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ON THE COVER: Amid the year’s COVID-19 pandemic the Ohio asphalt pavement paving industry remains an essential service, as a crew from Gerken Paving Inc. resurfaces State Route 108 in the City of Napoleon.

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“When we think of life’s essentials, mobility, and the systems by which it is provided, rises high on the list. I see more clearly the simple wisdom of the Ohio Department of Transportation’s mission statement: ‘Provide the safe and easy movement of people and goods from place-to-place.’

Consider the ‘essential’ nature of roads. We take them ‘oh so’ for granted, and funding roadway maintenance is often done begrudgingly. Were it not for the roads and the trucks that travel them, commerce would have come to a screeching halt during this pandemic. Never in my lifetime have I seen empty and sparsely stocked grocery shelves. Those are the kinds of images that come out of the Eastern Block. The fully stocked shelves and freezer cases we have come to expect in our local grocery stores testifies to the importance of roads for moving goods from ‘place-to-place.’ They warrant being kept in good repair.

I am grateful for the people involved in keeping the roadway system up and running. These include agency and contractor personnel alike. It includes the asphalt plant and paving crews and all who support their forward progress; the supply chain of truckers hauling asphalt binder, aggregate and the completed mix. As well, there are the quality control (QC) technicians at the mixing plants and on the roadway, who test and inspect all aspects of quality to ensure they are within boundaries of the specifications. As you can see, there are a lot of folks behind the curtain pulling levers doing the ‘essential’ tasks to ensure the roadways are being maintained.

“Essential Industry” Designation
I have been contemplating the designation “Essential Industry” as it relates to asphalt’s future viability. I do not take it for granted, and I hope you — as someone connected to the industry’s success too — will not take the designation for granted. What keeps an industry viable and essential is in becoming a necessary function to maintaining essential public services. How did the asphalt industry come to this designation? I submit its asphalt attributes: Speed of deployment and construction, maintenance simplicity, economy and smoothness; they have risen in the consumer’s mind so as to be deemed “essential” roadway attributes. Our ensuring these attributes in every paving project secures this important designation; and by virtue of such it preserves our opportunity to take home a paycheck — to purchase Life’s Essentials.
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NON NUCLEAR ASPHALT DENSITY

PQI 380, Celebrating 10 Years in Service!
Thinlay Asphalt Concrete made its debut in the 2016 construction season. To date, 292 lane miles have been placed by the Ohio Department of Transportation. The specification has recently been updated to include a recycling agent to increase thinlay life extension capability.

The thinlay concept was created out of a need for a more economical pavement preservation treatment option that retains the attributes of traditional asphalt mix – those being ride quality (i.e., smoothness) and in-cabin quietness.

Thinlays rely upon fine-graded aggregate structures to ensure these attributes. The fine-textured gradation facilitates the compaction process and ultimately enhances the thinlay impermeability (Figure 1). These are necessary qualities for improving a pavement treatment’s life-extending capability. From a practical standpoint, fine-textured mixtures are forgiving in cases of mediocre construction. Figure 1 explains this.

**NEW to the Thinlay Specification**

In recent years, recycling agents have been introduced to the marketplace. Recycling agents are additives used in the production of asphalt mix to enhance the properties of the Reclaimed Asphalt Pavement (RAP) material used in the mixture. There is increasing evidence that these types of additives will improve the durability of asphalt mixes with high-recycled material contents — primarily by improving cracking resistance.

Recycling agents are used to mitigate the effects of the long-term aging of binder within the RAP. The aging causes embrittlement of the binder, which lowers the mixtures resistance to crack formation. Recycling agents work to break down the hardness of the binder caused by aging — essentially chemically restoring much (but not all) of the aged binder’s initial properties.

This thinlay specification update mimics ODOT research conducted on VIN-US 50. The section utilized a thinlay having 25% RAP, which was dosed with a recycling agent such that the asphalt binder grade of the completed mix would be near equal to the virgin binder — in effect re-creating a “virgin” mix.

The performance improvement of the VIN-50 section is encouraging, and the addition of a recycling agent is expected to enhance performance particularly with a mix typically placed as a ¾-inch-thin preservation treatment.

Keeping moisture and air from penetrating a pavement is key to achieving long pavement life and life-extending capability. Thinlays are uniquely suited for attaining pavement preservation goals.

**Figure 1: Relationship of mix Permeability to In-Place Air Voids for a mixture of a given nominal maximum-aggregate size. (Source: NCAT)**

The plot of the lines shows the relationship of permeability to in-place air voids of four mix gradations. The most fine-graded mix is the 9.5mm. Figure 1 shows that at high in-place air voids (conversely low density) permeability of the 9.5mm gradation is substantially lower when compared to the mixes having coarser gradations. Thinlays are finer yet (6.3mm) and effectively impermeable — similar to a roofing shingle effect.
ITEM 860 THINLAY ASPHALT CONCRETE

April 14, 2020

860.01 Description

This work consists of constructing a surface course of aggregate and asphalt binder mixed in a central plant and spread and compacted on a prepared surface. The requirements of 401, 441, and 448 apply, except as modified by this specification.

860.02 Composition. Establish a Job Mix Formula (JMF) to meet the mixture composition requirements of the mix types shown in Table 860.02-1.

For Type MED and Type LT Thinlay Asphalt Concrete include a recycling agent blended to provide a mixture with a target binder equivalent to the Asphalt Binder Grade Final listed in Table 860.02-1.

---

### TABLE 860.02-1 – MIXTURE COMPOSITION

<table>
<thead>
<tr>
<th>Property</th>
<th>Type MED [1]</th>
<th>Type LT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fine Aggregate (703.05A)</td>
<td>50% Mech. Crush / 50% Natural Sand [2]</td>
<td>≥ 50% Natural Sand</td>
</tr>
<tr>
<td>RAP (max. %)</td>
<td>25</td>
<td>25</td>
</tr>
<tr>
<td>Total binder content min. (% by weight of mix)</td>
<td>6.4</td>
<td>6.6</td>
</tr>
<tr>
<td>Virgin binder min. (% by weight of mix)</td>
<td>5.2</td>
<td>5.2</td>
</tr>
<tr>
<td>Virgin Binder Grade (PG)</td>
<td>64-22</td>
<td>58-28</td>
</tr>
<tr>
<td>P/A Ratio, max</td>
<td>1.2</td>
<td>1.2</td>
</tr>
<tr>
<td>Blows</td>
<td>50</td>
<td>50</td>
</tr>
<tr>
<td>Stability, min., pounds (N)</td>
<td>1200 (5338)</td>
<td>750 (3336)</td>
</tr>
<tr>
<td>Flow, 0.25mm</td>
<td>8 to 16</td>
<td>8 to 18</td>
</tr>
<tr>
<td>Design Air Voids</td>
<td>3.5</td>
<td>3.5</td>
</tr>
<tr>
<td>VMA, min.</td>
<td>16</td>
<td>16</td>
</tr>
<tr>
<td>Sieve Size</td>
<td>Total % Passing [4]</td>
<td></td>
</tr>
<tr>
<td>1/2 inch (12.5 mm)</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>3/8 inch (9.5 mm)</td>
<td>95 to 100</td>
<td></td>
</tr>
<tr>
<td>No. 4 (4.75 mm)</td>
<td>72</td>
<td></td>
</tr>
<tr>
<td>No. 8 (2.36 mm)</td>
<td>42 to 60</td>
<td></td>
</tr>
<tr>
<td>No. 16 (1.18 mm)</td>
<td>27 to 45</td>
<td></td>
</tr>
<tr>
<td>No. 50 (300 μm)</td>
<td>10 to 22</td>
<td></td>
</tr>
<tr>
<td>No. 200 (75 μm)</td>
<td>0 to 8</td>
<td></td>
</tr>
</tbody>
</table>

[1] Provide Coarse Aggregate with a minimum of 90% fractured (two or more faces) according to ASTM D5821

[2] Provide fine aggregate as a 50% crushed/50% nat. sand blend. Ensure crushed fine aggregate meets FAA of 44 or is crushed carbonate stone, trap rock or air-cooled blast furnace slag.

[3] Blended Asphalt Binder Grade will be achieved utilizing a recycling agent as described in 860.02. Use a between 1.0% to 7.0% recycling agent by weight of virgin PG binder.

