

OHIO ASPHALT

Issue 2, Volume 5

SPRING 2008

2008 Annual Meeting Meeting Today's Challenges Head On



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Commission

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ON THE COVER:

During the FPO Annual Meeting awards program, ODOT Director

James Beasley presented the Quality Paving Awards for ODOT Projects. Director Beasley is shown presenting an award to Brad Titchenell of Erie Blacktop, Inc.



Flexible Pavements of Ohio is an association for the development, improvement and advancement of quality asphalt pavement construction.
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Keeping it in the Black



CLIFFORD URSICH
President &
Executive Director

The title of this article is a perfect lead-in to speaking of how asphalt pavements are the best solution for road construction, and as such all roads should be “kept in the black.” It’s also a good lead-in to speaking of how asphalt pavements make best use of scarce financial resources, allowing agencies to stretch their dollars — thereby keeping budgets “in the black.” Though these are true of asphalt, this article isn’t about those; nor is it about how recycled asphalt pavement has extended agencies’ buying power by saving millions of dollars in paving costs; nor is it about the fact that asphalt provides the lowest lifecycle cost when compared against other paving materials. Rather, this article is about something bigger than all of the aforementioned.

What would you do if your boss came into your office one morning and said, “Hey Charlie, looks like come October 1st of this year the business is going to run out of money, so we’re gonna have to cut your salary by 29 percent.” Compounding the matter a bit, the boss adds ... “And by the way, we’ll be renegotiating your contract the following October, and we just simply don’t have a vision that includes you. Oh, we know that you’ve contributed to the company but we’re just not sure how.” Well, that may not be enough to excite you, but when the Mrs. finds out about the situation your attitude is likely to get adjusted.

Well Charlie, here’s the real deal: Come Oct. 1, 2008, your company may not go bankrupt but the Federal Highway Trust Fund is, if something doesn’t change soon. The effect of this bankruptcy — should it happen — is a drop in federal funding from \$41 billion to \$29 billion — a 29 percent drop. The Highway Trust Fund (HTF) is where the money comes from to pay for the transportation project your company is building and your salary. Not only that ... the politicians in Washington D.C. are so busy with other things that a vision for the nation’s transportation system is far from congealing into one having such far-reaching impacts as that crafted during the Eisenhower Era; truly a vision that provided prosperity through mobility.

Our nation’s transportation system, the very arteries through which our nation’s blood flow of commerce courses, faces challenges of such magnitude not seen since the inception of the national system of Interstate and defense highways. This message, “Keeping it in the Black,” is not so much about the need for ensuring sufficient transportation funding and a new vision for transportation, as it is about encouraging your involvement in ensuring such takes place. To see how Ohio is affected by a federal funding shortfall, and the issues needing addressed in the next transportation reauthorization bill, see the article on page 26 by *Ohio Asphalt’s* guest columnist Gordon Proctor, former director of the Ohio DOT.

Keeping the HTF in the black, securing sufficient funding for the next transportation authorization bill and crafting the contents of that bill will take lots of voices. Associations’ staffs play an important role, but legislators are most interested in what the folks back home are saying. That’s the reason your involvement is so critical. For instance, when Senator Voinovich recently spoke before the FPO Annual Meeting, he directly told the audience that he wants their input. He’s our senator and he desires to hear from you! To make it easy, here’s the Senator’s web address <http://voinovich.senate.gov/>. FPO took him up on his offer, and you can find your association’s response on page 7.

Being an effective advocate for transportation doesn’t necessarily mean stomping through the halls of Congress with all the other “gazillion” special interests — though it certainly helps. By the time you read this column, the Transportation Construction Coalition Fly-in to Washington D.C. will have been held and many of your colleagues will have done their part to advance the cause of transportation. If you didn’t participate in that event you can still effectively advocate for transportation by visiting your legislator here on the home front, in their local office. Will you do it? Or you can pen a letter or type an e-mail. Will you do it?

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continued from page 5

You may wonder, what do I say? Great question! To assist us in understanding the issue, the National Asphalt Pavement Association has published two very helpful documents. The first, titled *Roadmap to Reauthorization*, helps us understand the process of reauthorization and what our role is in crafting legislation and ensuring it sees expeditious passage. The second document, *A New Transportation Commitment for America*, includes the asphalt industry's recommendations to Congress on the future of the federal-aid highway program. Both are discussed in this issue of *Ohio Asphalt*, beginning on page 28.

Don't be intimidated by the complexity of the issue. What's most important is to ensure that legislators understand that transportation and transportation funding is an important issue to you, and that you want the issue to be high on their priority list. You may think they already know that. Well, sure they know it's important, but where it ranks on the priority list is going to depend on the number of voices they hear. Here's a good example. At the AASHTO Washington Briefing held this past February, various presentations were made, one of which was by a representative for the National Governors Association. The presentation included a list of priorities of the nation's governors.

Topping the list was "Going Green." Transportation made the list as a sub-category of Economic Development, which followed Education and Healthcare. True, the list represents the governors' priorities and not necessarily Congress'; but it illustrates the point that what is important to you and I may not line up with those who are our representatives. Getting their interests to represent ours requires that we speak out.

I encourage your involvement. Like the drop of rain that creates a trickle building to a raging torrent, your 30-second phone call or simply crafted e-mail message to your legislator will help build a tidal wave of support. That support will move the "cause" of transportation forward, "Keeping it in the Black" and leading to even greater prosperity through mobility. Will you do it?



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March 24, 2008

Senator George V. Voinovich
United States Senate
524 Hart Building
Washington, DC 20510

Subject: Asphalt Industry Comments Regarding the Report of the National Surface Transportation Policy and Revenue Study Commission

Dear Honorable Senator Voinovich,

As you requested in your presentation to our group on March 19th, I am herein providing the Ohio Asphalt Industry's comments regarding the Report of the National Surface Transportation Policy and Revenue Study Commission.

Affirmations:

- First and foremost, we strongly support the findings of the nine commissioners and their call for greater financial investment and a new vision.
- We support a Federal role to the extent that the Federal Government is best suited to provide the framework necessary to ascertain transportation infrastructure needs that are critical to the economic well being of our Nation and can provide the funding necessary for construction of such macro-projects. As well, the Federal role is a necessary part of establishing uniform standards necessary for interstate transportation.
- We concur with reform in the next reauthorization that ensures that project selection is based on a performance-based system. Though we believe that state DOTs are usually in the best position to determine the optimum use of funds and as such unencumbered funds is the best scenario, macro-projects of national interest will demand a means of prioritization. As well, earmarking projects may at times be necessary. In such cases a performance-based system of project selection is a practical tool to ensuring the maximum value is received from the investment of transportation funds. We put forth Ohio's TRAC as a model system that accomplishes this goal.
- We affirm that "good government" necessitates that all attempts be made to streamline processes. Again, I point to Ohio and its "Vision 2000" as an example. Implemented by then Director Jerry Wray, Vision 2000 streamlined ODOT's processes and in so doing paved the way to lower operating costs for ODOT. Those savings allowed for increased levels of investment in Ohio's transportation infrastructure. A revenue stream sufficient to keep the United States of America competitive is paramount; as well, a streamlined delivery system is essential to ensure squandering of resources is mitigated.
- Clearly, as we have seen in Ohio, streamlined government alone is not sufficient to accomplish the objectives of safe and efficient transportation; adequate financial resources are a component as well. As such, we affirm the Commissions' call for increased user fees, tolling and other revenue generators. While wholly supporting the need for more revenue, we also recognize that with greater revenue comes the risk of poor stewardship as evidenced by the plethora of earmarking and the bleed-off of transportation funds to non-mobility projects. As such, we strongly urge reinforcing budgetary firewalls, eliminating the leakage of funds to non-mobility initiatives, and institution of protections against averting the performance-based selection process.
- Finally, we affirm the urgent need to remedy the anticipated negative balance expected to occur in the Highway Trust Fund this Federal Fiscal Year 2009. To Ohio, this means a loss of approximately \$350 million in federal funds.

