

# OHIO ASPHALT

*THE JOURNAL OF OHIO'S ASPHALT PROFESSIONALS*

SUMMER 2020

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## Essential Workers

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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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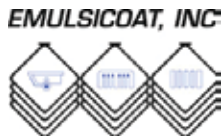
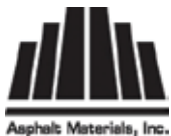
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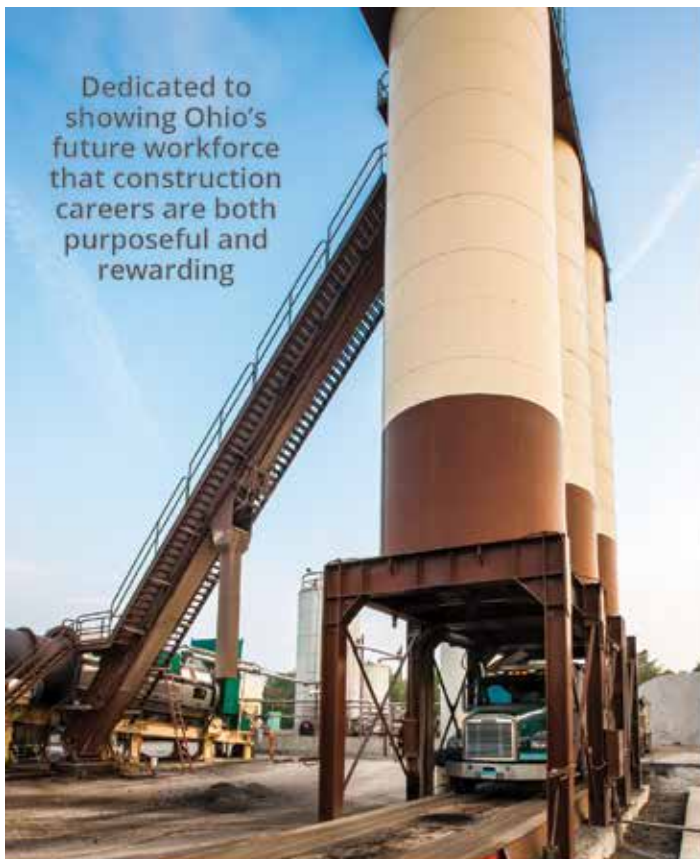
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## THE PRESIDENT'S PAGE



CLIFFORD URSICH, P.E.  
PRESIDENT & EXECUTIVE DIRECTOR

**“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.’”**



There is nothing like a pandemic to bring into focus the essential things of life. Like using a microscope, we adjust the focus making it possible to see clearer until the image finally sharpens. Well, in a similar way, the outfall from the Wuhan CCP COVID-19 Virus pandemic certainly has helped our society to better understand what truly is essential in life. The run on toilet paper, however, is inexplicable to me. I guess these folks figure they better gather it all up before the hoarders do.

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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f t i y in s

# ODOT Item 86o Thinlay Update Adds Recycling Agents to The Mix

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.

## THINLAY Functions

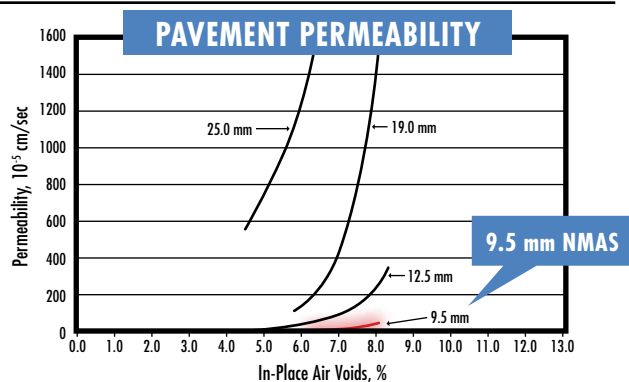


Figure 1: Relationship of mix Permeability to In-Place Air Voids for a mixture of a given nominal maximum-aggregate size. (Source: NCAT)

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.