860.03 Materials. Furnish clean, uncoated aggregate conforming to the applicable requirements of Table 860.02-1 and quality requirements of 703.05. Provide mineral filler conforming to 703.07. Provide binders conforming to 702.01. Process RAP according to Method 2 (extended) RAP Table 401.04-2. Only incorporate RAP passing the 9/16 inch sieve into the mix. Do not use RAS.

Utilize a recycling agent to give the final blended asphalt (recovered RAP binder, virgin binder, recycling agent) an equivalent PG grade which meets the requirements of Table 860.02-1. Provide the brand name, percentage to the tenth by weight of the virgin binder and gpm rate for the mix plant in the mix design submittal. Allowable recycling agents are EvoFlex CA and SYLVAROAD. Meter the recycling agent into the mixing plant in accordance with manufacturer requirements at the dosage rate specified in the mix design. If the recycling agent is metered directly into the asphalt binder line, also comply with the requirements of 402.03. If the RAP source or RAP blend percentage changes, a new mix design is required.

860.04 Mixing. Ensure the mixing plant conforms to 402.

860.05 Weather Limitations. Do not place the asphalt concrete when the surface of the existing pavement is less than 60° F (15° C) or the air temperature is less than 60° F (15° C).

860.06 Spreading Compacting and Finishing. Only use static (non-vibratory) compaction methods. Use a minimum of two rollers. Compact mixes conforming to 401.13 and 401.16. Three-wheel rollers per 401.16 will not be required. Double the maximum capacity square yards per hour provided in Table 401.13-1 for course thickness one inch or less.

Ensure that the mix temperature immediately before rolling is not less than 260°F (127° C). Complete rolling, with full coverage of the roller train, before the mix temperature reaches 175°F (80° C). Provide an analysis to the Engineer using PaveCool software (available from Minnesota Department of Transportation) to determine the asphalt cooling time (time available for compaction) under actual placement conditions at the start of each paving day. Ensure the placement rate and roller coverage are coordinated to allow full roller train coverage in the available rolling time determined by PaveCool. Do not allow traffic on the compacted mixture until it has cooled sufficiently to prevent damage.

860.07 Surface Tolerances. Ensure the completed surface course conforms to 401.19. Remove raised pavement markers according to 621.08. Prior to placing asphalt concrete, prefill the depression caused by the removal of the casting with material meeting this specification.
**860.08 Acceptance.** Comply with all requirements of 448 except 448.02 Density. Do not conduct density gauge quality-control testing per Supplement 1055.

**860.09 Basis of Payment.** The Department will pay for removal of existing raised pavement markers according to Item 621 Raised Pavement Markers Removed.

The Department will make payment for accepted quantities, completed in place, at the contract price as follows:

**Item Unit Description**

- 860 Cubic Yard (Cubic Meter) Thinlay Asphalt Concrete, Type MED
- 860 Cubic Yard (Cubic Meter) Thinlay Asphalt Concrete, Type LT

**Designer Note:**

Use of this item requires prior approval from the Office of Pavement Engineering.
- This item is for use on General or Urban System routes only.
- Minimum lift thickness is 0.75 inches (19 mm) and maximum is 1.25 inches (32 mm).
- Type LT is restricted to routes with less than 2500 ADT and less than 250 trucks.
- Type MED is restricted to routes with less than 1500 trucks.
- Use of non-tracking tack coat is preferred.
- The weather restrictions of this specification may limit opportunities for late season paving. This should be taken into account when determining project completion dates.
Annually, Flexible Pavements of Ohio recognizes companies that have demonstrated exceptional asphalt construction. Winning companies are judged based on quality indicators – these include quality-control test data for each mix used on the project. It includes an assessment of pavement smoothness, texture of the surface, density, and whether the ride is a quiet one. Winning this recognition requires an attitude inclined toward excellence, teamwork, and “can do” spirit. There is no such thing as a project free of difficulties. The overcomers are who take home the awards. The ultimate satisfaction is knowing your quality paving is doing a public service by keeping Ohioans rolling and the economy growing. Flexible Pavements of Ohio is pleased to honor these companies that through the exhibition of quality paving promote the continued use of asphalt and stronger markets.

Ohio’s top asphalt pavement paving projects are recognized in several categories: Ohio Department of Transportation (ODOT); Local Roads or Streets; Commercial Parking Facilities; Special-Use Pavements; Airport Pavements; and the Ecological Award.

Showcased are 73 projects and the work of 17 companies located throughout Ohio. While the celebration this year may have changed, the level of craftsmanship in providing the best quality in materials, workmanship and smoothness of ride remains shining brightly.

Here is a look at the state’s top asphalt pavement paving projects performed in 2019:

**ODOT PAVEMENTS**

**Resurfacing of Interstate 75 from Stewart Road to Napoleon Rd. in Allen County**

**ODOT District 1**  
**Paving Contractor:** The Shelly Co.  
**Project Manager:** Mitchel Bailey
Resurfacing of State Route 58 from the City of Ashland to Lorain County in Ashland County & S.R. 301 from Lorain County to Spencer Mills Rd. in Medina County
ODOT District 3
Paving Contractor: Shelly & Sands Inc.

Project Manager: Jason Chrastina
Paving Foreman: Bill Ball
Paver Operator: Randy Baker
Quality Control Technician: Tony Wood

Resurfacing of S.R. 127 from S.R. 15 to the Village of West Unity in Williams County
ODOT District 2
Paving Contractor: Gerken Paving Inc.

Project Manager: Mike Zwyer
Paving Foreman: Jeff Beltz
Paver Operator: Brian Musser
Other Laydown Personnel: Eric Farris, Steve Sanders, Jon Kline, Denny Mercer & Dean Maassel
Quality Control Technicians: James Saneholtz & Alex Cobb

Resurfacing of S.R. 800 in Belmont County from Monroe County to Guernsey County
ODOT District 11
Paving Contractor: Shelly & Sands Inc.

Project Manager: Chad Taylor
Paving Foreman: Rick Smith
Other Laydown Personnel: Roger Shipley, Melissa Dickenson, Ricky Smith Jr, Andre Lucious & Brandon Coyne
Quality Control Technician: Harold Walton

Resurfacing of S.R. 103 from Crawford County to the Village of Carey, S.R. 67 from S.R. 103 to the Village of Sycamore & S.R. 231 from Seneca County to County Road 330 in Wyandot County
ODOT District 1
Paving Contractor: Kokosing Construction Co. Inc.

Project Manager: John Bryant
Paving Foreman: Kenny Saunders
Paver Operator: Chad Adams
Other Laydown Personnel: Kyle Carpenter, Bill Dotson, Jen Kvochik, Rick Waller, Kevin Gortey & Matt Lee
Quality Control Technicians: Corey Jensen, Bill Davis & Jessica Easterday
Resurfacing of I-77 in Stark and Summit counties
ODOT District 4
Paving Contractor: Shelly & Sands Inc.

Paving Foreman: Jeff Kester

Resurfacing of S.R. 103 from Main Street to Huber St. in Allen County & S.R. 235 from Wood County to C.R. 313 in Hancock County
ODOT District 1
Paving Contractor: The Shelly Co.

Project Manager, Paving Foremen & Paver Operators:
Todd Lowery & Mitchel Bailey

Resurfacing of I-71 from S.R. 126 to Pfeiffer Road in Hamilton County
ODOT District 8
Paving Contractor: John R. Jurgensen Co.

Project Manager: Troy Morrison
Paving Foreman: Jeremy Basford
Other Laydown Personnel: Josh Ellerman, George Roell, Alex Smith, Mark Rohde Jr, Roy Buelow, Isla Hussey, Michael Delaney, Doug Schaney & Kevin Taylor
Quality Control Technicians: Jonny Brewster & Mark Shafer

Resurfacing of S.R. 313 from Noble County to S.R. 83, S.R. 285 from Noble County to the Village of Old Washington & U.S. Route 40 from I-70 to Old Church Rd. in Guernsey County
ODOT District 5
Paving Contractor: Shelly & Sands Inc.

Project Manager: Jim Hamm
Paving Foreman: Derrick Treadway
Paver Operator: Joe Combs
Quality Control Technician: Josh Samples
Resurfacing of S.R. 269 in the City of Bellevue  
ODOT District 3  
Paving Contractor: Gerken Paving Inc.