Ohio's asphalt paving industry appreciates your desire to hear our thoughts regarding the Commission's report. We are hopeful the comments provide you a clearer sense of direction. We certainly are open to greater dialogue on the matter and would count it a privilege to do so.

Clifford Ursich, PE
President & Executive Director

CU:ff



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Flexible Pavements 2008 Annual Meeting

The Flexible Pavements of Ohio's 46th Annual Meeting, Equipment Exhibition and Trade Show had several marquee speakers — ones that you would perhaps see up in lights — but the real message of the 2008 event was also worthy of illumination, like a highway message board warning of impending challenges for the industry.

MEETING TODAY'S
CHALLENGES
HEAD ON

... was not only the message on the FPO Annual Meeting's program cover, it also was the theme of the March 18 and 19 event held once again at The Hilton Columbus at Easton Town Center.

The event's wet, chilly weather was as if FPO organizers scheduled the conditions to underline the current message of the transportation industry, and its concern about future funding, environmental regulations and the federal government's changing views of its role with the nation's infrastructure.



Ohio Senator George Voinovich

Ohio Senior Senator George Voinovich served as the keynote speaker at FPO's Annual Luncheon on March 19. The former Ohio governor (1990-98) who has served as a U.S. Senator since 1999 and is currently on the Senate's Environment and Public Works Committee, shared with the audience his views of the federal government's role in restoring and improving the nation's infrastructure. As well as

sharing concerns on the impact to Ohio's economy, industry and employment because of the recent adoption of stricter ozone regulations, Sen. Voinovich spoke of the congressionally appointed National Surface Transportation Policy and Revenue Study Commission. The report is controversial because it recommends increasing the federal gas tax and discusses the issue of earmarks and the Bush Administration's opposition to the majority of the report's recommendations. Sen. Voinovich asked for the asphalt paving industry's response to the commission's report.

(Editor's note: FPO's response is on page 7, and you can read the commission's complete report at http://www.transportationfortomorrow.org/final_report/.)

Along with Ohio Department of Transportation (ODOT) Director James Beasley's presentation of ODOT projects earning pavement Quality Awards (see page 10), that followed Sen. Voinovich's address, there were notable speakers throughout the two-day event.

The Annual Meeting began Tuesday, March 18, with the Indoor and Outdoor Trade Show and Equipment Exhibition, featuring more than 25 exhibitors. The event provided attendees not only an up-close look at the current, top-of-the-line equipment FPO members have to offer,

but also plenty of information regarding mixed-asphalt technologies.



More than 25 exhibitors participated in the Annual Meeting's Trade Show.

The two days of meetings and presentations began with a Public Agency Forum, which discussed

"Quality Control and Quality Assurance for Local Governments," presided by Cuyahoga County Engineer Robert C. Klaiber Jr., P.E., P.S.

Following the Membership Luncheon and Annual Business Meeting,

the first of two general sessions were held. General Session 1, which was presided by 2007-08 FPO Chairman Brent Gerken, of Gerken Paving Co., included five sessions, covering:

- "Green Asphalt Coming to Your Door Soon!" by Richard Schreck, Virginia Asphalt Association
- "Expanded Asphalt and Maximizing Recycling," by Don Brock, Astec Industries, Inc.



Richard Schreck



Jay Hansen

- “Growing Investment in Highway and Airport Infrastructure Markets,” by Jay Hansen, National Asphalt Pavement Association (NAPA)
- “Asphalt Binder Supply Trends,” by Bill Haverland, Conoco Phillips Co.
- “Annual ODOT Specification Update,” by David Powers, ODOT

The first day of the Annual Meeting concluded with the evening’s Chairman’s Reception, which provided attendees a chance to converse with fellow FPO members and speakers.



Bill Haverland



David Powers

Wednesday’s busy day of events, which featured and acknowledged numerous individuals, companies and local government officials, began with the Prayer Breakfast ministered by Bill Garrett. Following Garrett, FPO President/Executive Director Cliff Ursich announced the 25 recipients of 2008-09 FPO Scholarships, the recipients of the Mixture Competition, Retiring Board Member, Ohio Asphalt Industry Service and William Baker awards (see pages 23 & 24). Following the Award Announcements, Douglas C. Rauh, of The Shelly Company, who is serving as the 2008-09 FPO chairman, introduced the Prayer Breakfast’s keynote speaker Mac Badgett, NAPA chairman.



Cliff Ursich presents his reports at the Annual Business Meeting.

Following the morning presentations, attendees participated in the second general session, which was presided by Chairman Rauh. General Session 2 featured:

- “Effective Risk and Crisis Communication for the Asphalt Industry,” by Vincent Covello, Ph.D., Center for Risk Communication
- “Ohio’s Fairness in Construction Contracting Act,” by Mike Madigan, Esq., Kegler, Brown, Hill & Ritter

(Editor’s note: Information from both general sessions’ presentations can be found at http://www.flexiblepavements.org/conference_presentations.cfm.)

The Annual Luncheon, which not only featured Sen. Voinovich and ODOT Director Beasley, but also spotlighted the success and quality of Ohio’s asphalt industry (see story, page 10), culminated the Annual Meeting.

While attendees of the 2008 FPO Annual Meeting heard pessimistic news concerning the nation’s transportation industry and infrastructure, they also were a part of the celebration of what Ohio’s asphalt industry offers. With the abundant current and future trends that FPO members learned about, the association and industry is not only able to meet today’s challenges, they will also be meeting tomorrow’s challenges head on.

QUALITY AWARDS FOR ASPHALT PAVING

What better way to celebrate the best that Ohio's flexible paving has to currently offer, than to celebrate what it has been providing for years — quality service.

The highlight for many at the Flexible Pavements of Ohio (FPO) Annual Meeting is the Quality Awards program, which traditionally culminates the two-day event. This year's Quality Awards program was held March 19, and led off with attention being paid to the Master Craftsman projects, those roadways that have been providing a quality surface from the very first day of service to the first decade and a half.

Along with reflecting on the state's past benchmarks for quality pavements, the 2008 Quality Awards Program honored the close attention to detail being performed across the state. Highlighting the awards program, Ohio Department of Transportation (ODOT) Director James Beasley, PE, PS, presented awards to the winning ODOT asphalt pavement projects of 2007. Also recognized were quality product and work in airport, special use, local road, street and commercial parking pavements, ecological, National Asphalt Pavement Association Quality in Construction and individual awards.

In all, more than 40 companies, individuals and projects were honored. Here's a look at the honorees in the 2008 Quality Awards program:

Master Craftsman Award

The Master Craftsman Award was established to demonstrate that asphalt pavements can be trusted to provide excellence on day one, as well as years later at a low lifecycle cost. To qualify for an FPO Master Craftsman Award, a pavement must provide a minimum 15-year service life with only light maintenance. This year's Master Craftsman Awards went to:

Stark County, State Route 172 from Wayne/Stark county line to Massillon Corp. limit, ODOT Project 963(1992)

You can't fault S.R. 172 travelers in ODOT District 4 of being a little complacent in recognizing quality pavement, because those motorists have been traveling on it for years. Another stretch of S.R. 172 in Stark County was honored for its long-lasting smooth pavement — of at least 15 years — with minimal service. This state route was also honored with a Master Craftsman Award in 2007. The 2008 award went to a section of S.R. 172 that was originally constructed by Shelly & Sands, Inc. in 1992 with a 3/4-inch-thick Supplemental Specification 805 mix — known today as Type 424 A — a rubber-modified sand asphalt concrete.

