

OHIO ASPHALT

ISSUE 2 VOLUME 6

SPRING/SUMMER 2009

M&B ASPHALT'S BELL LEADS FPO IN '09-'10



ALSO IN THIS ISSUE:

- 47TH ANNUAL MEETING
- EDUCATIONAL OPPORTUNITIES



A SENSIBLE SOLUTION TO STORMWATER MANAGEMENT

Porous Asphalt Pavements provide an innovative approach to detain or infiltrate storm-water runoff.

The design of POROUS ASPHALT PAVEMENTS allows water to flow through them. They are:

- Economical – fast, easy to construct and long lasting
- Sustainable – conserves water, reduces runoff, improves water quality, replenishes aquifers, protects streams, cooler cities
- Safer – imagine never again stepping in a puddle of water or on an ice covered surface

And porous asphalt does not require any special ingredients, equipment or technologies.

For more information, contact Flexible Pavements of Ohio.



1-888-4HOTMIX

www.flexiblepavements.org

525 Metro Pl. N, Suite 101
Dublin, Ohio 43017-5504

OHIO ASPHALT

- 4 THE PRESIDENT'S PAGE**
FIAT JUSTICIA, ET PEREAT MUNDUS
- 6 M&B ASPHALT PRESIDENT**
CHAIRS '09-'10 FPO BOARD
- 8 47TH ANNUAL MEETING,**
EQUIPMENT EXPO & TRADE SHOW
- 20 EDUCATIONAL OPPORTUNITIES**
MARK YOUR CALENDARS FOR THESE EDUCATIONAL
OPPORTUNITIES, SEMINARS, CONFERENCES AND
WORKSHOPS
- 21 NEWSMAKERS**
- 23 INDEX TO ADVERTISERS**

ON THE COVER:

Along with M&B Asphalt President Tim Bell's induction as the 2009-10 FPO chairman of the board, there were plenty of sights and sounds at the 47th Annual Meeting, Equipment Expo & Trade Show – not to mention award announcements. See page 8 for complete coverage of this year's event.



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

Ohio Asphalt is published by Flexible Pavements of Ohio four times a year. Advertising deadline is the 1st of the month preceding publication. Ohio Asphalt is not copyrighted and portions may be reprinted with the permission of Flexible Pavements of Ohio. 525 Metro Place North, Suite 101, Dublin, OH 43017; telephone: 614.791.3600, 888.446.8649; Web site: www.flexiblepavements.org

Officers

Chairman

Frank T. (Tim) Bell
M&B Asphalt Co. Inc.

Co - Chairman

James P. Jurgensen
Valley Asphalt Corp.

Treasurer

Rob M. Sharrett
The Shelly Company

Board of Directors

Wayne Brassell
Kokosing Construction Co., Inc.

Brent C. Gerken
Gerken Paving, Inc..

Gerald N. Little
Shelly & Sands, Inc.

Douglas C. Rauh
The Shelly Co.

Michael D. Thompson
Barret Paving Materials, Inc.

Howard J. Wenger
Northstar Asphalt Co.

Dean Wikel
Erie Blacktop, Inc.

Staff

Clifford Ursich
President & Executive Director

William H. Fair
Director of Engineering Services

Florence H. Flowers
Executive Assistant

Layout & Design
TRIAD, Inc.

Advertising Sales
Kerry Kicos

Editorial Staff
Jerry Marks

Ad Sales & Editorial Preparation
TRIAD, Inc.
371 County Line Road West
Westerville, OH 43082
614.846.8761 or 1.800.288.7423
fax: 614.846.8763
editorial e-mail:
editorial@triad-inc.com
advertising e-mail:
sales@triad-inc.com



CLIFFORD URSICH
PRESIDENT & EXECUTIVE DIRECTOR

**FLEXIBLE
PAVEMENTS WANTS
TO HONOR THE
MANY PUBLIC
AGENCIES AND
PRIVATE ENTITIES
THAT CHOOSE TO
DO THE RIGHT
THING WHEN THEY
CHOOSE ASPHALT
PAVEMENT FOR
THEIR PROJECTS.**

FIAT JUSTICIA, ET PEREAT MUNDUS

**OK ALL YOU SCHOLARS OF LATIN DON'T GET
AHEAD OF ME.**

Welcome to this issue of *Ohio Asphalt*. Much has changed since our March issue. Winter is over. Spring has sprung, and like sap in the trees the “stimulus” money has finally begun to flow. In this issue of Ohio’s asphalt journal, you’ll learn the happenings at Flexible Pavements of Ohio’s Annual Meeting and Equipment Expo. Award presentations, the latest on Warm Mix Asphalt – a very hot topic, and Oregon’s experience using porous asphalt pavements, and more.

With the Annual Meeting comes a change in leadership – Tim Bell, president of M&B Asphalt Co. Inc. in Old Fort, takes over the reigns as FPO’s new Chairman of the Board. Tim brings with him a perspective familiar to many of the smaller contractors in the state; he understands the challenges contractors with small staffs face. His story is one you’ll enjoy reading.

The FPO Annual Meeting also marks a time when we recognize high-quality asphalt pavement construction. This year, 26 projects were selected to receive paving awards, an additional project was selected to receive a Master Craftsman Award and two asphalt mixing facilities received FPO’s Ecological Award. The common denominator in all of these awards was the contractors’ conviction to *fiat justitia, et pereat mundus*.

DO THE RIGHT THING, COME WHAT MAY!

Yes, you’ve got it; that’s the vernacular for the title of this message. Doing the right

thing, come what may. That’s a tall order and is a creed to which we should all ascribe. One thing is for sure, the only way to accomplish something of significance, something honorable, something worthy of an award is to do the right thing — come what may. And indeed that is what the asphalt paving award program seeks to encourage. The recipients of asphalt paving awards, and the companies they represent, have purposed to do the right thing and the evidence of that are the safe, smooth and quiet asphalt pavements they have placed. Our award recipients are to be commended.

