'s Dan Montenaro and Jason Sayre*





**Resurfacing of 12th Street NW from Mercy Drive to Monument Road in the City of Canton  
City of Canton/ODOT District 4  
Northstar Asphalt Inc.**

*Northstar Asphalt Inc.'s Walt Neff and City of Canton's Dan Moeglin*



**Resurfacing of Sperry Drive from Clague Road to Columbia Road in the City of Westlake  
City of Westlake  
Specialized Construction Inc.**

*Specialized Construction Inc.'s John Alberty and Greg Kacsmarik*



**Resurfacing of Washington Road from River Road to Drake Road in Huron County  
Huron County Engineer  
Erie Blacktop Inc.**

*Erie Blacktop Inc.'s Justin Walters*



**Resurfacing of S. Section Line Road from U.S. 36 to Home Road in Delaware County  
Delaware County Engineer  
The Shelly Co.**

*The Shelly Co.'s John Shonk*



**Construction of roundabout at Bogart Road & Campbell Street in Erie County  
Erie County Engineer/ODOT District 3  
Erie Blacktop Inc.**

*Erie County Engineer's Mike Farrell and Erie Blacktop Inc.'s Justin Walters*



**Widening & Improvement of Sligo Road in Guernsey County  
Washington Township  
NLS Paving Co.**

*NLS Paving Co.'s Ryan Schlosser & Trevor Carpenter*



**Resurfacing of C.R. 114 from S.R. 643 to S.R. 39 in Holmes County  
Holmes County Engineer  
Melway Paving Co.**

*Holmes County Engineer's Christopher Young and Melway Paving Co. Inc.'s  
Phil Schlabach & Andrew Schlabach*



**Resurfacing of Noe-Bixby Road from Winchester Pike to  
Crosscreek Drive in Franklin County  
Franklin County Engineer  
Kokosing Construction Co. Inc.**

*Franklin County Engineer Cornell Robertson and Kokosing Construction Co. Inc.'s  
J.C. Sharp*



**Resurfacing of S.R. 4 from Mulhauser Road to High Street in  
the City of Fairfield  
City of Fairfield/ODOT District 8  
John R. Jurgensen Co.**

*ODOT's Alex Bair and John R. Jurgensen Co.'s Drew Bosse*



**Resurfacing of C.R. 7E from T.R. 157 to S.R. 7 in Jefferson County  
Jefferson County Engineer  
Shelly & Sands Inc.**

*Shelly & Sands Inc.'s Rick Smith and Jefferson County Engineer's Eric Hilty*





**Resurfacing of Homer Road NW from Justen Road to Marion Road NW in Licking County**  
**Licking County Engineer**  
**The Shelly Co.**

*The Shelly Co.'s Joe Bice*



**Resurfacing of Middle Bellville Road from Bennington Drive to Straub Road in the City of Mansfield**  
**City of Mansfield**  
**Kokosing Construction Co. Inc.**

*City of Mansfield's Nate Long and Kokosing Construction Co. Inc.'s Todd Ingram*



**Resurfacing of Acord Drive from Patterson Road to Dellwood Avenue & Hadley Avenue from Fall Hills Avenue to Shroyer Road in the City of Oakwood**  
**City of Oakwood**  
**John R. Jurgensen Co.**

*John R. Jurgensen Co.'s Josh Warren and City of Oakwood's Thomas Long*



**Resurfacing of Lexington-Springmill Road from S.R. 39 to University Drive in Richland County**  
**Richland County Engineer/ODOT District 3**  
**Shelly & Sands Inc.**

*ODOT's Andy Heininger, Shelly & Sands Inc.'s Jason Johnson and Richland County Engineer's Adam Gove*



**Resurfacing of C.R. 46 from S.R. 288 & C.R. 30 from T.R. 51 to S.R. 309 in Morrow County**  
**Morrow County Engineer**  
**Mid-Ohio Paving Inc.**

*Mid-Ohio Paving Inc.'s Charlie Stewart & Skyler Nichols (far right) and Morrow County Engineer's Bart Dennison*



**Resurfacing of East River Road from S.R. 254 to S.R. 611 in  
Sheffield Village  
Sheffield Village/ODOT District 3  
Kokosing Contruction Co. Inc.**

*ODOT's Errol Scholtz and Kokosing Construction Co. Inc.'s Dean Kimple &  
Joe Paul*