Accepting the award from ODOT Director James Beasley (center) was Mark Mills of Shelly & Sands, Inc. and Michael J. Williams of ODOT District 4.

Perry County, S.R. 204 from Fairfield County line to Glenford Corp. limit, ODOT Project 1087(1991)

The teaming of The Shelly Company and ODOT District 5 in 1991 is still paying dividends for S.R. 204 motorists in Perry County, as the conventional Type 1 mix and quality work have provided uninterrupted service for more than 16 years.

Accepting the award were Rick Williams of ODOT District 5 and Tim Andeson of The Shelly Co.



Clermont & Hamilton counties, U.S. Route 52 from Five Mile Road to East New Richmond Corp. limit, ODOT Project 253(1991)

Barrett Paving Materials-Midwest South Region and ODOT District 8 installed this section of U.S. Route 52 pavement more than 16 years ago, and observations of the surface condition indicate a lot more years of uninterrupted service are to come.

Accepting the award was Steve Jodrey of Barrett Paving Materials.



Hocking County, S.R. 374 from S.R. 180 to U.S. 33, ODOT Project 202(1990)

In a tribute to good material selection, inspection and quality construction practices by The Shelly Company and ODOT District 10, this segment of S.R. 374 has provided motorists more than 17 years of uninterrupted service.

Accepting the award were Mike Lang of ODOT District 10 and Dave Gentil of The Shelly Company.



Hocking County, S.R. 374 from S.R. 665 to S.R. 180, ODOT Project 738(1988)

Literally adding to S.R. 374's other Master Craftsman award previously listed, this section of S.R. 374 lengthens the long-time quality ride of this Hocking County route. Shelly & Sands teamed with ODOT District 10 more than 19 years ago on this project that is still providing uninterrupted quality service to motorists.

Accepting the award were Mike Lang of ODOT District 10 and Ed Morrison of Shelly & Sands, Inc.



ODOT Pavements

This year's Quality Asphalt Paving awards for ODOT projects were presented by ODOT Director James Beasley. Along with the company receiving a Quality Asphalt Paving plaque, the paving crew members and inspectors responsible for the work were presented "Q" (for quality) medallions to be placed on the paver and their hardhats.

Monroe County, S.R. 7 and Route 145, ODOT Project 317(2006)

Shelly & Sands, Inc.'s Rayland Division and ODOT District 10 realized an excellent overlay project begins with preparation from the bottom up. Following concrete joint repair, the Hot Mix Asphalt (HMA) overlay consisted of a leveling course and a 1 1/4-inch Type 1 surface mix. More than 18,000 tons of mix was used on the project.

Accepting the award were Tom Andreas of Shelly & Sands, Inc. and Mike Lang of ODOT District 10.



City of Ashland, comprising work on S.R. 60, S.R. 96 and U.S. 250, ODOT Project 210(2007)

This ODOT District 3 project called for the Kokosing Construction Company to mill and resurface 3 miles of S.R. 60, 1 1/2 miles of S.R. 96 and a quarter mile of U.S. 250 within the Ashland city limits. To ensure good rutting resistance, Kokosing used 12,500 tons of Item 442 Superpave, Type A mix. Despite obstacles such as meeting casting elevations without the opportunity for adjustments and having to pull up longitudinal joints each day, Kokosing assured pavement smoothness within high-stress traffic conditions.

Accepting the award were Kip Skolnicki and Matt Culler of Kokosing Construction Company.



City of Piqua, U.S. 36, Ash Street from B&O Railroad to Kienle Drive, ODOT Project 224(2007)

Barrett Paving Materials-Midwest Central Region negotiated many variable depths on this ODOT District 7 project, such as variable depth milling and placement of intermediate and surface courses that each had variable depths. Approximately 6,500 tons of mix was used on this night paving job of U.S. Route 36 in Piqua, which was made even more complicated because of the project's minimum mat density provision.

Accepting the award were Carrie Koesters of ODOT District 7 and Paul E. Walter and Mike Haney of Barrett Paving Materials.



S.R. 651 from Baltic to New Bedford, ODOT Project 488(2006)

The Shelly Company not only had to maneuver S.R. 651's twisting and turning path in this ODOT District 5 widening and overlay project, it also had to perform substantial earthwork. In finishing this winning project, The Shelly Company placed nearly 16,000 tons of asphalt concrete base, which it topped with 1,200 tons of Type 2 RAP mix and a Type 1 surface course consisting of 6,400 tons of material.

Accepting the award were James Ruby of ODOT District 5 and Mark Potts of The Shelly Company.



City of Brecksville, S.R. 21, Brecksville Road from the Ohio Turnpike to S.R. 82, ODOT Project 67(2007)

Burton Scot Contractors worked around heavy-truck traffic near the Ohio Turnpike on this more than 100,000 square-yard pavement project. The ODOT District 12 project called for Burton Scot to mill to a 2 1/2-inch depth on the two-course overlay of S.R. 21, Brecksville Road and use a Type 1 intermediate course followed by an Item 424 Type A, fine-graded polymer modified asphalt pavement final course — also known as Smoothseal. Approximately 7,000 tons of Type 1 intermediate course and 3,600 tons of Type A mix was used on the project.

Accepting the award were Sean Peterson of Burton Scot Contractors and ODOT District 12's Alice Robie and Jeff Hebebrand.



Richland County, Interstate 71 from S.R. 97/Belleville overpass to milepost 158, ODOT Project 583(2004)

On this nearly six-mile, ODOT District 3 reconstruction and widening project of I-71, Kokosing Construction Company performed 408,000 cubic yards (cy) of excavation and undercuts, 107,000 cy of embankment work and removed and replaced four, full-bridge decks; installed 523,000 tons of granular embankment and crushed aggregate base and 290,400 lineal feet (lf) of underdrain; and added 365,000 tons of warranty asphalt concrete mix, which along with the intermediate courses included polymers for enhanced longevity. The I-71 project in Richland County is a segment of the major project to add a third lane on both the Interstate's north- and southbound lanes.

Accepting the award were Kokosing Construction Company's Scott Rudolph and Michael White and John Hart of ODOT District 3.



Belmont County/St. Clairsville, I-70, ODOT Project 185(2007)

Shelly & Sands, Inc.-Rayland Division used a 2 1/2-inch depth of 19 mm and 1 1/2 inch-depth, 12.5 mm Superpave mix over 2,024 square yards of full-depth concrete joint repair. Work on this multiple course overlay of I-70 in ODOT District 11 was performed with a material transfer device for the approximately 43,000 tons of mix; this helped provide an excellent surface texture and smoothness to the pavement. The project was performed at night to ensure minimal traffic disruption; taking advantage of this attribute that is unique to asphalt pavement.

Accepting the award were Dan Leonard of Shelly & Sands, Inc. and John Lee and Doug Schafer of ODOT District 11.



Oak Harbor, S.R. 19 from Portage River to the north corporation limit of Oak Harbor, ODOT Project 136(2007)

Erie Blacktop, Inc. performed the complete reconstruction of the one-mile section of S.R. 19 near Oak Harbor. The District 2 project included the use of Item 302 for the 6-inch-deep asphalt concrete base, a 1 3/4-inch intermediate Superpave course of 19 mm mix and a 1 1/4-inch surface course of 12.5 mm Superpave mixture. Erie Blacktop used approximately 8,700 tons of mix on the project.