As well, Flexible Pavements wants to honor the many public agencies and private entities that choose to do the right thing when they choose asphalt pavement for their projects. Perhaps with some trepidation after having experienced rising prices in 2008, these agencies have weighed in the balance the many attributes that asphalt pavements provide and have come to the conclusion that ***asphalt is worth the investment!*** Everyone already knows how smooth asphalt is, that it’s the quietest of all pavement types and preventive maintenance treatments, and of course, that it can be re-used in its entirety – saving millions of dollars. These agencies also realize that asphalt pavements keep their constituency moving; no waiting for asphalt to cure, traffic keeps moving and that too is worth a lot!

With the move to sustainable infrastructure, asphalt is uniquely suited as the pavement of choice for doing the right thing. I’ve already alluded to asphalt’s attribute of

being reusable and recyclable, allowing for preservation of both natural and financial resources, that it is quiet — and as such, better preserves the natural environment. But beyond these very familiar attributes, asphalt is now capable of being manufactured in such a way as to reduce energy consumption, and enhance air quality and working conditions for paving crews; it's called Warm Mix Asphalt (WMA). Though we're still learning, WMA technology is rapidly gaining acceptance. Manufacturing WMA requires less heat. Oxidation and stiffening of the asphalt binder is reduced. Ductility and longevity is enhanced. That means WMA may result in longer pavement life! Research continues on this promising technology.

Not so new but more relevant than ever is research conducted by the Franklin Institute in the early 1970s under a USEPA contract. That research resulted in the development of Porous Asphalt Pavement. Porous Pavements are "thirsty" pavements. Defying

what engineers have been taught all their lives . . . "keep the water out," these pavements are intentionally designed to allow water to flow through them — a sensible approach to stormwater management. What differentiates porous asphalt from other porous systems is that they're **economical** — fast, easy to construct and long lasting; **sustainable** — conserve water and reduce runoff; and **safer** — imagine never again stepping in a puddle of water or on an ice-covered surface.

The asphalt industry will always endeavor to do the right thing. Does that mean that we will in every way be successful? As has occurred in the past, surely in the future there will be those instances of scraped knees and misfortune, but that will not deter us from the task at hand. And that task is the fulfillment of our desire to see our industry's customers be successful using asphalt — *come what may*.



FROM ROCKS TO ROADS, WE'VE GOT YOU COVERED!

- ASPHALT PRODUCTION
- CONCRETE PRODUCTION
- LIMESTONE MINING & PRODUCTION
- SAND & GRAVEL MINING & PRODUCTION
- TRUCKING FLEET
- CONTRACT PAVING
- LIQUID ASPHALT STORAGE FACILITY
- QUALITY CONTROL FACILITY
- TURN KEY CAPABILITY on ROAD CONSTRUCTION

FACILITIES THROUGHOUT OHIO

Website: www.shellyco.com

THE SHELLEY COMPANY * 80 PARK DRIVE-P.O. BOX 266 * THORNVILLE, OHIO 43076
PHONE 740.246.6315 FAX 740.246.4715

A DIVISION OF OLDCASTLE MATERIALS GROUP-AN EQUAL OPPORTUNITY EMPLOYER

M&B ASPHALT PRESIDENT CHAIRS '09-'10 FPO BOARD

At the corner of County Road 42 and Township Road 72 in Seneca County resides M&B Asphalt, now in its 63rd year of involvement in the highway construction business. Overseeing operations is company president Tim Bell, whose responsibilities have expanded in 2009-10 to include oversight of Ohio's entire asphalt paving industry as Flexible Pavements of Ohio's Chairman of the Board.

M&B Asphalt was started in 1946 by O.S. Bell and his brother-in-law, Hugh McKay. Taking the initials from the owners' last names, the company developed from F.E. Bell and Son, a road paving business started by Frank, Tim's great grandfather, at the turn of the 20th century. Business started by going door to door soliciting driveway paving.

In 1979, Tim Bell became the fourth generation of his family to be involved in the company. Tim, like his father, has worked for the company "all my life," spending summers doing a "bit of everything." He took over as president in 1990, following his father's death. Today, the company is led by Tim, Secretary-Treasurer Bob Chesebro and Vice President Lynn Radabaugh.

The owners are content with the size of their company and all three enjoy the diversity and challenge of being "jack of all trades." Because of the company's size, "we can't hire somebody to do just one thing. We all three do a little of each. We all have our little niches, but then we all do everything on some days," Chesebro said.

The company operates under the names of M&B Asphalt Co. and Maple Grove Materials Co. Inc., and manages Maple Grove Quarry. The Maple Grove plant, which produces more than 100,000 tons of asphalt yearly, is the company's main headquarters. M&B Asphalt is its own biggest consumer of asphalt and crushed stone.



Tim Bell

In the peak paving season the company typically employs 60 to 75 people and operates within a 50-mile radius of Tiffin. "With roughly 70 people you can only get spread out so far," said Bell, adding that the company "basically runs three paving crews, with six to seven people on each crew." The company owns about 60 pieces of "iron" and has its own maintenance shop which is open year round to repair and maintain equipment. During the off-season, personnel dwindles to about 25 employees since "we're pretty much shut down." Business during the winter months consists of selling cold-patch and crushing stone.

M&B Asphalt's market includes a little bit of everything according to Bell. "We do it all. Everything from patching, driveways, parking lots, city, county, township and state; but our market is primarily from public works projects, having paved and repaved just about all the roads in the county." One of M&B's more "interesting" projects has been an asphalt swimming pool for the Whirlpool Corporation employee park.