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.

## 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.



Figure 2: Paving thinlay incorporating recycling agent and 25% RAP - VIN-US 50 July/2018



# ITEM 860 THINLAY ASPHALT CONCRETE

April 14, 2020

## 860.01 Description

## 860.02 Composition

## 860.03 Materials

## 860.04 Mixing

## 860.05 Weather Limitations

## 860.06 Spreading, Compacting and Finishing

## 860.07 Surface Tolerances

## 860.08 Acceptance

## 860.09 Basis of Payment

**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

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

[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 860.03. Use a between 1.0% to 7.0% recycling agent by weight of virgin PG binder.

[4] Gradation includes any mineral filler and is specified in percent passing.

**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 PavCool 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 PavCool. 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.

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**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.

**O A**

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# QUALITY PAVING RECOGNIZED



## 73 Asphalt Pavement Paving Projects Honored with FPO Quality Awards

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

**Paver Operator:** Luke Johnson

**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 Kichurcek, 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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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:** Carroll 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:** Gerardo 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**

Lucas 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.

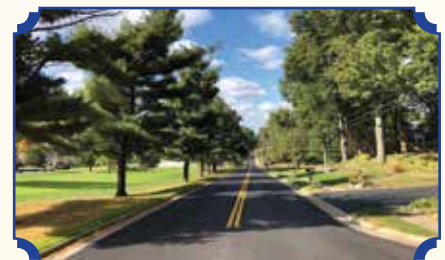
**Project Manager:** Terry Triner

**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



## COMMERCIAL PAVING FACILITIES

### **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



# AIRPORT PAVEMENTS

## **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





# MASTER CRAFTSMAN AWARDS

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.

## 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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Cleveland | Columbus | Naples | Fort Myers | San Diego | Chicago



# KOKOSING'S MOODY RECEIVES 2020 INDUSTRY SERVICE AWARD

————— 2020 RECIPIENT: BART MOODY —————

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.





# WILLIAM "BILL" BAKER AWARD GERKEN AWARDED OHIO ASPHALT INDUSTRY'S HIGHEST HONOR

2020 RECIPIENT: BRENT C. GERKEN

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, a 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-servicing 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.



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## SHELDON G. HAYES AWARD

# Shelly & Sands Adds National Asphalt Pavement Honor to 2019 Success



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.

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# Ohio Sales/ Use Tax: Impact of the Karvo Decision

*By Anthony C. Ott & Matthew E. Stamp, GBQ Partners LLC*

**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.



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.
  - o 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**



**Matthew E. Stamp**

*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>.*

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**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.

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

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





## LANDING ON THE LATEST FAA P-401 SPECIFICATION

*Lawrence County Airport  
— paved by Shelly Co.*

**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.



# Passing of Charles “Chuck” Rauh



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.