Project Manager: Zach Smith  
Paving Foreman: Tony Haar  
Paver Operator: Todd Manz  
Other Laydown Personnel: Ramirio Arreola, Amy Hays, Richard Bland, Dean Eichert, Tom Dussel & Jeremy Holman  
Quality Control Technician: Cheryl Kerwin

Resurfacing of I-80 from S.R. 193 to U.S. 62/S.R. 7  
in Trumbull County  
ODOT District 4  
Paving Contractor: Shelly & Sands Inc.

Resurfacing of S.R. 131 from Double Gate Drive to S.R. 727 in Clermont County  
ODOT District 8  
Paving Contractor: Barrett Paving Materials Inc.

Project Manager: Bob Jodrey  
Paving Foreman: Darin Conley  
Paver Operator: Casey Chaney  
Other Laydown Personnel: Mike Miller, Mitch Miller, Brent Groves, Mike Borders, Sheena Kimberly & Charles Walters

Resurfacing from S.R. 646 from New Rumley to S.R. 9 in Harrison County  
ODOT District 11  
Paving Contractor: Shelly & Sands Inc.

Project Manager: Shane Novaria  
Paving Foreman: Tim Fletcher  
Paver Operator: Seth Cox  
Other Laydown Personnel: Chad Lincoln, Lisa Kimball, Brady Stottsberry, Brett Macinturff & Ryan Fletcher  
Quality Control Technician: Josh Samples
Resurfacing of I-70 from Fairfield County to Fairwood Avenue in Franklin County
ODOT District 6
Paving Contractor: Kokosing Construction Co. Inc.

Project Manager: Wayne Morrison
Paving Foreman: JC Sharp
Paver Operator: Nick Leppert
Other Laydown Personnel: Tom Hughes II, Joe Yeichner, Shawn Merz, Chuck Welch, Dave Sammet, Paul Lamb, Junior Pohahau, Sam Beraduce, Jennifer Gardner & Alex Osbourne
Quality Control Technician: Jeremy Smith

Resurfacing of S.R. 11 from King Graves Rd. to S.R. 5 in Trumbull County
ODOT District 4
Paving Contractor: Shelly & Sands Inc.

Paving Foreman: Marvin Speicher

Resurfacing of S.R. 146 from Northpoint Dr. to S.R. 586 in Muskingum County
ODOT District 5
Paving Contractor: The Shelly Co.

Project Manager: Kevin West
Paving Foreman: Scott Cooperider
Paver Operator: Morgan Givens
Other Laydown Personnel: Gabe Paxton, Greg Karens, Kenny Schneider, Jeff Wells & Matt Pierce
Quality Control Technicians: William Saum, Dustin Ditter, Cayne Bennett & Cole Shumaker

Resurfacing of I-77 from Noble County to S.R. 313 in Guernsey County
ODOT District 5
Paving Contractor: Shelly & Sands Inc.

Project Manager: Shane Novaria
Paving Foreman: Tom Adams
Paver Operator: Don Untied
Quality Control Technician: Josh Samples
Resurfacing of S.R. 741 from Austin Boulevard to Kingsridge Dr. & S.R. 725 from Mad River Rd. to Normandy Lane in Montgomery County
ODOT District 7
Paving Contractor: John R. Jurgensen Co.

Project Manager: Troy Morrison
Paving Foreman: Mike Ruark
Other Laydown Personnel: Mark Moore, Keegan Holthaus, David Morrison, Mark Baughman, David Delaney, Jerry Camp, Tyler Blanton, Darrin Wright, Rocco Deufemia & Kevin Taylor
Quality Control Technicians: Mark Combs & Orlando Scales

Resurfacing of S.R. 416 in the City of New Philadelphia
ODOT District 11
Paving Contractor: Shelly & Sands Inc.

Project Manager: Shane Novaria
Paving Foreman: Tom Adams
Paver Operator: Don Untied
Other Laydown Personnel: Doug Butler, Jason Brownrigg, Scott Knapp & Tony Esughi

Resurfacing of U.S. 40 from Muskingum County to S.R. 13 in Licking County
ODOT District 5
Paving Contractor: The Shelly Co.

Project Manager: Kevin West
Paving Foreman: Scott Cooperrider
Paver Operator: Morgan Givens
Other Laydown Personnel: Matt Pierce, Jeff Wells, Gabe Paxton, Greg Karens & Kenny Schneider
Quality Control Technicians: Chris Sagan, Tyler Swackhammer, Andrew Gaskins, Shane White & Darrel Cooperrider

Resurfacing of S.R. 149 from Shuler Park Dr. to the Village of Holloway in Belmont County & S.R. 331 from Belmont County to U.S. 22 in Harrison County
ODOT District 11
Paving Contractor: Shelly & Sands Inc.

Project Manager: Chad Taylor
Paving Foreman: Brian Medley
Paver Operator: Brian Baumburger
Other Layout Personnel: Steve Taylor, Brenda Serdar, Mark DuVall, Aaron Todd & Clayton Shepherd
Quality Control Technician: Harold Walton
Resurfacing of I-71 from S.R. 48 in Warren County to S.R. 73 in Clinton County
ODOT District 8
Paving Contractor: Barrett Paving Materials Inc.

Project Manager: Mark Barnes
Paving Foreman: Justin Burns
Paver Operator: Steven Nickell
Other Laydown Personnel: Gerry Navarro, Harold Sturgill, Troy Ward, Jessie Edmisten & Gavin Jett

Construction of C.R. 29/Commons Mall Crossing in Belmont County
ODOT District 11
Paving Contractor: Shelly & Sands Co.

Project Manager: Chad Taylor
Paving Foreman: Brian Medley
Paver Operator: Brian Baumburger
Other Laydown Personnel: Steve Taylor, Brenda Serdar, Mark DuVall, Aaron Todd & Clayton Shepherd
Quality Control Technician: Harold Walton

Resurfacing of I-71 from Kings Island Dr. to S.R. 741 in Warren County
ODOT District 8
Paving Contractor: John R. Jurgensen Co.

Project Manager: Troy Morrison
Paving Foreman: Mike Ruark
Other Laydown Personnel: Keagan Holthaus, Jerry Camp, Mark Baughman, Dave Barnett, David Morrison & Mark Moore
Quality Control Technicians: Gino Montessori & Mark Shafer

Resurfacing of S.R. 56 from Vinton County to S.R. 682 in Athens County
ODOT District 10
Paving Contractor: Shelly & Sands Inc.

Project Manager: Shane Novaria
Paving Foreman: Tim Fletcher
Paver Operator: Seth Cox
Quality Control Technician: Josh Samples
Resurfacing of S.R. 335 from Scioto County to the Village of Beaver, S.R. 104 from Forest Hills Dr. to U.S. 23 in Pike County & S.R. 335 from Bennett Schoolhouse Rd. to Piketon Rd. in Scioto County
ODOT District 9
Paving Contractor: The Shelly Co.

Project Manager: Tom Lambert
Paving Foreman: Cary Shrader
Paver Operator: Jared McGraw
Other Laydown Personnel: Danny Moore, Tyler Martin, Josh Grayson, Nancy Wood & Brent Wright
Quality Control Technicians: Nick Pickrell, Andrew Gaskins & Dan Wamer

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

Project Manager: Jim Hamm
Paving Foreman: Derrick Treadway
Paver Operator: Joe Combs
Quality Control Technician: Josh Samples

Resurfacing of I-77 from S.R. 751 to U.S. 250 in Tuscarawas County
ODOT District 11
Paving Contractor: The Shelly Co.

Project Manager: Jared Eshler
Paving Foreman: Ricky Krantz
Paver Operator: Michael Warner
Other Laydown Personnel: Allen Clark, Ron Kichurchek, Hank Williams, Pierre Lawson, Greg Kimble & Melissa Shaffer
Quality Control Technician: Brodie Bente

Construction of S.R. 823 “Southern Ohio Veterans Memorial Highway” in Scioto County
ODOT District 9
Paving Contractor: John R. Jurgensen Co.