BELL ON BEING CHAIRMAN OF FLEXIBLE PAVEMENTS

When asked about his chairing the board of Flexible Pavements of Ohio, Bell responded by saying, "First, I consider being chairman a great privilege that carries with it a large responsibility. Having been on the FPO Board of Directors for going on three years, I've come to appreciate the dedication my fellow directors and the association staff have for ensuring asphalt is the paving material of choice in Ohio. Because of the board leadership and the staff's dedication, we enjoy a large market share in this

state — having more than 98 percent of paved road surfaces paved with asphalt. That speaks well of the work of industry leadership, our partners in state, local and municipal government, and of course the quality of asphalt pavement being delivered.

“Flexible’s board consists of 10 members representing nine asphalt mix producers; three represent multi-national firms, four others do work in multiple states, and the other three of us pave roads in pretty much our own backyard,” Bell added. “Now, some might say that my chairing a board having that composition is a little like being in a valley with mountains on either side. The reality is, the terrain is more like northwest Ohio — FLAT! That’s important. It means the interests of all companies are equally considered as we steer the direction of the association to meet all members’ needs.”

When asked how being a member of Flexible Pavements has benefited his company, Bell said, “The most recent and tangible benefit came as a result of Flexible working with ODOT to maintain a system that adjusts for binder price fluctuation. That was especially important to me as a small producer who has no insulation against the type of binder price swing we saw last year. What came out from Flexible and ODOT working together was a well-reasoned approach for all hot-mix producers. Without FPO and ODOT partnering, hot-mix producers like of M&B could be devastated.”

“People who measure member benefits by the number of newsletters they get, the cost-saving programs an association has — like workers’ comp



FPO's 2009-10 Chairman Tim Bell has worked with M&B Asphalt Co. Inc. for 40 years and served as company president since 1990.

programs, or the amount of advice they receive are not seeing the larger picture. Flexible grows the pie. Flexible is charged with the mission of MORE QUALITY TONS. It’s like this . . . the reality is that most people follow a leader. The same is true of many of our customers; they follow what type of paving material other lead agencies are using. Flexible’s work with leaders in the various agencies helps ensure my customers continue to choose asphalt for their paving jobs; to me that’s the big benefit of being a member of Flexible Pavements.”

Among his goals for his year as FPO board chairman, Bell said, “As Chairman of the board, one of my goals is to communicate to members of my company’s size that we are being represented; and to those who are not yet members of Flexible, you are beneficiaries of the association’s work — consider supporting the association by joining.”



kokosing

Tradition • Excellence • Quality • Innovation

<p>Asphalt plants located in:</p> <ul style="list-style-type: none"> ■ Columbia Station ■ Columbus ■ Delaware ■ East Claridon ■ Fredericktown ■ Garfield Heights ■ Mansfield ■ Medina ■ Sheffield ■ St. Louisville ■ Upper Sandusky ■ Westerville ■ Wooster <p>Liquid AC facilities located in:</p> <ul style="list-style-type: none"> ■ Mansfield ■ Wheelersburg 	<p style="text-align: center;">AMRL certified laboratory testing facility and SBS Polymer manufacturing plant located in Mansfield</p> <p>Asphalt Paving</p> <p>Regional offices:</p> <ul style="list-style-type: none"> ■ Cleveland (216) 587-4900 ■ Elyria (440) 322-2685 ■ Mansfield (419) 524-5656 ■ Westerville (614) 212-5700
--	--

P. O. Box 334 ■ Fredericktown, Ohio 43019-0334
 Phone: (740) 694-9585 ■ Fax: (740) 694-1100
www.kokosingmaterials.biz

P. O. Box 226 ■ Fredericktown, Ohio 43019-0226
 Phone: (740) 694-6315 ■ Fax: (740) 694-1481
www.kokosing.biz



47TH ANNUAL MEETING, EQUIPMENT EXPO & TRADE SHOW

On March 31 and April 1, 2009, Flexible Pavements of Ohio conducted another successful Annual Meeting for 300 members and guests at the Hilton at Easton in Columbus. The meeting featured the usual lineup of awards banquets, educational presentations and vendor displays presented on a new schedule that gave attendees more time to network and visit vendor exhibits. For a welcome change, vendors were blessed with some favorable weather for their outdoor equipment exhibits.

The meeting kicked off bright and early with the **Public Agency Forum**, which began 7:30 a.m. on Tuesday. Despite the early starting hour, a good crowd was on hand for a discussion of “Emerging Technologies in Asphalt Pavement: Warm Mix, Porous Asphalt, Perpetual Pavement,” presided by **Wayne Jones, PE**, of the Asphalt Institute.

New for 2009, the general sessions were separated into three segments. The first **General Session** comprised of a review of transportation public policy at the state and national levels. **Rep. Matt Szollosi**, Speaker Pro-Tem of the Ohio House, spoke first regarding “**Perspectives from the House Democratic Leadership**.”



Greg Cohen, of the American Highway Users Alliance, talks about federal transportation funding reauthorization.

Next, **Greg Cohen**, of the American Highway Users Alliance, spoke on “**A Call to Action! Federal Transportation Funding Reauthorization Begins this Year**.” Cohen explained that only 3.5 percent of the stimulus bill’s funds went to highways, that the federal Highway Trust Fund cannot be sustained beyond this summer, and that it is crucial that we convince Congress to provide new



The Chairman’s Reception provided a chance for Annual Meeting attendees to visit with old friends and have an opportunity to form new acquaintances.

and adequate funding for highways this year in spite of many competing priorities.

Following the first General Session, also in a departure from the previous years’ schedule, the **Awards Luncheon** was held on the Annual Meeting’s opening day. During the banquet, **Keith Swearingen**, chief engineer of ODOT, and **Patrick Bauer**, assistant division administrator for FHWA, assisted in presenting awards recognizing Quality Paving projects, and individuals who have made outstanding contributions to the asphalt paving industry (see related article on page 10, and view the awards projects at www.flexiblepavements.org).