Accepting the award was Brad Titchenell of Erie Blacktop, Inc.



Logan County, U.S. 33 from S.R. 347 to the Union County line, ODOT Project 301(2007)

The Shelly Co.-Findlay Division successfully completed the two-course overlay of U.S. 33 in Logan County by first performing a milling at variable depths ranging from 1 1/2- to 2 1/4-inches. The succeeding two-course overlay included a 3/4-inch leveling course of 9.5 mm Superpave mixture and a 1 1/2-inch layer of 12.5 mm Superpave surface course. ODOT District 7 travelers along U.S. 33 will also appreciate the smooth asphalt driving surface and Shelly's use of two pavers to eliminate the roadway's longitudinal joint performance.

Accepting the award were Lee Eilerman of ODOT District 7 and Lyle Dible of The Shelly Company.



Greene County, I-675 from Wilmington Pike to south of Fairfield Road, ODOT Project 238(2007)

Made even more challenging because of ODOT's new 448 density provisions, John R. Jurgensen Co. delivered a high-quality project for ODOT District 8 by smoothsealing I-675 with the fine-graded polymer-modified asphalt concrete Type B mix (ODOT 424).

Accepting the award were Ana Middleton of ODOT District 8 and John R. Jurgensen Company's Howard Schaefer Jr. and Mike Davis.



Wayne & Medina counties, I-71, ODOT Project 48(2005)

Kokosing Construction Company provided warranty asphalt concrete and much more in this 6 1/2-mile reconstruction/widening of I-71 in Wayne and Medina counties. In constructing additional northbound and southbound lanes, Kokosing planed, excavated, installed underdrains, reconstructed 11 bridge decks and placed a crushed aggregate base along with 370,000 tons of seven-year warranty asphalt mix. The ODOT District 3 project also featured the company's use of its "maxi-width" paving method to eliminate longitudinal joints.

Accepting the award were Kokosing Construction Company's Scott Rudolph and Joseph Paul and ODOT District 3's John Hart.



Morgan County, S.R. 60, ODOT Project 251(2007)

Shelly & Sands, Inc.-Zanesville Division attained an average profile index of 4.5 for smoothness on this winding, two-lane resurfacing of S.R. 60. This smoothness index was accomplished through a 3/4-inch leveling course and 1 1/4-inch surface course. Shelly & Sands also ensured smoothness through its pavement construction monitoring. The ODOT District 10 project served as an early trial of the department's 448 Specification. Shelly & Sands successfully met the specification's stringent mat density testing requirements.

Accepting the award were Pat Gill of Shelly & Sands, Inc. and Mike Lang of ODOT District 10.



Clark & Madison counties, I-70 from S.R. 54 to U.S. 42, ODOT Project 294(2004)

Kokosing Construction Company provided 13 miles of reconstruction and widening of I-70. The reconstruction phase of the ODOT District 6 project entailed rubblization of existing concrete pavement and overlaying it with 780,000 tons of warranty asphalt pavement. The widening aspect of the project called for Kokosing to expand the four-lane pavement to six-lane pavement and constructing 12-foot-wide shoulders using deep-strength asphalt.

Accepting the award were ODOT District 6's Hassan Zahran and Steve Wasosky and Kokosing Construction Company's Rob VanGorder.



Franklin County, S.R. 161 from Sawmill Road to S.R. 315, ODOT Project 30(2007)

Overcoming the obstacle of this section of roadway's heavy-traffic load, The Shelly Company successfully performed a single-course overlay of S.R. 161. The three-mile-long project included 5,400 tons of conventional Type 1 mix using a PG64-22 binder.

Accepting the award was ODOT District 6's Will Turner and The Shelly Company's Dave Scott.



Delaware County, relocation of S.R. 750 from Wellington Boulevard to S.R. 257, ODOT Project 234(2006)

Shelly & Sands, Inc.-Columbus Division relocated S.R. 750 as part of a new entrance for the Columbus Zoo. This ODOT District 6 project included realigning the state route as well as widening it from two to six lanes. The project included a pavement buildup of 6 inches of crushed aggregate base; 6 inches of Item 301, asphalt concrete base PG64-22; an intermediate concrete course of 1 3/4 inches of 446 Type 2 asphalt, with a 64-28 binder grade; and a 1 1/2-inch surface course of Type 1 heavy gradation and polymer-modified asphalt. In all, Shelly & Sands used 35,000 tons of mix to complete the project.

Accepting the award were Will Turner of ODOT District 6 and Ed Rouan of Shelly & Sands, Inc.



Local Road or Street Category

Village of Indian Hill, Muchmore Road from Village of Indian Hill limit to Miami Avenue

There was much more on Barrett Paving Materials-Midwest South Region's to-do list than paving Muchmore Road. Barrett Paving had to perform 8-inch-deep repair to the road's asphalt concrete base, pavement planing and move utilities to the required elevations before it could place asphalt that had a varied 1 1/2- to 2-inch thickness. The project included use of 448 specification, Type 1 mix and a 70-22 performance-grade binder.

Accepting the award were Steve Jodrey of Barrett Paving Materials and Marty Chadwell of Village of Indian Hill.



Englewood City 2007 street resurfacing program

John R. Jurgensen Company continued the City of Englewood's long-time use of Smoothseal Type B mix by using nearly 4,000 tons of mix for residential street pavement. Englewood has been depending on the use of Smoothseal's smoothness and longevity for nearly six years.

Accepting the award were Al Butler of City of Englewood, Hutch Rogge of John R. Jurgensen Co. and Eric A. Smith of City of Englewood.



Geauga County, Jug Street sections F&G from Patch Road to Tavern Road

The Shelly Company-Twinsburg Division used a rehabilitation strategy that effectively reconstructed nearly three miles of Jug Street in rural Geauga County, with little impact during the project to the local farming community. The reclamation project allowed Shelly to utilize Jug Street's existing 18-foot-wide pavement as a sub-base for the widened pavement section. Work entailed 10-inch-deep reclamation and sub-grade chemical stabilization, a 3-inch-deep hot-mix asphalt (HMA) 301 material, a 1 3/4-inch intermediate course and a 1 1/4-inch Type 1 surface course. Shelly used a PG76-22 polymer-modified binder in the surface course.

Accepting the award were The Shelly Company's R.G. Galardini and Chad Reel.



Butler County, Kyles Station Road

Barrett Paving Materials-Midwest South Region performed a full-depth asphalt construction to relocate Kyles Station Road to a new intersection with S.R. 4. The buildup consisted of 4,200 tons of mix, which included 8 inches of 301 asphalt concrete base; 1 1/2 inches of 403 intermediate course; and a 1 1/2-inch surface course of 404.

Accepting the award were Bryan Mount of Barrett Paving Materials and Denny Krall of the Butler County Engineering Office.



City of Mansfield, Lexington Avenue from Trimble Road to Stewart Lane

Kokosing Construction Company performed a milling and overlay of the four-lane Lexington Avenue in Mansfield. This busy commercial area meant that there were numerous intersections, turn lanes, driveways and stopping conditions Kokosing needed to navigate. Following a 2 3/4-inch planing of the original asphalt, Kokosing adjusted more than 100 utility castings to improve the quality of the final pavement. The two-course overlay included a 1 1/2-inch-thick, Type 2 mix that was covered with a 1 1/4-inch-thick, 448 Type 1 surface. Within the project's 6,500 tons of HMA was a surface mix blend of limestone aggregate with a required 6.8-percent binder content.