**Resurfacing of Parkman Road NW from Mason Street NW to  
Drexel Avenue NW & Drexel Avenue NW from Parkman Road  
NW in the City of Warren  
City of Warren  
Shelly & Sands Inc.**

*Shelly & Sands Inc.'s Dave Schoonover*



## COMMERCIAL PAVING FACILITIES

**Construction of parking lot at Twin Oast Brewery in the City of  
Port Clinton  
Twin Oast Brewery  
Erie Blacktop Inc.**

*Erie Blacktop Inc.'s Justin Walters*



**Resurfacing of parking lot at Sam's Club #6305 in the City of Brooklyn  
Sam's Club  
Barbicas Construction Co. Inc.**

*Barbicas Construction Co. Inc.'s James Green, Kyle Miller & James Fairbee*





**Resurfacing of parking lot at Battelle Darby Creek Metro Park  
Columbus & Franklin County Metro Parks  
Kokosing Construction Co. Inc.**

*Kokosing Construction Co. Inc.'s J.C. Sharp*



**Construction of parking lot at the Montgomery County Fairgrounds  
Montgomery County Agricultural Society  
Southern Ohio Paving**

*Southern Ohio Paving's Chris Hughes and Logan Carpenter*



**Construction of Marc's Plaza parking lot in the City of Canton  
Marc's  
Northstar Asphalt Inc.**

*Northstar Asphalt Inc.'s Andrew Kowicki*



**Construction of parking lot at Olentangy Berlin High School  
Olentangy Local School District  
The Shelly Co.**

*The Shelly Co.'s Mark Boyer*



**Resurfacing of parking lot at Hanon Systems in the Village of Carey  
Hanon Systems  
M&B Asphalt Co. Inc.**

*M&B Asphalt Co. Inc.'s Steve Bell*



**Resurfacing of parking lot at Hobby Lobby in the City of Ontario**  
**Hobby Lobby**  
**Kokosing Construction Co. Inc.**

*Kokosing Construction Co. Inc.'s Amy Volz*



**Construction of commercial parking lot in Hancock County**  
**The Shelly Co.**

*The Shelly Co.'s Bryan T. Stennett*



## SPECIAL-USE PAVEMENTS

**Construction of tennis courts at Madison High School in the**  
**City of Mansfield**  
**Madison High School**  
**Shelly & Sands, Inc.**

*Shelly & Sands, Inc.'s Drake Riley*



**Construction of salt storage pad at the Cincinnati River T Terminal**  
**Watco Companies LLC**  
**Barrett Paving Materials, Inc.**

*Barrett Paving Materials' Jason Johnson*





**Construction of a multi-use path from Pickle Road to Navarre Avenue in the City of Oregon**  
**City of Oregon**  
**The Shelly Co.**

*The Shelly Co.'s Toby Geahlen*



**Resurfacing of the YMCA bike path in the City of Newark**  
**City of Newark**  
**Kokosing Construction Co. Inc.**

*Kokosing Construction Co. Inc.'s Adam McGomery and City of Newark's Brian Morehead*



## AIRPORT PAVEMENTS

**Rehabilitation of Runway 18-36 at the Dayton International Airport**  
**City of Dayton**  
**Barrett Paving Materials Inc.**

*Passero Associate's Jeff Bonecutter, Dayton International Airport's Michael Cross and Barrett Paving Materials Inc.'s Zach Daley & Cole Barney*



**Reconstruction of runway at the Harrison County Airport**  
**Harrison County Airport Authority**  
**Shelly & Sands Inc.**

*Shelly & Sands Inc.'s Justin Sheppard and Brian Medley*



**Rehabilitation of runway at the Warren County Airport  
Warren County Airport  
Barrett Paving Materials Inc.**

*Barrett Paving Materials Inc.'s Christopher Warman*



**Rehabilitation of Runway 3R-21L at the Lunken Airport  
City of Cincinnati  
John R. Jurgensen Co.**

*John R. Jurgensen Co.'s Brian Trainer*



## MASTER CRAFTSMAN AWARDS

Two more stretches of Ohio's asphalt pavement were recognized in 2018 with Master Craftsman Paving Awards. This honor symbolizes the longevity and quality of asphalt pavement, as it recognizes only those pavements that have stood the tests of time. Eligible pavement surfaces for this honor must exhibit a minimum service life of 15 years, remains in use, or has been resurfaced in 2018 and maintains an acceptable level of service.