The second **General Session** was presided over by **Douglas Rauh**, of The Shelly Co.-Twinsburg Division, who served as FPO’s 2008-09 board chairman. The first speaker, **Jim Huddleston**, PE, of the Asphalt Pavement Association of Oregon, presented background information and case studies of “**Porous Asphalt ... It’s Not Just For Parking Lots Anymore, It’s for**

Streets Too!" Through the use of case studies of parking facilities and street projects, Huddleston explained how porous pavement is used for stormwater management and why all porous pavements should be asphalt.

The session concluded with **Howard Marks**, director of Regulatory Affairs for the National Asphalt Pavement Association (NAPA), addressing "Issues Facing the Hot Mix Asphalt Industry." Marks spoke on NAPA's efforts to address environmental and health concerns, to increase funding for infrastructure improvements and to improve asphalt pavement technology.

The Annual Meeting's opening day concluded with the **Chairman's Reception**. While the reception maintained its traditional casual atmosphere, which allows attendees to visit with old friends and provides an opportunity to form new acquaintances, this year's cocktail and hors d'oeuvre reception was moved up an hour to better accommodate those with dinner plans.

The Annual Meeting's second and final day, began early Wednesday with the traditional **Prayer Breakfast**, which was led by Incoming Board Chairman **Tim Bell** of M&B Asphalt Co. Inc. in Old Fort. Following an inspirational speech by **Lloyd Markley** of the Christian Bible Fellowship and Team Asphalt, FPO companies sponsoring 2009-10 Asphalt Scholarships and the student recipients were recognized. ODOT's **Swearingen** delivered the morning's keynote address on "Ohio's Transportation for the 21st Century." In explaining ODOT's vision for multi-modal transportation for Ohio, Swearingen stated that \$603 million in economic stimulus funds are being used on Ohio roads and bridges in addition to the \$2.1 billion already planned for capital construction through FY 2010.

The Annual Meeting's third **General Session**, which was monitored by Bell, was devoted entirely to discussions on Warm Mix Asphalt (WMA). **Matt Corrigan**, PE, of the Federal Highway Administration, spoke on "WMA Implementation at the National Level." He reviewed the history of WMA in Europe and the United States, and explained FHWA's research and development efforts to ensure that WMA performs as well as or better than conventional asphalt pavements. **Larry Shively**, PE, of the Shelly Company, gave "A Contractor's Perspective on Foamed WMA." Shively



Matt Corrigan, of the Federal Highway Administration, spoke about implementing warm-mix asphalt's use on the national level.

reviewed his company's experience with the foam process and explained the economic, performance and environmental advantages this type of WMA provides. Concluding the session, ODOT's **David Powers**, PE, spoke of "ODOT's Intentions for WMA." Powers reviewed the results of ODOT's 2008 field trial of foamed WMA and the resulting specification requirements for WMA for 2009. (For further information on the FPO Annual Meeting's presentations, visit our Web site at http://www.flexiblepavements.org/conference_presentations.cfm.)



A young attendee at the FPO Annual Meeting's Equipment Expo checks out the machinery from the driver's seat.

The 47th Annual meeting concluded with the **Annual Business Meeting** luncheon for association members. As well as the executive director and committee chairmen reporting on the association's activities over the past year, FPO's newly elected officers assumed their positions. **Rob Sharrett** of the Shelly Company was welcomed to the board of directors, and retiring board member **Jim Tharp**, of The Shelly Co. in Mason, was honored for his contributions to the association.

Plan now to attend FPO's 48th Annual Meeting which will be held in conjunction with the World of Asphalt in Cincinnati, February 15-18, 2010. In 2011, the FPO Annual Meeting moves back to Columbus at the new Hilton Hotel at Polaris, March 8-9.



Asphalt Materials, Inc.

***Producing quality Asphalt Products including
Asphalt Cements, Modified Asphalt Cements
& Asphalt Emulsions***

Oregon, Ohio

(419) 693-0626

- SHRP PG Graded Asphalt Cement
- Polymerized Asphalt Cement
- Multigrade Asphalt Cement
- Asphalt Emulsions

Marietta, Ohio

(740) 374-5100

- Asphalt Cement
- Cutback Asphalt Cement
- Asphalt Emulsions

Marion, Ohio

(740) 387-0776

- Asphalt Emulsions
- Slurry & Micro Surfacing Emulsions

"We are your Source for Specialty Asphalt Products"

AWARDS LUNCHEON

One of the highlights of the 47th Annual Flexible Pavements of Ohio (FPO) Annual Meeting was the 2009 Awards Luncheon, March 31, 2009. At this time, the craftsmanship and close attention to detail that the industry exhibits everyday is put on display and recognized. Projects large and small were recognized for their quality surfaces, and the workmanship of the engineers and workers who built them to last.

This year, the Ohio Department of Transportation (ODOT) project awards were presented by the department's Assistant Director-Chief Engineer Keith Swearingen, and Federal Highway Administration Assistant Administrator Patrick Bauer. Award winners represented projects in airport, ecological, special use, local road, street and commercial parking pavements, and National Asphalt Paving Association award winners.

FPO President Cliff Ursich presided over the recognition ceremony for the 29 winners and announced the following awards:

MASTER CRAFTSMAN AWARD

The Master Craftsman Award was established to recognize projects that withstand the tests of time, heavy use and the environment. Projects that are chosen for this recognition demonstrate the durability of asphalt paving and low maintenance costs over the life of the pavement. The pavement must have been in place for at least 15 years, with low maintenance costs to be considered. This year's Master Craftsman Award was presented for:

Overlay of State Route 60, from the City of Zanesville to Duncan Falls, Muskingum County, ODOT Project 1106(1990)

Paving Contractor: Shelly & Sands, Inc.
ODOT District 5

Ursich noted this six-mile stretch of highway and its durability is a testament to a well-designed road. For more than 18 years, this roadway has withstood heavy traffic loads in a growing community while enjoying low costs to maintain. "This project passes the test of time and is an example of the highest level of pavement performance," Ursich said.