Project Manager: Troy Morrison
Paving Foreman: Brian Jones
Other Laydown Personnel: John Alexander, Eric Knisley, Damon Grooms, Douglas Maddy, Roger Cornelius, Derek Snoke, Alex Conner, Dalton Taylor, Zackery Howard & Justin McManis
Quality Control Technicians: Logan Kilburn, Jonathan Brewster, Mark Combs, Orlando Scales & Mark Shafer
Resurfacing of S.R. 62 from Stark County to S.R. 39 in Holmes County
ODOT District 11
Paving Contractor: Melway Paving Co.

Project Manager: Andrew Schlabach
Paving Foreman: Mike Kohman
Paver Operator: Kris Kohman
Other Laydown Personnel: Chad Muller, JD Houmard, Trent Goings, Joe Miller, Dennis Troyer, Mitch Tyson & Joe Yoder
Quality Control Technicians: Bobbi Hall & Nick St. Clair

Resurfacing of U.S. 23 from U.S. 30 to the Village of Carey in Wyandot County
ODOT District 1
Paving Contractor: The Shelly Co.

Project Manager & Paving Foreman: Mitchel Bailey

Resurfacing of S.R. 149 from Belmont St. to Sand Hill Rd. in Belmont County
ODOT District 11
Paving Contractor: Shelly & Sands Inc.

Project Manager: Chad Taylor Paving Foreman: Justin Sheppard
Paver Operator: Jason Kahrig
Other Laydown Personnel: Rick Bailey, Derek Sebring, Chris Jackson, Mark Timmer & Dennis Carpenter
Quality Control Technician: Harold Walton

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Chuck Barnes 716-906-5862
Tim Cox 513-518-8619
LOCAL ROADS & STREETS

Resurfacing of Cincinnati Dayton Rd. from I-75 to Maud Hughes Rd. in Butler County
Butler County Engineer
Paving Contractor: Barrett Paving Materials Inc.

Project Manager: Zach Geuy
Paving Foreman: Justin Burns
Paver Operator: Rodney Hallgath
Other Laydown Personnel: Gerry Navarro, Harold Sturgill, Troy Ward, Jessie Edmisten & Gavin Jett

Resurfacing of Skadden Rd. from S.R. 99 to Bardshar Rd. in Erie County
Erie County Engineer
Paving Contractor: Erie Blacktop Inc.

Project Manager: Randy Wikel
Paving Foreman: Travis Lombardi
Paver Operator: Rich Anderson
Other Laydown Personnel: Caroll Butler, Scott Zieber, Colton Anderson, Sandy McMurray, Dave Raftery, Chuck Gede, Seth Chaffee, Kevin Fitch & Craig Sharfenberg
Quality Control Technicians: Dan White, Oscar Capizzi & Mitchell Gorsha

Resurfacing of Main St. from County Rd. East to Brenner St. in the City of Bryan
City of Bryan/ODOT District 2
Paving Contractor: Gerken Paving Inc.

Project Manager: Mike Zwyer
Paving Foreman: Jeff Beltz
Paver Operator: Brian Musser
Other Laydown Personnel: Eric Farris, Steve Sanders, Jon Kline, Denny Mercer & Dean Maassel
Quality Control Technicians: James Saneholtz & Alex Cobb
Resurfacing of Princeton Rd. from Butler Warren Rd. to Cincinnati Dayton Rd. in Butler County
Butler County Engineer
Paving Contractor: John R. Jurgensen Co.
Project Manager: Terry Stacey
Paving Foreman: Brian Jodrey
Paver Operator: Dave Sego
Quality Control Technician: Gino Montesi

Construction of Roundabout at Lewis Center Rd. & North Rd. in Delaware County
Delaware County Engineer
Paving Contractor: Shelly & Sands Inc.
Project Manager: Dana Mills
Paving Foreman: Dan Montenaro
Quality Control Technician: Tony Wood

Resurfacing of C.R. 15 from U.S. 52 to the Village of South Point & C.R. 18 from U.S. 52 to C.R. 15
in Lawrence County
Lawrence County Engineer
Paving Contractor: The Shelly Co.
Project Manager: Trevor Small
Paving Foreman: Jeff Barnes
Paver Operator: Derrick Barnes
Other Laydown Personnel: Chad Barnes, Carroll Canaday, Brett Cremeens, Barry Raines, Jim Duke & Caleb Wagner
Quality Control Technician: Darren Evans

Resurfacing of Richmond Rd. from Euclid Ave. to I-271 in Cuyahoga County
Cuyahoga County Engineer
Paving Contractor: Chagrin Valley Paving Inc.
Project Manager: Joshua Fenstermaker
Paving Foreman: Curtis Grimes
Paver Operator: Dave Shale
Other Laydown Personnel: Scott Bennett, Matthew Gafford, Tawnya Briggs, Jose Reynoso, Joshua Soria, Russell Millender & Adrian Smith
Resurfacing of Columbia Parkway from Beechmont Ave. to Delta Ave. in the City of Cincinnati
City of Cincinnati
Paving Contractor: Barrett Paving Materials Inc.

Project Manager: Robert Wendt
Paving Foreman: Justin Burns & Matt Palm
Paver Operators: Steven Nickell & Greg Plantz
Other Laydown Personnel: Gerado Navarro, Harold Sturgill, Travis Ward, Rodney Hallgath, Jessie Edmisten, Gavin Jett, Larry Colley, Chris Whitt, Stanley Brannock & Derek MacLeod

Resurfacing of Muirfield Dr. from Brand Rd. to Glick Rd. in the City of Dublin
City of Dublin
Paving Contractor: Kokosing Construction Co. Inc.

Project Manager: Mike Morgan
Paving Foreman: Adam McGomery
Paver Operator: Michael Cunningham
Other Laydown Personnel: Timothy Payne, Kevin Mosher, Derek Snoke, Earle Corn, Sam Kelly, Nick McDaniel, Cheryl Crawford-Barrett & Angela Osborne

Resurfacing of Industrial Dr. & Production Dr. in the City of Findlay
City of Findlay
Paving Contractor: M&B Asphalt Company Inc.

Project Manager: Steve Bell
Paving Foreman: Chris Rapp
Paver Operator: Joe Osborne
Quality Control Technician: Kurt Clark

Roundabout construction at Morse Rd. & Kitzmiller Rd. in Franklin County
Franklin County Engineer
Paving Contractor: Shelly & Sands Inc.

Project Manager: Dana Mills
Paving Foreman: Dan Montenaro
Resurfacing of Deersville Rd. from S.R. 250 to the Village of Deersville in Harrison County
Harrison County Engineer/Encino Energy
Paving Contractor: NLS Paving Co.

Project Manager: Ryan Schlosser
Paving Foreman: Trevor Carpenter
Paver Operator: Randy Holman
Other Laydown Personnel: Barb Vargo, Ran Linn & Richard Ramage
Quality Control Technicians: Edward Hoffman, Nick Oberdick, Eli Kendall & CJ Thomas

Construction of Strip Ave. NW Extension from Applegrove St. NW to Eagle Circle NW in Stark County
Jackson Township
Paving Contractor: Northstar Asphalt Inc.

Project Manager: David Parcher
Paving Foreman: John Linton
Paver Operator: John Hudy
Other Laydown Personnel: Luther Carter, William Jackson, Mike Drobney, Markus Mayle, Jesse Kuhn & Larry Carling
Quality Control Technicians: Joe Chiavari, Dan Phillips & Rich Dimmerling

Resurfacing of Toboso Rd. in Licking County
Licking County Engineer
Paving Contractor: The Shelly Co.

Project Manager: Kevin West
Paving Foreman: Scott Cooperider
Paver Operator: Morgan Givens
Other Laydown Personnel: Gabe Paxton, Greg Karens, Kenny Schneider, Jeff Wells & Matt Pierce

Resurfacing of Weckerly Rd. from S.R. 64 to Finzel Rd. in Lucas County
Lucus County Engineer
Paving Contractor: Gerken Paving Inc.

Project Manager: Rob Jankowski
Paving Foreman: Todd Maassel
Paver Operator: Matt Volmer
Other Laydown Personnel: Rex Brown, Dave Mahnke, Jakob Schoenauer, Josh Busch, Tyler Dennis & Randy Coleman
Quality Control Technicians: James Sanholtz & Matt Hinkleman
Reconstruction of Valley View Rd. from Highland Rd. to Twinsburg Rd. in the City of Macedonia
City of Macedonia
Paving Contractor: Specialized Construction Inc.