**Butler Regional Highway (S.R. 129 from miles 16.22-25.86) from S.R. 4 to I-75 in Butler County  
Providing 19 years of Exemplary Pavement Performance  
Butler County Engineer/Butler County TID/ODOT District 8  
Kokosing Construction Co. Inc. & John R. Jurgensen Co.**

*ODOT's Alex Bair, Butler County Engineer's Greg Wilken & Dale Steward and Kokosing Construction Co. Inc.'s Wayne Brassell & George Shaw*



**Harrison Pike from Rybolt Road to Belclare Road in Hamilton County  
Providing 16 years of Exemplary Pavement Performance  
Hamilton County Engineer  
The Shelly Co.**

*The Shelly Co.'s Larry Shively*





# INDIVIDUAL AWARDS

Highly regarded, the Industry Service and William “Bill” Baker awards fall into the category of “saving the best for last,” as these individual annual honors were once again awarded on the second morning of the Ohio Asphalt EXPO. FPO President/Executive Director Cliff Ursich announced and awarded the 2019 recipients of the Industry Service and Baker awards during the Scholarship & Individual Awards Breakfast.

## INDUSTRY SERVICE AWARD

2019 recipient: Ralph Kyanko



“Selfless sharing of knowledge and ideas,” “quietly and diligently served,” “persons who have made a substantial contribution to Ohio’s paving industry,” are qualities the FPO Industry Service Award has showcased since its origin.

In introducing 2019 Industry Service Award recipient Ralph Kyanko, Ursich said this year’s honoree has been fulfilling the award’s traits since his early days as an asphalt lab technician in the late 1960s.

Currently the Environmental Manager at Kokosing Materials Inc., and an employee with Kokosing Construction since 1996, Kyanko’s career has allowed him to learn, improve and lead the many aspects of asphalt production. His asphalt experience began as a lab technician in 1969 for Tri-State Asphalt. Kyanko learned about plant manager responsibilities with John D. Tonkovich & Son in the mid-1970s – a time that two oil crisis quickly escalated liquid asphalt prices and placed considerable strain on asphalt contractors. He learned and became more knowledgeable about quality control and the management of asphalt plants and production over the next 13 years working with Ohio Valley Paving Corp. and S.E. Johnson Companies’ asphalt production company Stoneco – where he served in the regional role as its Northeast Region Plant Manager.

About the time he began working with Kokosing Materials, Kyanko became involved on FPO’s Technical Committee in 1998. The late-’90s was a period of significant change in the industry, as it was moving toward a Superpave asphalt mix design. In 2000, he began also working on FPO’s Environmental Committee when the group tirelessly worked with the Ohio EPA to provide greater uniformity in asphalt plant permit requirements. Kyanko continued to serve on both the FPO Technical and Environmental committees for 12 years before concentrating his efforts solely on environmental issues in 2012. Combined, Kyanko served on these committees 32 years.

“Ralph’s depth of knowledge has been a terrific asset, and his demeanor made for more reasonable outcomes with regulators,” Ursich said of the Industry Service Award recipient. “... He continues as a member of the Environmental Committee, where he provides a unique perspective having first-hand experience of all aspects of asphalt mix production and permitting.”

In accepting the honor, Kyanko commented on how quality control and environmental regulations have transformed over the past 50 years, saying that three-to-four page permits have now grown to 40 pages. He also talked about the professional relationships he has had and continues to enjoy, saying, “I have had the absolute fortunate experience of working with so many people over the years, not only the companies that I worked with but also the aggregate suppliers, liquid suppliers and equipment suppliers and so many others.”

# INDIVIDUAL AWARDS

## WILLIAM W. "BILL" BAKER AWARD

**2019 recipient: Wayne Brassell**



"Wayne is the kind of guy who has never needed to 'give back'; that's because he has always been a contributor," said Ursich, in his introduction and announcement of 2019 William W. "Bill" Baker Award recipient Wayne Brassell.

The William W. "Bill" Baker Award, considered to be Flexible Pavements of Ohio's most-esteemed honor, recognizes the attributes of being effective, innovative, committed to high quality and for having a broad impact on Ohio's asphalt industry. Thus were the traits of the award's namesake, who not only served as the association's third executive director, from 1976-1991, but was highly regarded for his industry advocacy both within the state's borders and at the national level.