Accepting the award from FHWA Assistant Administrator Patrick Bauer (left) and ODOT Assistant Director-Chief Engineer Keith Swearingen (right) are Ed Rouan from Shelly & Sands and Nasseem Ahmad of ODOT District 5.

ODOT QUALITY PAVEMENTS

This year's recipients of Quality Asphalt Paving awards for ODOT projects were presented plaques, "Q" for quality medallions for their company equipment and hardhat stickers for their work crews.

New Construction of S.R. 161, from the Licking County line to Watkins Road, Project 150(2006)

Paving Contractor: Shelly & Sands, Inc.
ODOT District 5

This new four-lane, divided highway is the focal point for growth in western Licking County. The 10.5-inch deep-strength asphalt for this stretch of roadway required 236,000 tons of Superpave material with a seven-year guarantee. The uniform mat texture is a result of Shelly & Sands' use of a material transfer device. Longitudinal joints exhibited exceptional strength, and the measures of smoothness for the end product were rated as "good" on the International Roughness Index (IRI).



Accepting the award were Neal Prouty and Ed Rouan, of Shelly & Sands, and Nasseem Ahmad, of ODOT District 5.

Minor Rehabilitation of Interstate 271, from the Summit County line north to I-480, Cuyahoga County, Project 7(2008)

Paving Contractor: Kokosing Construction Co.

ODOT District 12

This project required the removal of existing overlay and repair of the underlying concrete pavement. A new 6-inch overlay was added that consisted of two courses of Superpave 19-millimeter mix and one course of 12.5-millimeter Superpave surface mix. To improve safety and ensure quality, a notch wedge system was used to construct the longitudinal joints. Due to the high traffic volume on this roadway, all the work was completed at night.



Accepting for Kokosing Construction were Scott Harris and Lee Schloss.

Resurfacing of S.R. 28, from the Clermont County line to the Blanchester Corp. limit, Warren County, Project 398(2007)

Paving Contractor: John R. Jurgensen Co.

ODOT District 8

This project entailed resurfacing and pavement patching using 45-percent recycled materials, which saved ODOT almost half of its material costs. The project consisted of a two-course overlay of Type 2 mix, followed by Type I heavy mix, with 30 percent of the intermediate course and 10 percent of the surface course being recycled material. To ensure increased longevity of the surface, a modified asphalt-latex polymer binder was used. The surface received an excellent rating.



Accepting the award were Sean Davis and Mike Davis, of John R. Jurgensen Co., and George Hall, of ODOT District 8.

Reconstruction of U.S. Route 40, from S.R. 310 to Taylor Road, Licking County, Project 512(2007)

Paving Contractor: The Shelly Company

ODOT District 5

This two-part project consisted of new build as well as reconstruction of an existing roadway. The new portion consisted of a 9.5-inch roadway of asphalt with a 301 asphalt concrete base. The asphalt layers consisted of 19-millimeter intermediate, and 12.5-millimeter surface courses of Superpave mix. The reconstructed portion involved planing to the concrete base, removing nearly 4,000 square yards (sy) of concrete base and then overlaying 6.5 inches of asphalt. A double chip-seal was applied to the concrete base before the asphalt courses were applied. This was the first use of warm mix asphalt using foaming techniques. More than 75,000 tons of asphalt mix were applied.



Accepting the awards are Dave Gentil, of The Shelly Co., and David W. Snelling, of ODOT District 5.

Milling and Overlay of I-90 & I-490, from W. 44th to W. 11th Street, Cuyahoga County, Project 160(2008)

Paving Contractor: Burton Scot Contractors

ODOT District 12

This project consisted of 2-inch-deep pavement planing, placement of a .75-inch-thick leveling course, and a 1.25-inch-thick, 446, Type 1 surface course.

I-90 and I-490 carry an extreme amount of daily traffic. To accommodate the traffic demand, ODOT took advantage of the unique asphalt attribute of being able to swiftly get work constructed. Thus, Burton Scot was restricted to placing the asphalt at night.

This didn't hamper the company in getting a quality project for which evaluators rated the longitudinal joints as superior.



Accepting the award were Tim Blackley and Phillip Carey of Burton Scot Contractors.

Smoothsealing of S.R 82, from S.R. 193 to S.R. 62, Trumbull County, Project 471(2007)
Paving Contractor: Shelly & Sands, Inc.
ODOT District 4

A two-course overlay, this seven-mile-long project utilized 14,000 tons of Smoothseal mix, known as Item 424, Type B, Fine Graded Polymer Asphalt. This project was featured in the February edition of *Road & Bridges* – a national publication.



Accepting the award were Dave Schoonover and Ed Denman, of Shelly & Sands, and Justin Chesnic, of ODOT District 4.

Milling and Multi-course Overlay of U.S. 6, from Clifton Boulevard to the City of Lakewood Corp. limit, Project 312(2008)
Paving Contractor: Kokosing Construction Co.
ODOT District 12

This three-mile-long project through the City of Lakewood included partial depth pavement repairs, castings adjustments and handicap ramp improvements.

This stretch of U.S. 6 is seven lanes wide and carries heavy traffic volumes. The load of traffic, coupled with the arduous work associated with pavement repairs, adjusting castings and reconstructing handicap ramps, and time restrictions all make for a challenging project.

Kokosing utilized echelon paving techniques, allowing it to improve efficiency and reduce the number of longitudinal joints.

In all, Kokosing used 17,000 tons of material for this two-course overlay project.



Accepting the award were Frank Marzullo and Alan Snow of Kokosing Construction Co.