Project Manager: Bob Lanzara
Paving Foreman: Greg Kacsmarik
Paver Operator: Andy Wiechec
Other Laydown Personnel: Jeremy Ramunni, Greg Kacsmarik, Jr., Jody Behrend, Todd Osbourne, Mike Gutglueck, Kelly Castro-Van Meter & Matt Taylor

Lovers Ln. & Sunset Blvd. Intersection Improvement Project in the City of Steubenville
City of Steubenville
Paving Contractor: Shelly & Sands Inc.

Project Manager: Chad Taylor
Paving Foreman: Brian Medley
Paver Operator: Brian Baumburger
Other Laydown Personnel: Steve Taylor, Brenda Serdar, Mark DuVall, Aaron Todd & Clayton Shepherd
Quality Control Technician: Harold Walton

Resurfacing of Wilson Mills Rd. from Gates Mills to SOM Center Rd. in Mayfield Village
Mayfield Village
Paving Contractor: Chagrin Valley Paving Inc.

Project Manager: Joshua Fenstermaker
Paving Foreman: Curtis Grimes
Paver Operator: Dave Shale
Other Laydown Personnel: Scott Bennett, Matthew Gafford, Jose Reynoso, Russell Millender & Adrian Smith

Resurfacing of C.R. 20 in Morrow County
Morrow County Engineer
Paving Contractor: Mid-Ohio Paving Inc.

Project Manager: Charlie Stewart
Paving Foreman, Paver Operator & Quality Control Technician: Skyler Nichols
Other Laydown Personnel: Curt Wagner, Phil Bowers, Rusty Weber, Dean Bowers, Justin Corby & Scott Renolds
Resurfacing of Lexington-Springmill Rd. from Park Ave. W. to The Ohio State University campus in the City of Ontario
City of Ontario/ODOT District 3
Paving Contractor: Kokosing Construction Co. Inc.

Project Manager: Todd Ingram
Paving Foreman: Jake Willbond
Paver Operator: John Gorley
Other Laydown Personnel: Bill Ridenour, Wes Rhees, Randy Sauber, Rob Rush & Ken Willbond
Quality Control Technicians: William Jones, Jeremy Smith & Steve Thompson

Resurfacing of Bowman St. from the City of Mansfield to S.R. 96 in Richland County
Richland County Engineer
Paving Contractor: Shelly & Sands Inc.

Project Manager: Jason Chrastina
Paving Foreman: Jason Johnson
Paver Operator: Randy Baker
Quality Control Technician: Tony Wood

Resurfacing of Farmersville Germantown Pike from S. Elm St. to Comstock Rd. in Montgomery County
Montgomery County Engineer
Paving Contractor: Barrett Paving Materials Inc.

Project Manager: Rick Lee
Paving Foreman: Zach Daley
Paver Operator: Lonnie Werling
Other Laydown Personnel: Dwight Holt, Steven Chavez, Mark Turner, Josh Bryant, Duncan Beatty & Jerry Haney

Resurfacing of Wayne Ave. from Quinby Ave. to Oak Hill Rd. in the City of Wooster
City of Wooster
Paving Contractor: Melway Paving Co.

Project Manager: Terry Triner
Paving Foreman: James Raber
Paver Operator: Gary Stutzman
Other Laydown Personnel: Shad Berry, Mitch Sheely, Ben St. Clair, Marion Raber, Jon Dart & Brandon Stutzman
Quality Control Technician: Nick St. Clair
Resurfacing of W. Second St. from Progress Dr. to Church St. in the City of Xenia
City of Xenia
Paving Contractor: John R. Jurgensen Co.

Project Manager: Kenny Stacey
Paving Foreman: Derrick Pence
Paver Operator: Leon Anguiano
Other Laydown Personnel: Kevin Thomas, Slade Sider, Dylan Thomas, Zack Anguiano & Nick Farley

Resurfacing of the Akron-Summit County Public Library’s Green Branch Parking Lot
Akron Summit County Public Library
Paving Contractor: Barbicas Construction Co. Inc.

Project Manager: Brian Perkins
Paving Foreman: Rick Olszewski
Paver Operator: James Mohan
Other Laydown Personnel: Carl Brown, Christopher Rinkes, Darin Edwards, Marty Coontz, Terry McAdoo & Kevin Fisher
Quality Control Technicians: Rick Olszewski & Sean Woods

Paving of Parking Lot at Meijer Store in the City of Kent
Meijer Inc./Lemmon Development
Paving Contractor: Northstar Asphalt Inc.

Project Manager: David Parcher
Paving Foreman & Paver Operator: Andy Triner
Other Laydown Personnel: Mike Good, Brad Sears, Ken Joy, Jermaine Furgeson, Jon Stringer, Adam Peters & Andrew Hicks
Quality Control Technicians: Joe Chiavari, Dan Philips & Rich Dimmerling
Resurfacing of Parking Lot at the Ohio Dept. of Transportation’s Central Office in the City of Columbus
ODOT Central Office
Paving Contractor: Decker Construction Co.

Project Manager: Andy Mollenkamp
Paving Foreman & Quality Control Technician: Rick Prickett
Paver Operator: Jerry Hoffman
Other Laydown Personnel: Jeremy Hoffman, Jordan Prickett, Zach Armstrong, John Ward & Seth Stonerock

Resurfacing of Parking Lot at Hidden Valley Park in Lake County
Lake Metroparks
Paving Contractor: Kokosing Construction Co. Inc.

Project Manager: Dean Kimble
Paving Foreman: Joe Paul
Paver Operator: Steve Moriello
Other Laydown Personnel: Mathew Milovanic, Richard Podowski, James Fraser, Howard Hillen & Keith Foisy

Construction of Parking Lot at the Airstream Travel Trailer Plant in Shelby County
Airstream Inc.
Paving Contractor: Southern Ohio Paving

Project Manager: Mike Maggard
Paving Foreman: Mike Purtee
Paver Operator: Joey King
Other Laydown Personnel: Keith Meador, Thomas Bare, Bill House, Tyler Sweet, Josh Knox & Kyle Knox

Resurfacing of Parking Lots at Edon Northwest Local Schools in Williams County
Edon Northwest Local Schools
Paving Contractor: Gerken Paving Inc.

Project Manager: Mike Zwyer
Paving Foreman: Jeff Beltz
Paver Operator: Brian Musser
Other Laydown Personnel: Eric Farris, Steve Sanders, Jon Kline, Denny Mercer & Dean Maassel
Quality Control Technicians: James Sandehilz & Jeff Fackler
Construction of Parking Lot at Dollar Tree Distribution Center #15 in the Village of Marengo
Dollar Tree Inc./Clancy & Theys Construction Co. Inc.
Paving Contractor: Kokosing Construction Co. Inc.

Project Manager: JB Bryant  
Paving Foreman: Todd Kaufman  
Paver Operator: Britt Johnson  
Other Laydown Personnel: Deryk Sammet, Roger Sammet, Vincent Phelps, Preston Ash & Kevin Paramore  
Quality Control Technician: Brian Strong

Paving of Parking Lot at Xenia H.S. in Greene County
Xenia Community Schools  
Paving Contractor: John R. Jurgensen Co.

Project Manager: Kenny Stacey  
Paving Foreman: Brian Jodrey  
Quality Control Technician: Shawn Green

SPECIAL-USE PAVEMENTS

Construction of Cannon Dr. Bike Path at The Ohio State University
City of Columbus/The Ohio State University  
Paving Contractor: Kokosing Construction Co. Inc.

Project Manager: Jason Pike  
Paving Foreman: Adam McGomery  
Paver Operator: Mike Cunningham  
Other Laydown Personnel: Tim Payne, Derek Snoke, Earle Corn, Sam Kelly, Kevin Mosher & Nick McDaniel  
Quality Control Technicians: Ashton Hershberger & Jeremy Smith
Construction of the Automated & Connected Vehicle Testing Facility at the Transportation Research Center
Transportation Research Center
Paving Contractor: The Shelly Co.

Project Manager/Paving Foreman: Gary Fisher

Rehabilitation of Taxiway A, C & D at the Lorain County Regional Airport
Lorain County Commissioners
Paving Contractor: Erie Blacktop Inc.