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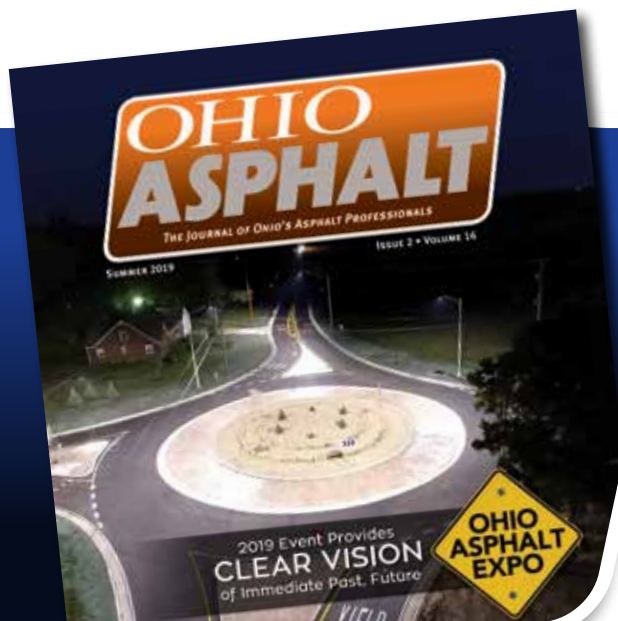
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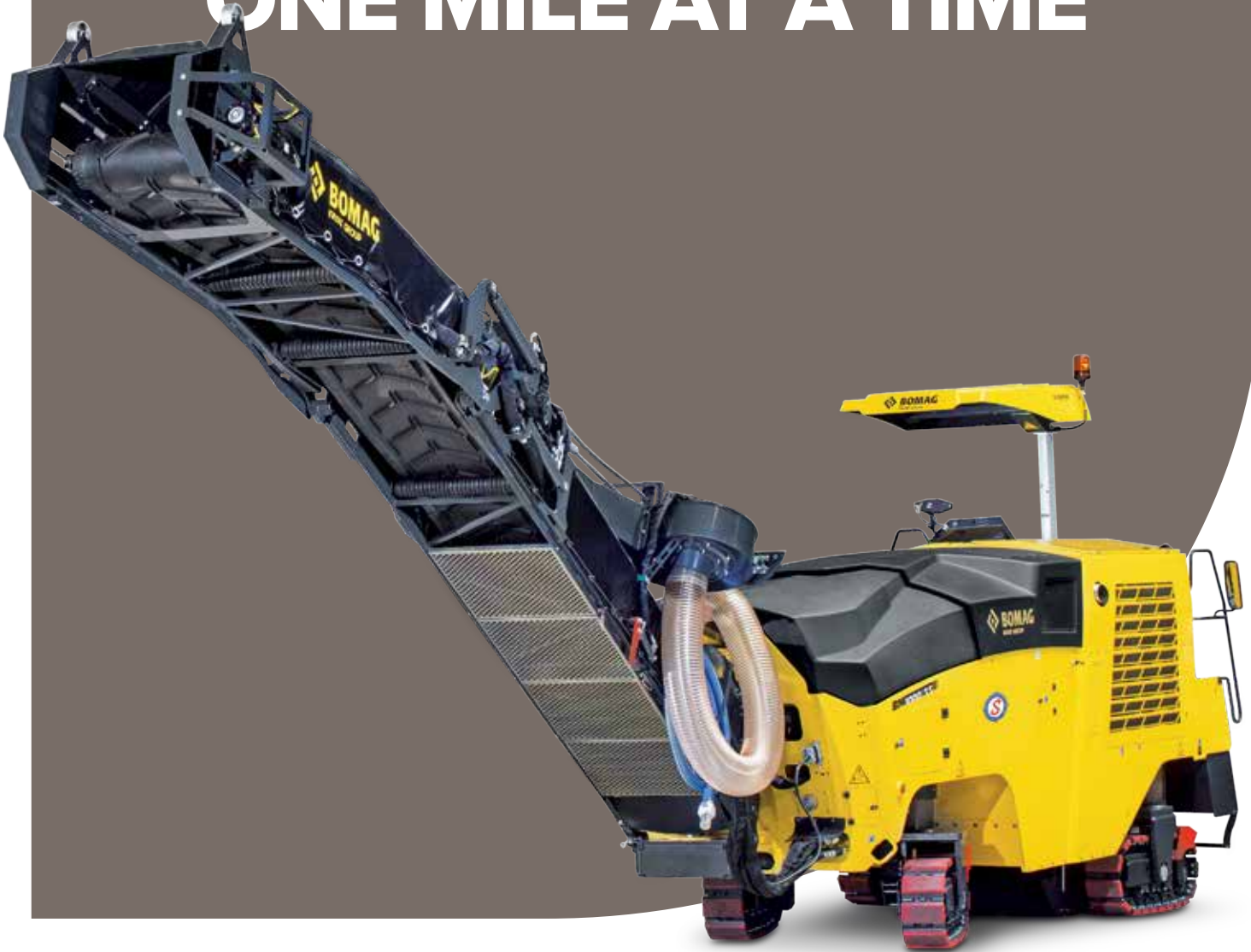
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