Brassell, the 26th recipient of the William Baker Award, has been a highly active association member since he began serving on the Education & Technology Transfer Committee in 1987. Over the past more than 30 years of being a "champion" for FPO, Brassell has been a strong proponent of member participation; something he has demonstrated himself by also serving on the association's Technical, Environmental and Field Operations committees as well as being a board director.

Ursich also mentioned Brassell's passion for quality construction; advocating participation and recognition of the work of individuals on behalf of FPO and the industry; and innovation. "As a director, he was the board's eyes and ears in the field," Ursich said of the 2019 Baker Award recipient. "He wholeheartedly supported warranting asphalt construction, and had the vision to continuously innovate to improve asphalt pavement quality." Ursich mentioned Brassell's encouragement

of establishing FPO's Industry Service Award in 2005, which recognizes individuals' work in bettering the association and industry. "(And) when it came to innovation he was quick to test new technology - even develop it," Ursich added. "Be it an asphalt plant innovation, full-width paving, material transfer systems for asphalt mix placed on warranty projects, notched-wedge joint construction ... He has pushed the envelope."

A graduate of Walsh College, Brassell has always been a proponent of education. He has demonstrated this through work on the FPO Education & Technology Transfer Committee; he and his wife's sponsoring of the Wayne & Debbie Brassell Asphalt Pavement Industry Scholarship in the FPO Asphalt Pavement Industry Scholarship Program; his current service as president of the Columbia Local Schools Board of Education; and as a presenter at the Ohio Asphalt EXPO.

Wayne Brassell has always been a contributor and never needed to give back. "However," Ursich said, "this is a time for Flexible Pavement's to 'give back'" to Brassell by presenting him the William Baker Award.

Admitting that upon learning that he was a recipient of the award he had a tear in his eye, Brassell said, "I never in my wildest imagination and dreams thought that I ever, ever feel deserving of this award today. Words cannot express how much this means to me; to have my name beside some of the true entrepreneurs, founders and visionaries of our industry ... I am very humbled and honored," he said emotionally.

Brassell, who worked with Ajax Bituminous, Schloss Paving, Northern Ohio Paving Co., C&S Limestone and nearly 30 years with Kokosing Construction Co. Inc., said, "I owe so much to so many throughout my years in the industry, and I truly thank you for the opportunities that were provided me."



# 2019 OHIO ASPHALT EXPO

## EXHIBITORS & SPONSORS

FPO would like to recognize and thank the more than 50 companies supporting the 2019 Ohio Asphalt EXPO by participating as an exhibitor or sponsor. The two-day event was made possible by the following companies and individuals:

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## Technical Seminar Topics, Part 6

# Improving Cold Longitudinal Construction Joint Performance

*(Editor's note: This a continuation of our Technical Seminar series on Composite Rehabilitation.)*

Although we're nearing the end of our Composite Pavement Rehabilitation Technical Seminar series, we still have a couple items to cover. Today, we will discuss the options available to improve durability and reduce the typical distress often associated with cold longitudinal construction joints.

The first thing all engineers and inspectors need to know is that the longstanding practice of using an Item 407 tack coat material to coat the vertical face of a cold longitudinal joint has been improved upon. ODOT's 2016 Construction & Materials Specifications (C&MS) no longer specifies asphalt emulsion for use as tack coat. Certified PG binder or a joint adhesive — ODOT Supplemental Specification (SS) 875 are now specified. This change places additional asphalt binder where it is most needed to help "glue" a longitudinal joint together to improve durability. See ODOT CM&S Item 401.17.

The Ohio Department of Transportation (ODOT) currently uses specification Item 447 joint density for priority system pavements, interstates and multi-lane roads of similar kind typically using Superpave Item 442 mixes. This specification requires joint adhesive (ODOT SS 875). Item 447 is a challenging specification that places the burden upon the contractor to build the longitudinal joint and achieve desired density. Joint density is

determined from tests of cores. Coring takes place directly over the cold joint. The density results are the basis for payment of the mat. This specification is most appropriate for facilities with heavy truck count greater than 1,500 and built to the highest standards — typically using 12.5mm Superpave mixes.