Project Manager: Randy Wikel
Paving Foreman: Travis Lombardi
Paver Operator: Rich Anderson
Other Laydown Personnel: Caroll Butler, Scott Zieber, Colton Anderson, Sandy McMurray, Dave Raftery, Chuck Gede, Seth Chaffee, Kevin Fitch & Craig Sharfenberg
Quality Control Technicians: Dan White, Oscar Capizzi & Mitchell Gorsha

Construction of Parallel Taxiway, Phase II at the Newark-Heath-Licking County Airport
Newark-Heath-Licking County Airport
Paving Contractor: Kokosing Construction Co. Inc.

Project Manager: Jason Pike
Paving Foreman: Adam McGomery
Paver Operator: Michael Cunningham
Other Laydown Personnel: Timothy Payne, Derek Snoke, Sam Kelly, Nick McDaniel, Earle Corn & Thomas Woods
Quality Control Technician: Shawn White
Resurfacing of Runway at the Lawrence County Airpark
Lawrence County Commissioners
Paving Contractor: The Shelly Co.

Project Manager: Trevor Small
Paving Foreman: Jeff Barnes
Paver Operator: Derrick Barnes
Other Laydown Personnel: Chad Barnes, Carroll Canaday, Brett Cremeens, Barry Raines, Jim Duke & Caleb Wagner
Quality Control Technicians: Justin Tackett, Darren Evans & Chris Sagan

Rehabilitation of Taxiways D & E at the Mansfield Lahm Regional Airport
City of Mansfield
Paving Contractor: Shelly & Sands Inc.

Project Manager: Jason Christina
Paving Foreman: Bill Ball
Paver Operator: Randy Baker
Quality Control Technician: Tony Woods

ECOLOGICAL AWARDS

The FPO Ecological Award recognizes asphalt production facilities that best demonstrate safe and responsible environmental practices. Nominated facilities are judged on design layout, clean operations, maintenance performance practices and community awareness activities.

Holmes Supply Corp., Holmesville, Ohio
At Hahn Loeser, our Construction Team members offer our clients exceptional strength, leadership and industry knowledge. Our responsive team of hardworking professionals is committed to seeking outstanding results for our clients around the corner and across the country. For updates, subscribe to our blog at constructionlawinsights.com.

**U.S. 42/Ashland Rd. from Grace St. to S.R. 430 in the City of Mansfield**
Providing 18 years of Exemplary Pavement Performance
City of Mansfield
**Paving Contractor:** Kokosing Construction Co. Inc.

**S.R. 18 from C.R. 5 to U.S. 224 in Seneca County**
Providing 18 years of Exemplary Pavement Performance
ODOT District 2
**Paving Contractor:** Gerken Paving Inc.

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**YOUR INDUSTRY IS OUR BUSINESS.**

The Master Craftsman Paving Awards Category recognizes and honors pavements that have stood the test of time. To be considered for this longevity award, pavements must exhibit a minimum service life of 15 years, remains in service today, or was resurfaced in 2019 and maintains an acceptable level of service.
Annually, Flexible Pavements of Ohio honors a member who has made a significant contribution to the success of the association’s mission. Often, these are persons who “dig in” and participate meaningfully in the association’s committees.

The various working committees of the association provide a platform for members to “make a difference” for the benefit of their company and the entire asphalt industry. Selfless sharing of knowledge and ideas — and some spirited debate — is what you would see and hear if you peeked in while a committee meeting was in progress.

Objectives of these committees are diverse, and range from environmental and technical matters to asphalt marketing. Within the committees resides the expertise, which is a perfect place for Bart Moody, FPO’s 2020 recipient of the Industry Service Award.

Moody, the 18th recipient of this award, makes his impact through the Technical, Field Operations and Scholarship committees. He is an analytical guy who has been a terrific resource given the growing complexity of asphalt specifications. You may wonder about the connection to the Scholarship Committee? It’s all about the numbers and sniffing out good talent. Moody has a nose for both.

He brings 24 years of working knowledge to Technical and Field Operations Committee meeting discussions. Having performed duties as an estimator and project manager, Kokosing Construction Company Inc.’s Chief Asphalt Engineer understands the issues firsthand, having seen (almost) all of it. He is always studied up on the issues; contributes productively to discussions; and works to achieve mutually acceptable outcomes.

A “go-to” guy for FPO, Moody’s knowledge is highly valued. At FPO’s request he has participated in ODOT Specification Committee and other high-level meetings for the purpose of bringing “real world” experience to the table.

Whatever setting it may be, when the topic is “asphalt construction,” you can always expect Bart Moody to advocate for unambiguous specifications, impartiality in contract administration and quality construction.
Annually, Flexible Pavements of Ohio honors persons who have had significant positive impacts on Ohio’s asphalt market and FPO’s mission.

The highest honor the association bestows is the William “Bill” Baker Award.

The award is named after former Flexible Pavements Incorporated President, William Baker, who directed the association from 1976 to 1991. He was known for his effectiveness as an industry advocate and a person of high character who inspired greatness and encouraged quality and innovation. Baker’s broad impact reached beyond Ohio’s borders, as he was highly regarded nationally among the asphalt industry ranks.

Effective, innovative, and commitment to high quality and having a broad impact on Ohio’s asphalt industry, these are the qualities sought in a candidate for the Baker Award. These qualities are indeed seen in the 27th recipient of this award: Brent Gerken, president of Gerken Paving Inc.

Brent Gerken’s service to the association can best be described as “devoted.” He was elected by the membership to serve a three-year term on the FPO Board of Directors. That occurred in 1992 and began a 27-year commitment of service – three of those as board chairman and the longest-serving director in the history of the association.
In addition to board membership, Gerken took on the responsibilities of chairing the FPO Technical Committee — the largest and most-active committee of the association. By virtue of being Technical Committee Chairman, he serves as the asphalt industry liaison to the Ohio Department of Transportation Specification Committee — where his input to the group is highly regarded.

Among his other contributions, Gerken is the NAPA State Director for Ohio; a regular participant in the annual Transportation Construction Coalition Fly-In in Washington D.C. to advocate for transportation funding; a founding sponsor of the Asphalt Scholarship Program; and FPO PAC contributor.

Looking into the FPO history book you would find a watershed moment occurring in 1993, as FPO embarked on a strategic planning session to address issues negatively impacting the perception of asphalt as a long-lasting paving solution. It was a comprehensive quality effort, and Gerken’s contribution was invaluable.

More than asphalt mix quality, this plan set goals in the areas of environmental regulation compliance, association institutional issues, marketing the industry/workforce development and educating the next generation of transportation engineers. The success of that effort was a breakthrough, as it established a new course for the industry, invigorated confidence in asphalt and ultimately generated additional asphalt use.

The significance of Gerken’s contribution to the association does not surprise those who know him intimately. From his earliest days in Columbus Grove, he was known for the gift of hard work. That ethic eventually spurred him on to the University of Toledo Law School and a law degree. But he would later find that asphalt construction would be his homeplace. He’s been devoted to it ever since, and we are glad for it!

Brent Gerken has brought great value to Ohio’s asphalt industry. The Flexible Pavements of Ohio membership is pleased to honor him with the highest of all honors the membership can bestow: The William “Bill” Baker Award.
Along with the 19 Quality Pavement Paving Awards that Shelly & Sands Inc. received at the state level for 2019, it also earned the year’s highest honor for quality in asphalt highway pavements nationally – the Sheldon G. Hayes Award.

Awarded through the National Asphalt Pavement Association (NAPA) since 1971, the Sheldon G. Hayes Award is bestowed to a highway pavement exhibiting exemplary quality. Announced at this year’s NAPA Annual Meeting in February, Shelly & Sands’ work on Interstate 77 in ODOT District 5’s Guernsey County was distinguished as being the top asphalt highway project in the U.S. for 2019.

The 5.25-mile-long project required Shelly & Sands to mill and replace with more than 55,000 tons of asphalt and rehabilitate and upgrade the I-77/State Route 541 Interchange – which involved removing existing concrete pavement and replacing it with full-depth asphalt. Within the
project is a one-mile test section of void-reducing asphalt membrane (VRAM), and the project served as an ODOT pilot program for thermal imaging to monitor pavement temperature and thermal segregation.