Multi-course Overlay of I-75, from I-280 to the Michigan state line, Project 6006(2007)
Paving Contractor: Gerken Paving and Ebony Construction
ODOT District 2

This project consisted of a multi-course overlay of four miles of I-75, from I-280 to the Michigan state line.

In the asphalt contractor spirit of cooperation, this project was constructed utilizing the forces of two companies; Ebony Construction placed the 1-inch-thick intermediate course of Superpave, Type A mix, and Gerken Paving placed the surface course of Superpave mix. Both layers required the contractors to meet the pavement density provisions of Item 446, and both mixtures utilized performance graded binder 76 minus 22 – the heaviest polymer loading specified.

Visual rating of the pavement showed it to have a very uniform mat texture and superior longitudinal joint construction.



Accepting the award was Rick Zibbel, P.E. of Gerken Paving.

Milling and Overlay of S.R. 7 and U.S. 224, Mahoning County, Project 412(2007)
Paving Contractor: Shelly & Sands, Inc.
ODOT District 4

The work improved eight miles of S.R. 7 and three miles of U.S. 224. A two-course overlay, the placement utilized 25,000 tons of Type-1 intermediate mix as a leveling course, topped with nearly 10,000 tons of Smoothseal Type A, the rubberized sand asphalt gradation found in Item 424, Type A, Fine Graded Polymer Asphalt. The project also included 3,500 tons of Type B, Fine Graded Polymer Asphalt – a slightly coarser graded material.

Visual rating shows the mat uniformity to be excellent, and longitudinal joint construction was graded as superior.



Accepting the award were Paul Wilson and Joe Scavelli, of Shelly & Sands, and Justin Chesnic of ODOT District 4.

Milling and Resurfacing of S.R. 101 and S.R. 269, Erie County, Project 525(2007)

Paving Contractor: Erie Blacktop

ODOT District 3

On this project, District 3 called for two different pavement build-ups. S.R. 101 required the use of two courses of Superpave mix to a total thickness of 3 inches.

S.R. 269, from the north village limits of Castalia, south to the Ohio Turnpike — about 4.25 miles of pavement — was leveled and overlaid with 9.5-millimeter Superpave mix for a total thickness of 2.5 inches.

A smoothness provision was included in this contract, and Erie Blacktop was successful in capturing the entire 4 percent bonus.

Also, recycled asphalt pavement (RAP) played an important role in making this project an economical one. The 19-millimeter intermediate course contained 30 percent RAP, and the other courses included 20 percent RAP.



Accepting the award were Mario Barone, of Erie Blacktop, and Brian Kickey, of ODOT District 3.

Minor Rehabilitation of I-480, from the Cuyahoga County line to S.R. 82, Summit County, Project 488(2007)

Paving Contractor: The Shelly Co.

ODOT District 4

The I-480 project consisted of 1.5-inch mainline milling and a two-course overlay from the Cuyahoga County line to S.R. 82, an approximate length of four miles.

Also included were partial and full-depth repairs. The asphalt make-up was 1.75-inches of Superpave Type B mix and a 1.5-inch Type B, 12.5-millimeter mix.

The project required paving to be done at night to enhance convenience to motorists. The Shelly Company used just less than 30,000 tons of hot mix in constructing this project.



Accepting the award were Scott Clark and Bill Purr, of the Shelly Co., and Justin Chesnic, of ODOT District 4.

Minor Rehabilitation of S.R. 604 and S.R.539, from S.R. 42 to the Wayne County line, Project 102(2008)

Paving Contractor: Kokosing Construction Co.

ODOT District 3

This project used just under 46,000 tons of asphalt concrete base, and Superpave intermediate and surface course mixes to repair and resurface 24 miles of S.R. 604 and S.R. 539.

Longitudinal and transverse joint construction was rated as superior.

All mainline paving was performed using a 180 Roadtec paver equipped with a Carlson Screed. District 3 called for the use of a pavement density provision on this two-lane roadway to enhance its longevity.



Accepting the award were John A. Bryant, of Kokosing Construction, and Brian Hickey, of ODOT District 3.

Multi-Course Overlay of U.S. 32, Jackson County, Project 510(2007)

Paving Contractor: Shelly & Sands, Inc.

ODOT District 9

This project is located in Jackson County and consisted of a multiple-course overlay of U.S. 32. It started at the Pike County line and ended approximately three miles into Jackson County.

To rehabilitate this pavement, District 9 specified the milling of the existing pavement to a depth of 1 ¾ inches, and replacement with a two-course asphalt overlay.

The project required the contractor to furnish a warranty bond, and also included ODOT's smoothness specification — for which Shelly & Sands was able to capture an incentive payment for its effort.

Shelly & Sands utilized Superpave mixes and placed 18,000 tons of mix.



Accepting the award were Jack Tipton, of ODOT District 9, and Brad Landrum and Luke Gussler, of Shelly & Sands, Inc.

Smoothsealing of I-70, from the Enon Road Interchange to U.S. 40, Clark County, Project 291 (2008)

Paving Contractor: John R. Jurgensen Co.
ODOT District 7

This project was a mill-and-fill, which called for the removal of a portion of existing asphalt surface and immediately replacing it with Fine Graded Polymer Asphalt, Type B. This required close coordination of the asphalt milling operation and the subsequent paving operation. The contractor was not permitted to release roadway traffic onto the milled surface.

Inspection of the pavement reveals exceptional uniform mat texture, superior longitudinal and transverse joint construction, and a very smooth ride.



Accepting the award were Mike Davis and Troy Morrison, of John R. Jurgensen Co., and Donald Sowers, of ODOT District 7.

Milling and Overlay of U.S. 40, Licking County and Muskingum Counties, Project 8019 (2008)

Paving Contractor: The Shelly Co.
ODOT District 5

Plans for this project called for the milling and overlay of U. S. 40 in Licking and Muskingum counties.