Steps to improve longitudinal joint durability on two-lane routes, arterials or local roads are available. The first option is to specify the previously mentioned SS 875 longitudinal joint adhesive instead of using the certified PG binder required in 401.17. This material is basically a polymer-modified asphalt binder similar to polymer crack sealing material. These products have actually been available for many years but seem to have become more popular in the last 5-10 years as expectations for joint durability have increased. Research and technical literature have documented joint durability improvements when using joint adhesives. Application rate and cost of this material depends upon overlay thickness. With the exception of a standard certified PG binder, joint adhesives tend to be one of the more economical and cost-effective materials available for improving joint performance. Surprisingly, some projects where joint adhesive has been used experienced a false density believed to be a result of change in mix specific gravity related to the impact from filling the mixture air voids with joint adhesive. When this occurs, it should not be inferred that the mixture was insufficient.



## SS-875 Longitudinal Joint Adhesive



(Courtesy of Crafco)

The second and newest product available for improving cold longitudinal construction joint performance is a material known as VRAM (Void Reducing Asphalt Membrane). VRAM is a highly polymer-modified asphalt binder placed at a 15-inch width (typ.) under the longitudinal joint. The VRAM material helps stabilize the unconfined edge to aid compaction and is designed to migrate 50-75% up into the overlay reducing air voids and permeability, which improves joint durability and performance. VRAM can be specified using ODOT SS 872. Application rate and cost will depend on the type of overlay and lift thickness. Note that ODOT may consider VRAM in lieu of Item 447 joint density on priority system projects, if requested.

## SS 872 – Void Reducing Asphalt Membrane



## SS 872 – Void Reducing Asphalt Membrane



Tip: Cold longitudinal joint distress is less prevalent when using finer-graded surface course mixes. Choosing the best and most appropriate mix for your project is another way to help manage or minimize cold joint deterioration. Look for the next issue, *Ohio Asphalt* Fall 2019, for a discussion on choosing the best surface course for your composite pavement rehabilitation project.

If cold longitudinal joint deterioration is a concern on your project you now have several choices available to improve performance and durability. Using a certified PG binder per 401.17 is certainly an improvement to the traditionally used tack coat. But designers and specifiers can and should also consider SS 875 Joint Adhesive and SS 872 Void Reducing Asphalt Membrane to further improve cold joint performance to help meet the expectations of today's owner/agencies and their taxpaying customers.

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# NEW CAMPAIGN RAISES AWARENESS OF DANGERS IN ROADWAY WORK ZONES;



## FHWA RELEASES ASPHALT PAVEMENT VIDEO SERIES

### WATCHFOR.US

The asphalt industry and other

transportation construction partners have launched a campaign focused on raising the awareness of the dangers of distracted drivers in roadway construction work zones. The WatchForUs campaign is focused on urging drivers to slow down, put down their phone and pay attention in roadway work zones. The distracted driving campaign kicked off in April during the 2019 National Work Zone Awareness Week.

The “WatchForUs” campaign includes a short film entitled “One Moment Can Save a Life,” which depicts a fictionalized story on the impacts of distracted driving to one family, as well as personal testimonials from industry members whose colleagues and friends have been directly affected by work zone accidents. Additional resources include graphics and materials to heighten the awareness of work zone safety for use in print, social media and websites.

To learn more about the campaign and download the full toolkit, go to [www.WatchForUs](http://www.WatchForUs).



### FHWA RELEASES ASPHALT PAVEMENT PRINCIPLES VIDEO SERIES

The Federal Highway Administration (FHWA) recently released a new video series titled “Asphalt Pavement Principles.” This series focuses

on key aspects of asphalt pavement design and construction. The videos in this series include:



#### DENSITY AND DURABILITY

Density is an important factor in making asphalt pavements more durable. This video presents several keys to achieving proper asphalt pavement density as well as new technologies that are moving the industry forward.



#### SMOOTHNESS

Smoother roads result in lower fuel costs, less vehicle wear and tear and lower emissions. This video presents keys to achieving smoother asphalt pavements as well as how smoothness specifications are changing the industry.



#### LONG-LIFE PAVEMENTS

Long-Life Pavements, traditionally referred to as Perpetual Pavements, are multi-layer designs built from the bottom up, with each layer engineered to maximize pavement life. With this approach, asphalt roads can be built with a structure that lasts many decades with only routine surface renewal and maintenance required, making it an ideal choice.

To view these videos and more, go FHWA's YouTube page at <https://www.youtube.com/user/USDOTFHWA>.





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