This was the second time in three years the Zanesville-based company has been a finalist or winner of the Sheldon G. Hayes Award, which is named after NAPA’s founder and first chairman.

In receiving NAPA’s highest honor, Shelly & Sands’ I-77 project underwent three rounds of rigorous evaluation. Projects are first submitted for a NAPA Quality in Construction (QIC) Award, where they are evaluated through a set of criteria by National Center for Asphalt Technology (NCAT) engineers. QIC Award-winning projects utilizing at least 50,000 tons of asphalt pavement mixture are candidates for the Sheldon G. Hayes Award. These projects are then evaluated through a smoothness test conducted by an independent firm and visited by representatives, who administer a profilograph machine test to measure a pavement’s smoothness after it has served at least one year under traffic. Finalists are then selected following a visual inspection and study by an independent expert.

In the nearly 50 years that the national award has been given, Ohio paving contractors have fared well — winning or being among the finalists for the Sheldon G. Hayes Award eight times.

In addition to its Sheldon G. Hayes honor, Shelly & Sands received NAPA’s 2019 Larry H. Lemon Quality in Construction Award. This accolade is presented to the nation’s 10 highest-scoring projects submitted for a QIC Award in the General Paving Category, which is for projects utilizing less than 50,000 tons of asphalt. Shelly & Sands’ winning project was a mill-and-overlay of S.R. 11 in Trumbull County’s Fowler and Johnston townships. The project required a 1-inch milling and extensive pavement repairs that were finished with a fine-graded polymer asphalt concrete overlay. In all, Shelly & Sands received 12 QIC Awards.
Recently, the Supreme Court of Ohio granted the Ohio Department of Taxation's motion to dismiss the appeal filed by the Ohio Tax Commissioner in Karvo Paving Co. v. Testa (Karvo or “the case”). The case has been well publicized, especially within the paving industry, but now that the appeal has been dismissed what does it really mean?

The Karvo decision can be divided into three main sales tax issues:
- Application of the resale concept to traffic maintenance equipment for use in Ohio Department of Transportation (ODOT) paving contracts
- Application of the casual sale exemption to intercompany leases of equipment from one legal entity to another within the same group
- Application of the affiliated group exemption for the provision of temporary employment services between legal entities in the same group

Although the casual sale and affiliated group exemptions are important issues, the resale of traffic maintenance equipment will have the largest impact to paving contractors. The lower court's decision, which is now final after the Tax Commissioner’s dismissal, allows paving contractors to lease equipment – such as concrete barrier walls, temporary traffic lights, signs and message boards for resale and subsequently provide it to the Ohio Department of Taxation – without collection of sales tax (ODOT is an exempt governmental agency). The end result is that sales tax is entirely eliminated from the transaction – reducing the contract cost to ODOT.

As paving contractors look to apply the decision, the following recommendations should be considered:
- The Ohio Department of Taxation may limit the application of the decision to those contracts that mirror Karvo. Taxpayers should carefully analyze whether their facts and circumstances match the case.
- In the holding, it is important to note that Karvo was able to clearly establish control (and responsibility) by ODOT engineers of the leased equipment. Control will be an important element for any contractor seeking prospective application of the case results.
- Presumably, the same treatment would apply to non-ODOT contracts with Ohio counties, townships, cities and other governmental entities. Contracts with these governmental agencies will likely be less detailed and restrictive in nature than ODOT contracts and may require additional effort to identify items for resale.
- In certain, limited instances, it is possible the contractor may become a vendor for sales tax purposes meaning the contractor may be required to register for and collect sales tax on certain transactions with taxable entities.
- Contractors will still need to pay sales/use tax on any items used/consumed that do not ultimately transfer to the governmental agency.

By Anthony C. Ott & Matthew E. Stamp, GBQ Partners LLC
At this time, we do not believe the holding in this case will extend to forms, supports and other temporary items used by the contractor in the performance of the contract.

- From a technical standpoint, there is a refund opportunity for paving contractors of sales/use tax paid on similar equipment purchased/leased in prior periods for use on governmental contracts.
  - Taxpayers pursuing refunds should carefully consider the following:
    1. Contract types
    2. Legal requirements around reimbursements to ODOT of any refunds received
    3. The dollar amount at issue

- Contract language is an extremely important consideration. If utilizing the resale exception, contractors should clearly and separately state these items in their contracts with the governmental agencies.

- Contractors should have pre-bid discussions with governmental entities regarding traffic-maintenance equipment. As a result, contractors may better understand the governmental agencies’ intentions and expectations around use of the equipment and potential for exception from sales tax.

Despite the aforementioned considerations, two of the three prongs of the case are final at this point and create new precedent. Therefore, contractors should consider making a “Karvo” argument if similar purchases are assessed by the Ohio Department of Taxation. This is in addition to other more traditional issues faced by construction contractors under audit such as:

- Exempt versus taxable jobs and related exemption certificates
- Requests for, and usage of, contractee certifications
- Statistical sampling versus detailed audits for expensed purchases and subcontractors
- Temporary components and business fixtures
- Purchases for consumption by the contractor versus those ultimately transferred to the contractee
- Purchase of taxable services

Anthony C. Ott and Matthew E. Stamp are with Ohio-based tax, accounting and consulting firm GBQ Partners LLC. Ott serves as the firm’s director of State and Local Tax and Stamp is the director of the group’s State and Local Tax Services. GBQ Partners has Ohio offices in Columbus and Toledo. For more information, visit https://gbq.com.
In today’s world, being efficient and effective with resources keeps customers and tenants returning year after year. Proper parking lot design and maintenance is akin to the presentation of a welcome mat at home. Join us for in-depth training and education related to the unique requirements of your commercial and industrial parking lots.

**Who Should Attend:**
This course is tailored for those who own, manage, specify, consult, construct, or design commercial and industrial parking lots.

**Two Options**

½ Day or 1½ Day

"The Asset Management Course done in Kansas City was a very common-sense course designed for everyone from a novice in the industry to the most tenured design consultant. The presenters did an excellent job of keeping it efficient and to the point, which is exactly what we need in our business."

– Brian Johanning, Vice President of Business Development, Superior Bowen

“Dan is one of the few presenters in this industry that is able to engage, captivate, and excite an audience; his presentations are always worth the price of admission.”

– Brad Laramie, CPM, Diversified Contractors
In today’s world, being efficient and effective with resources keeps customers and tenants returning year after year. Proper parking lot design and maintenance is akin to the presentation of a welcome mat at home. Join us for in-depth training and education related to the unique requirements of your commercial and industrial parking lots.

Who Should Attend:
This course is tailored for those who own, manage, specify, consult, construct, or design commercial and industrial parking lots.

Options

Option One – 1½ day comprehensive training course that provides an overview on the NAPA document, “7 keys to Building a Successful Parking Lot.” The training digs deep into all aspects of materials and mix design, pavement design, and pavement condition knowledge. The course also teaches how to maintain and rehabilitate. This option provides an opportunity for a short tour and networking during an evening dinner at an industry hosted location following the first full day of training.

Option Two – ½ day (4-6 hr) that highlights the NAPA document, “7 keys to Building a Successful Parking Lot” noting key decision areas that make a difference in owning and maintaining park lots. In addition, the course also gives a brief overview of material and mixture design and discusses construction practices necessary for success.

Cost

Please contact Dan Staebell (see below) regarding course options and cost.

For more information, contact Dan Staebell at dstaebell@asphaltpavement.org or 563.927.3044 (office), 608.440.0142 (cell).

Training is provided by asphalt industry experts.
Entering its second paving season, the Federal Aviation Administration’s (FAA) latest revision (10H) of its Standard Specification for Airport Construction, AC 150/5370, packs quite a hit on the constant battle with change.

Those who have worked with the FAA likely know AC 150/5370 and its Item P-401. However, for those that do not, Item P-401 is the specification that governs asphaltic surfaces for airfield pavements. The 10H revision updates criteria and adds items that will likely affect producers, designers and contractors in the asphalt world. This article will outline a few of these changes.