A two-course overlay consisting of a .75-inch, Type 1 leveling course, and 1.25 inches of 448 Type 1 surface was placed. The surface mixture included polymer modification to ensure longevity.

The project exhibited the results of working closely with the owner, as Shelly and District 5 worked together to address a changed condition involving cold-milling depth.

Shelly placed 37,000 tons of hot mix in constructing this pavement.



Accepting the award were Rick Williams, of ODOT District 5, and Richie Boring, of The Shelly Co.

JOHN R. JURGENSEN COMPANY

PAVEMENT SOLUTIONS: Commercial • Private • DOT Construction



**Asphalt Paving • Excavating • Grading • Milling - Rehabilitation and Recycling
Parking Lots • Roadways • Site Development • Specialty Pavements**

CINCINNATI - 513.771.0820

11641 Mosteller Road • Cincinnati, OH 45241
513.771.2678 FAX

John R. Jurgensen
COMPANY



DAYTON/SPRINGFIELD - 937.882.6233

1780 Enon Road • Springfield, OH 45502
937.882.6957 FAX

COMMERCIAL PARKING FACILITY CATEGORY

Multi-Course Overlay of Liberty Benton High School Parking Facility Paving Contractor: The Shelly Co.

The Liberty Benton High School Parking Facility project consisted of a two-course overlay of 448 Type 1 mix.

A 1.5-inch intermediate course and 1.5-inch surface course was placed over 11,000 square feet, and a leveling course followed by a 1-inch overlay were placed over the balance of the 227,000 sf pavement area.

Pavement geometrics made the project a challenge, but Shelly met the challenge; placing a mat that provided excellent uniformity and superior joint construction.



Accepting the award were Ken Fern of The Shelly Co. and Reed Moorhead of Liberty-Benton Local Schools.

Reconstruction of Meijer Store #147 Parking Facility, West Chester, Ohio Paving Contractor: Southern Ohio Paving

This was a substantial pavement restoration consisting of pavement removal, underdrain installation, 12-inch full-depth chemical stabilization, fine grading and placement of a two-course asphalt overlay.

The project called for the construction of "heavy duty" and "light duty" pavement sections having asphalt overlays of 4.5 inches and 3.5 inches, respectively.

Plans required the contractor to meet a pavement density provision and provide a five-year warranty.



Accepting the award were Mike Maggard, of Southern Ohio Paving, Myron Bodell of Pavement Management Services and Matt Arledge, of Southern Ohio Paving.

New Construction of FedEx Ground-Package Distribution Center, Perrysburg, Ohio Paving Contractor: The Shelly Co.

The FedEx facility called for the placement of deep-strength asphalt pavement for light-duty and heavy-duty pavement sections.

The heavy-duty section required a 10.5-inch-thick pavement consisting of Item 302 asphalt concrete base, 448 Type 2 intermediate course and a 1.5-inch 448, Type 1 surface course.

The light-duty portion of the facility called for a 3-inch-thick asphalt overlay.

A total of 33,000 tons of mix were used in completing this project.



Accepting the award were Kevin Boisselle, of FedEx Ground, and Zach Smith, of The Shelly Co.

LOCAL ROAD OR STREET CATEGORY

Union County 2008 Roadway Resurfacing Program Paving Contractor: Kokosing Construction Co.

This project included asphalt resurfacing using ODOT specifications, and some cold-milling. Paving included two-course overlays using either Type 2 or Type 1 intermediate or leveling materials.

To accomplish a high level of quality, Kokosing utilized a 40-foot ski which resulted in an extremely smooth ride. The longitudinal and transverse joint construction was rated as superior.

A challenging aspect of the project was the scheduling. Bid on June 30, the contract was signed on July 31 and included an October 1 completion date. Kokosing mobilized by the third week of August and completed placing 31,000 tons of hot mix on 10 roadways in 23 paving days.



Accepting the award were Jeff Stauch, Union County Engineer, and Ted Mohan, of Kokosing Construction Co.

Minor Rehabilitation of Monclova Road, from Waterville-Swanton Road to Wilkins Road, Lucas County
Paving Contractor: The Shelly Co.

The Monclova Road project was a rehabilitation project requiring pavement repairs and placement of a two-course asphalt overlay; a total thickness of 3.25 inches.

The project limits from S.R. 64, (Waterville Swanton Road) to Wilkins Road included passing through the Oak Openings Preserve Metro Park in Lucas County.

To complete the project, a total of 3,800 tons of mix were used.



Accepting the award were Ross McLaughlin, of The Shelly Co., and Josh Hazard, Lucas County Engineer.

Milling and Overlay of Richmond Road, from Mayfield Road to Wilson Mills, City of Lyndhurst
Paving Contractor: Burton Scot Contractors

This project involved cold-milling the existing pavement at a depth of 2.25 inches and installing a .75-inch leveling course and a 1.5-inch asphalt surface course.

The surface course specifications called for the use of polymer modified asphalt binder to enhance pavement longevity and toughness.

More than 5,200 tons of asphalt were used in completing this project.



Accepting the award were Ron Blair and Phillip Carey of Burton Scot Contractors.

City of Mansfield 2008 Roadway Resurfacing Program
Paving Contractor: Kokosing Construction Co.

This project involved milling and paving several urban streets that carry traffic from S.R. 13 and U.S. 42 through downtown Mansfield.

Work included milling 2.75-inches of asphalt and placing 1.5-inches of 448 Type 1 intermediate course and 1.25-inches of 448 Type 1 surface course. Both courses included polymer-modified asphalt binder PG 76-22M.

Project challenges included the adjustment of water valve and 119 manhole castings, performing all work at night and maintaining large volumes of traffic.

Approximately 4,300 tons of mix were used to complete the project.



Accepting the award were Robert Branchi, of the City of Mansfield, and Todd Carpenter, of Kokosing Construction Co.