Accepting the award were Heather Burge of City of Mansfield and Steve Malone of Kokosing Construction Company.



Butler County Engineers Office, Cincinnati-Dayton Road from Crescentville Road to West Chester Road

In providing a quality job, John R. Jurgensen Company overcame the challenge of maintaining traffic access along Cincinnati-Dayton Road throughout the resurfacing project. Jurgensen placed 9,000 tons of asphalt concrete base 448, Type 2 PG64-28 and 448 Type 1H PG70-22.

Accepting the award were Dan Crago of John R. Jurgensen Co. and Denny Krall of the Butler County Engineering Office.



City of Maumee, Russell Road & Fallen Timbers Lane

To make room for a large-scale commercial development, Maumee's Russell Road and Fallen Timbers Lane needed to be reconstructed. In widening the road from two lanes to five lanes, The Shelly Company-Findlay Division installed a 17-inch pavement. This deep-strength pavement consisted of 6 inches of 304 crushed stone base, 8 inches of asphalt concrete base, 1 3/4 inches of 446 Type 2 intermediate course and a 1 1/4-inch 446 Type 1 surface course. Along with the expansion of Russell Road and Fallen Timbers Lane, Shelly widened a westbound exit ramp of U.S. 24 to improve access to the future commercial site. In all, 33,000 tons of mix was used on the project.

Accepting the award were Brian Maunz of The Shelly Company and Howard Brebberman of the City of Maumee.



City of Columbus, High Street from Nationwide Boulevard to Fifth Avenue

Strawser Paving, Inc. not only had the duties of performing pavement repairs, planing and resurfacing of this major downtown arterial with the city's asphalt density specification, it also dealt with extensive auto, truck and bus traffic typical to downtown and the nearby convention center.

Accepting the award were Cunns Dilland of City of Columbus, John Strawser of Strawser Paving and Rick Miller of City of Columbus.



Commercial Parking Facility Category

Tylersville Road Retail Development

Barrett Paving Materials-Midwest South Region literally made the grade on this parking lot facility. The project called for a light-duty parking lot that consisted of an eight-inch base of crushed stone and a 3 1/2-inch-thick intermediate and surface course. Barrett Paving met the challenge of working around numerous architectural features and within the project's strict .05-percent grade needed to ensure drainage control.

Accepting the award was Wes Kroll of Barrett Paving Materials.



Limited Brands Street Campus

Decker Construction Company performed a milling and overlay of the parking facility for Limited Brands. Using a 404 mix, that meets City of Columbus specifications, Decker Construction provided a uniform surface and superior longitudinal joint construction as the parking facility featured several architectural features in its roadway design.

Accepting the award was Jonathan Apple of Decker Construction Co.



Procter & Gamble Distribution Center

In building a new tractor-trailer drop-off lot and access road at the P&G Distribution Center in Lima, The Shelly Company-Findlay Division constructed a variable thickness, heavy-duty pavement – which had a maximum thickness of 9 1/2-inches of asphalt placed over a 10-inch-thick crushed aggregate base. Quantities for the job were 38,600 tons of large stone asphalt concrete, 23,505 tons of Type 2 intermediate course mix and 18,389 tons of 448 Type 2-modified surface course. To ensure the pavement's longevity and no deformation, Shelly Company's modified surface course used a richer binder content and highly angular aggregate for a good internal mix friction.

Accepting the award was The Shelly Company's Denny Kreisher.



The Shops at Fallen Timbers

This parking facility and roadway construction project called for a mix of light-duty and heavy-duty pavement as well as skillful maneuvering of curves and islands that needed negotiated by The Shelly Company-Findlay Division. Shelly Company used 42,000 tons of asphalt on the project, which consisted of 164,000 SY of light-duty pavement and 58,000 SY of heavy-duty pavement.

Accepting the award was The Shelly Company's Mark Shank.



New Page Office Complex

Variable asphalt thicknesses were the challenge for Southern Ohio Paving in its construction of driveway, parking and walking facilities for the New Page Office Complex. Southern Ohio Paving used a 4 1/2-inch thickness of 402 and 404 over a crushed stone base for the heavy-duty section of the project, a 3-inch thickness of asphalt on the light-duty portion of the parking facility and a 2-inch thickness of 404 asphalt on the walking path. Despite the variable requirements on the project, Southern Ohio Paving was consistent in providing uniform mat texture, very good longitudinal and transverse joint construction and a quality riding surface.

Accepting the award was Southern Ohio Paving's Mike Maggard.



Airport Pavement Category

Don Scott Airfield, The Ohio State University

In providing minor rehabilitation of Don Scott Airfield's Taxiway A, Decker Construction Company used 6,500 tons of asphalt, which met the Federal Aviation Administration's (FAA) P401 specification.

Decker Construction met the project owner's requirement of a 25-foot-wide pave so as to eliminate longitudinal joints. The project also called for removal of the airfield's Taxiway B.

Accepting the award was Decker Construction Company's Jonathan Apple.



Dayton International Airport

The final product that the John R. Jurgensen Company provided the Dayton International Airport included superior joint construction, good detail work and smoothness. John R. Jurgensen used nearly 39,000 tons of FAA-specified P401 mix for the base, intermediate and surface courses on this airfield pavement rehabilitation project. The company also used a 70-22 binder grade on the surface course to enhance the pavement's durability and overall performance. Throughout the project, John R. Jurgensen worked within tight timeframes – and performed some night work – in order to maintain aircraft operations. It was also dutiful in maintaining access and clean runways and taxiways during pavement operations.

Accepting the award were John R. Jurgensen Company's Howard Schaefer Jr. and Mike Davis.



Special Use Pavement

Perkins H.S. Tennis Courts, Sandusky

Erie Blacktop Inc. removed four existing tennis courts and replaced them with three courts as well as constructed three new courts for Sandusky Perkins High School. While the replacement courts were built with existing material for its base, the new courts were built atop a limestone base; all six courts feature a 3-inch-deep surface of new mix that was manufactured under ODOT requirements. And like any good tennis facility, Erie Blacktop assured a level playing surface.

Accepting the award were Randy Schaffer of Erie Blacktop Inc. and Steven Schuster of Sandusky Perkins Local Schools.



Ecological Award

Nearly every HMA producer is becoming better aware of facility cleanliness, operational practices to ensure safety and conformance to regulatory requirements and community awareness activities. Along with the aforementioned practices, FPO also looks at how an HMA facility distinguishes itself through its safe and responsible environmental practices. The FPO Ecological Award recipient not only is a valuable part of its surrounding community, but also shines a favorable light on the entire industry.

Mar-Zane Plant No.6, Zanesville

Mar-Zane's Plant No.6 was built in 1992 adjacent the Muskingum River. As a part of maintaining the facility's appearance and ensuring clean operations – which it ensures through monthly inspections – the company has performed site grading, installed paved parking facilities and truck access routes. And because of the plant's proximity to the river, Mar-Zane has installed hydrocarbon absorbing pads on all surface water collection basins; maintains a constant vigilance of its Spill Prevention and Countermeasure Plan procedures; has a site-specific Stormwater Pollution Prevention Plan; and uses only biodegradable release agents.

Accepting the award was Tim Miller of Mar-Zane.