Application of the Specification
Right at the beginning of P-401, the FAA updates the requirements on when to apply the item. This constraint, based on an aircraft’s gross weight, was increased to 30,000 pounds where previously it was limited to 12,500 pounds. In addition, the FAA also stipulated that non-primary airports have a 60,000-pound threshold. Below these thresholds, given FAA approval, it may be possible for contractors to utilize state department of transportation specifications and mixtures. The use of state DOT mixtures makes sense, since the increase to 30,000 pounds brings axle loads and tire pressures into a similar scenario as standard tractor trailers — which are 20,000 pounds and 100 psi, respectively. This allows more flexibility when it comes to paving areas within airfields that do not see high-loading rates and allows for contractors to better economize their asphalt mixtures.

Binder Grade Selection
Grade bumping, which is the increase in the high-temperature binder grade due to higher-traffic loading or slow-moving traffic, has been used for some time, and the FAA along with the majority of state DOTS have historically applied this method. The FAA has now added new criteria in its binder bumping procedure, which will distinguish between pavements being
subjected to slow and/or stationary aircraft and those that will not. Those pavements subjected to slow and/or stationary conditions will have an additional grade bump over the standard areas. This additional grade bump is important because asphalt binders act more like a viscous fluid under extended loading times rather than a solid, and by increasing the binder grade the stiffness is being increased to better carry the extended loading times.

In addition to the binder bumping, the FAA revised the selection of the base asphalt binder for a mixture. Previously the specification outlined that the base binder would be what the state DOT used on interstate pavements. This can prove to be intricate, as many states have various rules on the selection of binders — including the use of multiple binder grades for interstate pavements based on traffic levels and not strictly on roadway type. With the current revision, the FAA has simplified the situation by adjusting the base binder to be selected utilizing the environmental conditions within the state in which the work is being performed.

**Aggregate Blending**

P-401 specifies three gradation bands for surface courses. While they have retained their original nomenclature — Gradation 1, 2, and 3 — adjustments to sieve tolerances suggest finer-graded asphalt mixtures. For those more familiar with the Superpave system, Gradation 1, 2, and 3 loosely resemble 19mm, 12.5mm and 9.5mm, respectively. The update mainly adjusts Gradations 1 and 2, with all sieves from the No. 50 to their nominal maximum-aggregate size, 19mm and 12.5mm, respectively, having an increase of 5% passing on-average to the lower and upper limits. The increase to the percent passing brings the bottom of the gradation range near the maximum-density line, which forces a fine-graded asphalt mixture. While this may slightly increase material costs, it will potentially aid contractors in achieving the strict density requirements outlined in the specification, as finer mixtures with higher asphalt contents tend to compact easier.

**Permanent Deformation Criteria**

Permanent deformation, or rutting, is an important distress to minimize on any surface (especially runways) so to prevent pooling of water in the wheel paths – which can result in hydroplaning. Aircrafts place extremely heavy loads on the pavement, which can cause damage to an unstable pavement structure. To minimize this risk, the FAA has added a requirement to analyze a mixture for its resistance to rutting. The FAA has chosen to use a Loaded Wheel Tracking test — the Asphalt Pavement Analyzer (APA) in particular — as its standard test to determine this property. The APA test utilizes concave wheels, which load pressurized rubber hoses laid upon an asphalt sample. The wheels then traverse over the samples for a given number of passes at a given temperature to simulate rutting.

The FAA is using an altered version of AASHTO T340, which includes an increase to hose pressure of 250 psi rather than the standard 100 psi and a fixed testing temperature of 64°C, in lieu of the pavements environmental temperature. The FAA design criteria for all surfaces is a 10mm maximum deformation at 4,000 passes. If an APA is not capable of achieving the higher contact pressures, a standard APA test may be performed with a 5mm maximum deformation at 8,000 passes, or a Hamburg Wheel tracking device may be utilized following AASHTO T324 at 50 °C with a 10mm deformation at 20,000 passes.

**Density Analysis**

Often, mat and joint densities are expressed in a percentage. This is understood in the asphalt industry as referring to relative density, which means that in-place pavement density is really expressed as the percentage of a laboratory-measured density. With the recent revision, the calculation for in-place density will no longer be based on the average bulk-specific gravity of laboratory compacted specimens for the lot. Instead, the calculation is based on the theoretical maximum density (TMD), or Rice value, determined within the corresponding sub-lot of material. This change aligns the FAA with many state DOTs on how in-place density is calculated.

With the updated calculation of relative in-place density based on TMD, the FAA also revised the acceptance criteria for mat and joint density to reflect the change. It is important to note, however, that this revision in criteria is not equivalent to the previous criteria. Working through the math shows an increase in the lower density limits for mat and joint density of roughly 0.4% and 0.9%, respectively.

**Summary**

While the FAA’s latest revision (10H) to the AC 150/5370 “Standard Specification for Construction of Airports,” and its enclosed item P-401 released on Dec. 21, 2018, has some large changes, the implications of those changes being made will lend to higher quality and longer-lasting asphalt airfields.
On May 20, Charles “Chuck” Rauh, former owner of Northern Ohio Paving Company (NOPCo) and past Flexible Pavements Inc. board member, died at the age of 87. On behalf of Ohio’s asphalt industry, Flexible Pavements of Ohio (FPO) extends its sincere condolences to the Rauh Family.

Chuck, a northern Ohio native, three-sport athlete and graduate of Washington & Lee University and a U.S. Army veteran, was a no-nonsense guy who spoke to the issues directly. He was always honest in his assessments and was courageous in challenging the experts. As a hands-on business owner, he had mastered the fundamentals of quality asphalt construction. His knowledge and demeanor earned him a place on the Flexible Pavements Board of Directors and chairmanship of the association’s Technical Committee. In this role, Chuck guided the various quality assurance and field operations issues to ensure a productive outcome. Mitigating rutting, ride-quality specifications, Stone Mastic Asphalt (SMA), the advent of Superpave, and development of a hot-mix alternate (Smoothseal) for ODOT’s new interest in pavement preservation were just some of the noteworthy issues on his Technical Committee docket.

Chuck served the Flexible Pavements membership as chairman in 1983 and 1986. He was integral to the Flexible Pavements Strategic Plan that resulted in a stronger relationship with ODOT and the prospects of stronger markets. The strategic plan document embodied a pledge to pursuing quality in all aspects of asphalt paving construction. In 1998, Chuck’s leadership was rewarded by his being selected to receive Flexible Pavements’ highest honor, the Bill Baker Award.

Chuck Rauh played a vital role in the success of Ohio’s asphalt industry. We have been blessed to have had him among us. His leadership, his character, his commitment to quality has shaped this industry for the good. We will remember him.
Flexible Pavements of Ohio would like to welcome the following companies as new members of the association:

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Please join us in welcoming our new members.
## Advertisers Index

<table>
<thead>
<tr>
<th>Company Name</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asphalt Materials Inc.</td>
<td>5</td>
</tr>
<tr>
<td>Barrett Paving Materials Inc.</td>
<td>7</td>
</tr>
<tr>
<td>BOCA Construction</td>
<td>7</td>
</tr>
<tr>
<td>Columbus Equipment Company</td>
<td>IFC</td>
</tr>
<tr>
<td>Ebony Construction Company</td>
<td>5</td>
</tr>
<tr>
<td>Hahn Loeser &amp; Parks LLP</td>
<td>32</td>
</tr>
<tr>
<td>The Gerken Companies</td>
<td>35</td>
</tr>
<tr>
<td>John R. Jurgensen Company</td>
<td>5</td>
</tr>
<tr>
<td>Kokosing Construction Company Inc.</td>
<td>3</td>
</tr>
<tr>
<td>The McLean Company</td>
<td>BC</td>
</tr>
<tr>
<td>Northstar Asphalt Inc.</td>
<td>46</td>
</tr>
<tr>
<td>Ohio CAT</td>
<td>20</td>
</tr>
<tr>
<td>SealMaster</td>
<td>10</td>
</tr>
<tr>
<td>The Shelly Company</td>
<td>3</td>
</tr>
<tr>
<td>Shelly &amp; Sands Inc.</td>
<td>37</td>
</tr>
<tr>
<td>Southeastern Equipment Company Inc.</td>
<td>IBC</td>
</tr>
<tr>
<td>Transtech Systems Inc.</td>
<td>7</td>
</tr>
<tr>
<td>Unique Paving Materials Corporation</td>
<td>45</td>
</tr>
</tbody>
</table>

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