NAPA Quality in Construction Awards

Projects over 50,000 tons

Kokosing Construction Co. – Richland County I-71 (ODOT Project 040583); Wayne/Medina counties I-71 (ODOT Project 050048); and Clark/Madison counties I-70 (ODOT Project 040294)

General Paving Category

Barrett Paving Materials, Inc. – S.R. 562

John R. Jurgensen Co. – S.R. 28; I-675; Dayton International Airport; Cincinnati Dayton Road; S.R. 380; and Englewood Pavement Preservation Program

Kokosing Construction Co. – Licking County U.S. 40

The Shelly Co. – Jug Street Reconstruction; Eastlake S.R. 91



William W. “Bill” Baker Award



J. Keith Henry, former ODOT Flexible Pavements & Construction engineer

Approximately 45 years ago, when 2008 William W. “Bill” Baker Award recipient J. Keith Henry began working with the Ohio Department of Highways – which preceded the Ohio Department of Transportation (ODOT) – asphalt was known as the

poor cousin to rigid pavement and was used mostly as a maintenance material.

It's not a coincidence that Keith's 30-year tenure with ODOT coincided with asphalt's growth from poor cousin to literally covering the competition.

Henry began his career in 1963 in the highway department's District 3 design and construction offices as a project engineer. He joined the Central Office Construction bureau in 1971, a year before the department became known as ODOT, and became ODOT's Flexible Pavements engineer in 1977.

According to *Asphalt Revolution, The History of Hot Mix Asphalt in Ohio*, because the concrete Interstates were aging and crumbling, “large portions of the Interstates were resurfaced or replaced – with hot mix asphalt (HMA), in the late 1970s.”

Henry engineered ODOT's flexible pavements program for nine years, during the days of Specification 848, the beginning of contractor mix design, quality assurance and quality control.

“Those were tough days,” said FPO President/Executive Director Cliff Ursich in his announcement of the 2008 William W. Baker Award recipient. “They were days where strong leadership was needed at ODOT and Keith met that need.

“... But as it is said, judge a man by the fruit of his labor. Today, we see evidence of Keith's labor. We see the successful and complete implementation of the concepts he diligently worked to institute.”

Henry, who also served as a construction liaison engineer, retired from ODOT in 1993, but his perseverance for quality asphalt construction still guides the industry today.

The Baker Award, named in honor of FPO's executive director from 1976-91, is the highest honor the association can bestow. The award is symbolized by the American Eagle, whose traits of quality, dedication and respect also reflect those of Baker.

Ohio Asphalt Industry Service Award



Pat Welsh, Highway Rubber Products

Entering his fourth decade as an FPO member, Pat Welsh has been a long-time committee member and contributor to the association and Ohio's paving industry. His continual dedication to both FPO and the asphalt industry makes Welsh a worthy recipient of the 2008 Ohio Asphalt Industry Service Award.

Upon joining the association in 1977, Welsh became an active committee member, as he has served on the Technical Committee from the first year of his membership to his continual service with the group 30 years later. As well as being a stalwart on the Technical Committee, Welsh is also currently an integral member of FPO's Marketing Committee.

Beginning his career in the asphalt industry by selling rubber membrane bridge deck waterproofing systems, Welsh – affectionately nicknamed “Gumby” – has played a key role in the state's adoption of polymer modified binders. His marketing and product knowledge has also been instrumental in FPO's development of Smoothseal, which today is ODOT's most-used treatment for preventative maintenance.

The Ohio Asphalt Industry Service Award was established by the FPO Board of Directors to recognize persons who have made a substantial contribution to the association and Ohio's paving industry.

HMA Mixture Performance Competition Awards



Ohio University – Eric Biehl, Jared Perry and faculty advisor Dr. Sang Soo Kim

Now with money on the line, the competition has become a lot more serious.

Thanks to the financial generosity of Erie Blacktop Inc., winning the 2008 HMA Mixture Performance Competition was even more prized this year with the offering of a \$2,000 award – which included \$1,000 to the winning university and \$1,000 in scholarships divided among the winning team's student members.

Money or no money Ohio University continued its dominance in the competition, as the Bobcats won for the third time in four years

as well as defended its 2007 FPO-sponsored HMA Mixture Performance Competition title. Ohio's student team was comprised of Eric Biehl and Jared Perry and faculty advisor Dr. Sang Soo Kim.

The competition is designed to build students' knowledge of asphalt mixtures; challenge growth as individuals through public speaking; and assist students in balancing efficiency and cost in mix design. The competition calls for the winning team to design an asphalt mixture that is rut resistant, durable and economical, as students are evaluated on these parameters through testing results, a written report and an oral presentation before a panel of industry experts.

"The competition would not be possible if it weren't for the participation of FPO-member companies who provide the raw materials, expertise and access to laboratory facilities," Ursich said in presenting the award.

FPO would like to thank ODOT's Central Asphalt Laboratory and the work of Dave Powers and his staff, who provide official results of the mix performance, and The Shelly Company and Larry Shively, who furnished the aggregate to the schools in this year's competition.



Retiring Chairman of the Board Recognition

Brent Gerken, Gerken Paving Inc.

Brent Gerken was recognized for his service as the 2007-08 FPO chairman of the board.

Ursich congratulated and thanked the president of Gerken Paving, saying, "Brent has given tirelessly of his effort to leading the association and advancing it in its mission of quality asphalt pavement construction. He has worked to bring about cooperation and mutual confidence among members to continually elevate the status of the hot mix asphalt industry."

New Members

Flexible Pavements of Ohio welcomes the following companies that were recently approved for membership as Associate Members by the Board of Directors:

Ames Engineering, Ames, Iowa

D&W Diesel, Inc., Cleveland

3R Sales & Service, Barberton

TesTech, Inc., Dayton

Troxler Electronic Labs, Inc., Research Triangle Park, N.C.



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Transportation Funding – **‘A Perfect Storm’**

By Gordon Proctor

“A perfect storm” is how some are describing the looming transportation funding crisis in Washington.

A combination of factors are colliding, which threaten to create up to a 30-percent spending cut in the Highway Trust Fund (HTF), if some action is not taken for Federal Fiscal Year 2009 and beyond:

- High fuel prices are depressing consumption
- The forecasts for revenue included in the current transportation act are not being met
- States have in recent years increased the size of their programs, which is drawing down current HTF balances rapidly
- Inflation is devouring the purchasing power that remains

"The Highway Trust Fund balance is gradually being depleted because estimated outlays of the Highway Account exceed estimated revenues each year from 2006 through 2011," warns a Government Accountability Office (GAO) report. Between 2006 and 2011, Highway Account receipts in the HTF are estimated to be between \$36 billion and \$37 billion annually, while outlays are expected to be between \$39 billion and \$40 billion, according to the report.

A \$3-billion total gap in income versus expenditures results in about a \$12-billion cut in payouts to the states. States "bill" the Federal Highway Administration for projects as they are being constructed. Therefore the projects "pay out" slowly. This means that HTF balances actually sustain state apportionments which are three to four times greater than the balances in the HTF. A deficit of approximately \$3 billion annually would lead to a reduction in outlays of \$12 billion — or 30 percent.

The Ohio Department of Transportation (ODOT) Business Plan is predicated upon an approximately \$1.3-billion federal apportionment. Therefore, a cut of 30 percent would reduce ODOT's federal income by nearly \$400 million. Such a reduction would drop federal apportionments to Ohio back to levels from the mid-1990s. When inflation's effects are factored in, the reduction would be much worse considering the decreased purchasing power that ODOT and other state DOTs face.

It is likely Congress will take some kind of stopgap measures to prevent this magnitude of cut. In the President's transportation budget proposal, he covered most of the immediate gap with a one-time "borrowing" from the Transit Trust Fund to cover the balance for Federal Fiscal Year 2009, which begins in October. Such a move is not sustainable, as it quickly leads to a deficit in the Transit Trust Fund and is totally unacceptable to everyone who supports transit. If the transit raid is unacceptable, it has been suggested Congress could adopt other short-term measures, such as retroactively crediting the HTF for past interest earnings which the fund did not receive. Such moves, however, are difficult because of other pressures on the General Fund budget and are likely to be matched with some reduction in outlays for transportation and highways. The President's budget is an example. Even with the Transit Trust Fund transfer, it still reduces highway outlays by \$2.5 billion from the levels authorized in the transportation act SAFETEA-LU.

The Congressional appropriations process this year will be very difficult for transportation, with such intractable financial pressures occurring in the midst of a presidential campaign. It is inconceivable that there will be any support to increase the federal motor fuel tax, or take any other unpopular steps to significantly correct the underlying structural deficits in the nation's transportation funding system. This lack of any long-term structural solution will leave the states dangling each year with an uncertain appropriation process.

For most of the year, states will not know how much money they will get for the following year or when they will get it.

The American Association of State Highway and Transportation Officials (AASHTO) and other national groups are in agreement that the current financial picture for transportation is the worst in decades. Most point to the pre-1956 Interstate Act era as the last time transportation funding was so uncertain.

The National Surface Transportation Policy and Revenue Study Commission forecasts Highway Account balances will become increasingly negative, reaching (minus) -\$26 billion by 2012. The Transit Account balances will be in deficit by 2012, and even sooner if its funds are transferred to highways.

These dire numbers are even worse than they appear once inflation is taken into effect.

The head of the National Commission recently calculated that today's 18-cent per-gallon federal motor fuel tax generates less in inflation-adjusted terms than did the 4-cent federal fuel tax did in 1956. AASHTO notes that by the end of the next federal transportation act, the federal motor fuel tax will have lost 75 percent of its purchasing power since 1992, the last time the tax was increased.

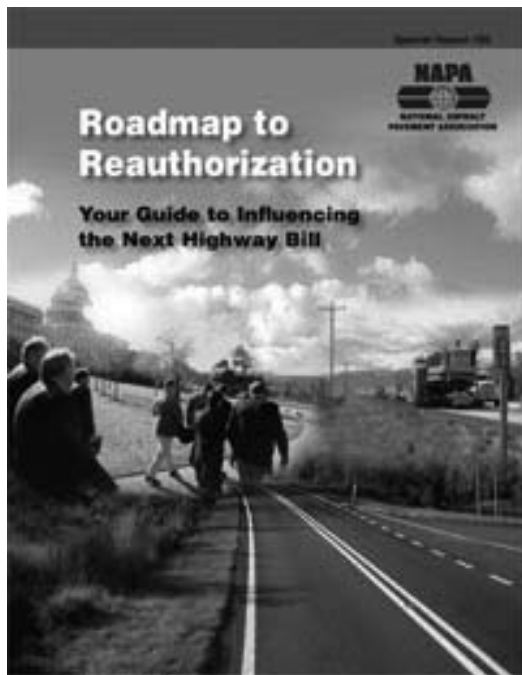
The nation right now is uncertain how to proceed. The lame duck Bush Administration is proposing a toll-and-privatization agenda that has little support. Public perception about transportation funding is negatively associated with pork barrel earmarks such as the Alaskan "Bridge to Nowhere." The presidential candidates have not said much about transportation. Sen. McCain's fuel tax moratorium would only worsen the infrastructure shortfalls. The public's acute concern over climate change makes it unlikely to support increased highway investment unless the transportation agenda becomes environmentally sustainable. The existing short-term HTF deficits will become permanent as the nation begins a long period of conservation and transition to non-petroleum based fuels.

The nation's transportation programs are clearly in a period of transition. Transition can be painful. Everyone who is interested in sound transportation policy will need to be educated and engaged to help Ohio's Congressional delegation cut through the noise and to see the facts which clearly are facing our transportation system. Long-term structural reform in our transportation financing system will come. But it may be several painful years away.

Gordon Proctor is a guest columnist in Ohio Asphalt. He is the president of Gordon Proctor & Associates, which is based in Dublin, Ohio.



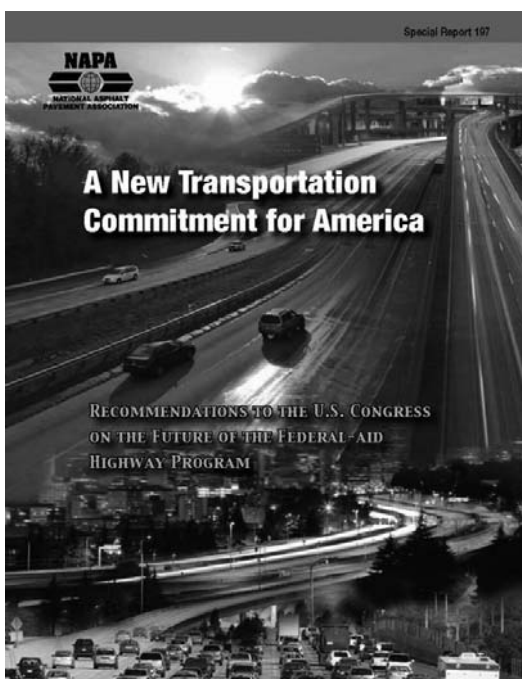
NAPA Publications Guide Industry Involvement in Transportation Funding



The National Asphalt Pavement Association (NAPA) has recently released publications that help contractors effectively lobby for the next federal transportation reauthorization bill.

Roadmap to Reauthorization: Your Guide to Influencing the Next Highway Bill

The Roadmap provides a brief history of the federal-aid highway program. It also describes the hot-mix asphalt (HMA) industry's role in the federal-aid highway program and the huge stake the industry has in the next reauthorization legislation. After a brief description of the legislative process, the document spells out specific ways companies and their employees can make their presence known in a coordinated way and with a unified voice. The *Roadmap to Reauthorization* even provides a list of the top-10 ideas for company's to establish a grassroots action plan. The Roadmap was released at NAPA's Annual Meeting and one free copy was delivered in the March-April edition of *HMAT Magazine*.



The second document, "*A New Transportation Commitment for America*," is a "white paper" outlining the asphalt industry's recommendations to Congress on the future of the Federal-Aid Highway Program. *NAPA Special Report 197* calls for a new national transportation commitment for America by Congress that identifies a consensus on a new national transportation vision. It calls for the modernization of America's highway infrastructure, making it a priority, increasing funding for modernization and implementing research that improves materials and speed of construction. The white paper urges Congress to provide funding that maximizes existing resources by plugging funding leaks and strengthening budgetary firewalls to ward off diversion of transportation funds to non-transportation uses. It also outlines other revenue enhancing opportunities. The Special Report promotes the establishment of a Critical Commerce Corridors Program (3C) championed by the American Road & Transportation Builders Association. 3C calls for the identification and funding of freight corridors that have substantial economic impact on America's economy. 3C is a program that keeps America competitive in the world marketplace. Lastly, the report addresses the need for continued asphalt research as outlined in the *National Asphalt Roadmap*. Asphalt tops 94 percent of America's pavement surfaces; this investment is worth enhancing.



Member Spotlight: NACTECH Laboratory



NACTECH is the technical center and research laboratory for Colas North America and is located in Newtown, Ohio, near Cincinnati, adjacent to a Barrett Paving Materials hot mix asphalt (HMA) production facility. The parent company, Colas, SA headquartered in Paris, France, is the world's largest group of road building and maintenance companies. Colas North America comprises companies operating in 23 U.S. states and five Canadian provinces. In Ohio, Colas is represented by Flexible Pavements of Ohio-member Barrett Paving Materials, Inc.

NACTECH was established to perform a threefold mission:

- Provide technical assistance to the Colas North American companies, including research with practical outcomes, troubleshooting, special testing and new product development
- Train company personnel in road building technology and testing proficiency
- Serve as the technical link between the North American companies and the other Colas companies in the world and the technical research center in Paris, France

In 2003, Jean-Paul Fort was hired by Colas to develop the technical center for Colas North America. In 2005, he took over a building which formerly housed offices for Barrett Paving. The following year, after extensive remodeling for the laboratory, offices and training facilities, the technical center opened. The technical center is still currently adding equipment and staff.



The HMA lab.

The current staff consists of Fort, laboratory manager; Alyssa Walter, laboratory supervisor; and engineers Matt Gersch, Roderick Higgins and Andrew Sigafos. Fort was educated as a geologist and began his career in minerals prospecting. For the last 20 years he has been working with road-building concerns.

He came to the U.S. to take an assignment with a Pennsylvania-based construction company and was there until accepting his present assignment with Colas. Walter is a graduate of the Ohio College of Applied Science at the University of Cincinnati and a recipient of a 2003-04 FPO Ohio Asphalt Scholarship. Gersch, Higgins and Sigafos are assisted by two technicians who are co-op students from Cincinnati State University.



The NACTECH staff, from left, includes Andrew Sigafos, Jean-Paul Fort, Matt Gersch and Alyssa Walter.

The NACTECH facility houses three laboratories at its Newtown location: The aggregate lab is for processing and testing aggregates for HMA and other purposes; the HMA volumetrics lab is equipped for standard asphalt mixture testing protocols, including Marshall and Superpave; the HMA performance testing lab subjects samples to various performance tests, including the use of the Superpave Performance Tester, asphalt pavement Analyzer and, soon, a Hamburg Wheel tester. All the equipment data collection is computerized and connected to a central server for consistent storage.

NACTECH's assignments are decided by an oversight committee comprised of a dozen individuals from various North American Colas companies. The committee meets twice a year to decide the NACTECH program and monitor lab activity and budget. Currently, the Newtown lab is evaluating warm-mix technology.

The rationale behind the creation of this facility is that the company must perform focused research and innovation to meet the technological and competitive challenges facing the HMA industry. For example, the costs associated with energy and petroleum and environmental concerns require the company to constantly look for more cost-efficient and environmentally friendly processes. NACTECH looks forward to working hand-in-hand with road agencies in developing specifications that enable the best available practices.

The HMA industry is privileged to have NACTECH located in Ohio, working to improve the economy and quality of HMA pavements.



Educational Opportunities

Mark your calendars now for these upcoming educational opportunities:

Oct. 28-29, 2008 – The Ohio Transportation Engineering Conference (OTEC) returns to the Greater Columbus Convention Center. This year's theme is: The Power of Multi-Modal Transportation: Linking Ohio to the World on All Fronts. Flexible Pavements of Ohio will be sponsoring technical sessions on asphalt pavement technology and exhibiting in the trade show. This is the biggest transportation-related conference in Ohio. You won't want to miss it. Further information can be found at www.otecohio.org.

Nov. 11-13, 2008 – The International Conference on Warm Mix Asphalt convenes in Nashville, Tenn. Warm Mix Asphalt (WMA) is a HOT topic right now. Learn the latest about WMA from technology producers, researchers and agencies that have had first-hand experience. The conference will feature warm-mix processes, mix production, energy consumption and the state of the practice. The event is being sponsored by the National Asphalt Pavement Association, Federal Highway Administration and American Association of State Highway and Transportation Officials. The meetings will be held at the Marriott Nashville Airport Hotel. Visit the Web site at www.warmmixasphalt.com for developments about the program.

Feb. 4, 2009 – The Ohio Asphalt Paving Conference (OAPC) returns to Columbus with another outstanding program on asphalt pavement technology. This year's OAPC event was attended by approximately 500 people, and an even bigger attendance is expected for 2009. After all, it does feature some of the least expensive professional development hours available anywhere.

March 9-12, 2009 – The World of Asphalt is the nation's largest conference and exhibition related to asphalt pavement. Check out the event in Orlando in 2009. In 2010, the World of Asphalt comes to Cincinnati. See further details at www.worldofasphalt.com.

March 31-April 1, 2009 – The Flexible Pavements of Ohio Annual Meeting & Equipment Exhibition returns to the Hilton Columbus hotel at Easton. This convention of the asphalt paving industry in Ohio features excellent technical programs, awards and an equipment and trade show.

Monitor the FPO calendar at <http://www.flexiblepavements.org/events.cfm> for the latest information on these and more events.

Newsmakers



L. George Distel

Distel Appointed Executive Director For Ohio Turnpike

L. George Distel has recently been appointed executive director of the Ohio Turnpike Commission.

Distel continues his long record of public service. The Ohio House of Representative has served the 99th District (Conneaut) since 1999 and previously served as an Ashtabula County commissioner and Conneaut city councilman.

Flexible Pavements of Ohio welcomes Distel to the "Pike" and looks forward to a long and productive association.

Distel succeeds Gary Suhadolnik, who retired as Ohio Turnpike's executive director in early April.



Jolene Molitoris

Molitoris Appointed ODOT Assistant Director

Jolene Molitoris, who was recently appointed Ohio Department of Transportation assistant director, will lead the department's efforts on the 21st Century Transportation Priorities Task Force, coordinate implementation of ODOT's 2008-09 Business Plan and formulate and execute the department's transportation agenda.

Molitoris has served in agencies dealing with rail transportation at the federal and state level. She was the Federal Railroad Administrator during the Clinton Administration and had previously served with ODOT as deputy director for Rail during the Celeste Administration.

FPO welcomes Molitoris back to ODOT and is looking forward to supporting her efforts to improve transportation investment in Ohio.



Ronald L. Zook (1934-2008)

FPO Mourns Lloss

The highway and engineering communities were saddened to learn of the passing of Ron Zook on March 10, 2008.

Zook is remembered for his more than 40 years of service with the Ohio Department of Transportation in maintenance and operations and culminating as assistant director and chief engineer during the Voinovich

Administration. Zook also served the engineering profession for many years on the Engineers and Surveyors Registration Board.

Zook was highly respected in the profession and is fondly remembered as a mentor to many who followed him within ODOT. An all-around good guy, he will be sorely missed.

Our condolences go out to his family and many friends who feel his loss most deeply.

OA

If you are an FPO member and have news about your business or company regarding in-state staff changes, honors, or events and would like it to appear in Ohio Asphalt magazine, you can send the information by fax to 614-846-8763; e-mail to editorial@triad-inc.com; or by calling 800-288-7423.

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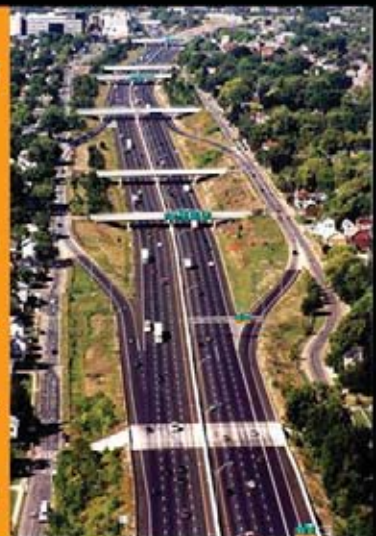
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