Reclamation and Smoothsealing of Townline Road, from East Garfield Road to Winchell Road, Mantua Township, City of Aurora
Paving Contractor: The Shelly Co.

Reclamation of Townline Road required 16,000 square yards of in-place recycling, replacement of 11 culverts, correcting pavement geometry to improve sight distance, installation of two courses of asphalt, and treatment with Reclamite.

The City of Aurora called on Smoothseal, Item 424 Type B, to be used in a non-typical application. Normally considered a preventive maintenance treatment, in the case of Townline Road, Smoothseal was used as part of a new pavement buildup.



Accepting the award were Chad Reel, of The Shelly Co., Ross Brankatell, from the City of Aurora, and Thomas Smith, of The Shelly Co.

Milling and Resurfacing of Taylor Wells Road, Section A, From Claridon Troy Rd. to Mayfield Rd., Geauga County
Paving Contractor: Kokosing Construction Co.

This project included the pavement planing and asphalt resurfacing of approximately 2.5 miles of Taylor Wells Road in Claridon Township.

The existing pavement was milled a depth of 1.75-inches and overlaid with 1 inch of 448, Type 1 intermediate course, and 1.25-inch surface course. Performance grade binder PG64-22 was used in both mixes.

It took 4,300 tons of hot mix asphalt to complete the project.



Accepting the award were Michael J. Stone, Geauga County Engineer, and Frank Marzullo, of Kokosing Construction Co.

AIRPORT PAVEMENT CATEGORY

Dayton International Airport, Project CT7-14583 Airfield Pavement Improvements-2007
Paving Contractor: John R. Jurgensen Co.

This project inside an airport's secured perimeter required detailed security requirements, and coordination with air traffic control and individual airlines; all resulting in confined working hours.

Tolerances on Federal Aviation Administration (FAA) administered projects are tighter than those required for highway work, as even the delivery of materials required careful planning.

The airfield improvements performed by the Jurgensen Co. included pavement planing, base repair, and overlaying with base, leveling and surface course mixes.

The completed work is very uniform in texture, has superior joint construction and excellent smoothness as John R. Jurgensen Co. utilized global positioning for grading.



Accepting the award were Howard Schaefer and Mike Davis of John R. Jurgensen Co.

Galion Municipal Airport, Rehabilitation and Overlay of Runway, Terminal Apron and Taxiway, City of Galion
Paving Contractor: Kokosing Construction Co.

Work on this project involved the repair and resurfacing of the entire airport runway.

In addition to sealing existing cracks, Kokosing installed nearly 3,000 sy of Glas-Grid Pavement reinforcement mesh for prevention of reflection cracking. Runway rehabilitation was completed with an FAA P-401 leveling course and a 1.25-inch surface course.

The project included repairing failing aprons and poor drainage, which made necessary the removal of existing concrete aprons and improvements to pavement drainage.

In all, nearly 5,000 tons of hot mix asphalt was used.



Accepting the award were Todd Ingram, of Kokosing Construction, Gene Toy, of the City of Galion, and Galion Airport Manager Bart Anatra.

ECOLOGICAL CATEGORY

Mar-Zane, Inc., HMA Mixing Facility, Plant No. 27, Warren, Ohio

Since Mar-Zane purchased the Warren asphalt plant, which has been around since 1981, all sections of the existing asphalt plant have been updated. To improve efficiency and reduce emissions, Mar-Zane has installed a larger baghouse and installed a more efficient burner. The entire site has been cleaned and the truck access areas have been paved to reduce dust. Asphalt tanks and fuel tanks are all placed in secondary containment.

Provisions have also been made to process RAP to a greater extent, which is allowing for greater resource utilization and economy.



Accepting the award was John Sackin of Mar-Zane, Inc.

Valley Asphalt Corp., HMA Mixing Facility, Plant No. 14, Newtown, Ohio

The Newtown plant is located near a residential development, and Valley Asphalt has had an asphalt facility at this location for more than 20 years.

In 2008, the decisions were made to upgrade the facility with a new plant, making it more environmentally friendly. In doing so, Valley Asphalt pursued LEED certification – Leadership in Energy and Environmental Design.

The HMA facility is an ASTEC Turbo 400-ton per-hour double-barrel drum plant. It is equipped with a warm mix package, and uses a Hauck star jet burner for tighter controls on emissions and noise levels. Other controls were put in place to assist in the control of emissions and dust.

The control building was constructed so it would qualify as a LEED-certified building. Under the LEED guidelines, almost every aspect of the control building had to utilize energy-efficient and recyclable products. Solar panels are used to power the control building.

This facility has received the National Asphalt Pavement Association's (NAPA) Diamond Achievement commendation.



Accepting the award was Kyle Napier of Valley Asphalt.

NATIONAL ASPHALT PAVEMENT ASSOCIATION AWARDS

The following FPO members were recognized nationally by NAPA for their quality projects:

Quality in Construction Awards-Airports

John R. Jurgensen Co. for the Dayton International Airport's 2007 Airfield Pavement Improvements project

Highway Pavements Over 50,000 Tons

The Shelly Co.-Twinsburg, for the S.R. 2 Lake County project

General Paving Awards

Barrett Paving Materials, Inc. for the U.S. 42 Hamilton County project

John R. Jurgensen Co. for the I-70 Clark County; S.R. 28 Warren County; and S.R. 41 Clark County projects

The Shelly Co.-Twinsburg for the S.R. 9 Columbiana County; Geauga County Route 87 Village of Burton; I- 480 Summit County; and S.R. 303 Portage County projects



February 16-18, 2010
Cincinnati, Ohio



2010 Annual Meeting
Co-locating with World of Asphalt and



2009 INDIVIDUAL AWARDS

INDUSTRY SERVICE AWARD

Established by the FPO Board of Directors, the Industry Service Award recognizes individuals who have made a substantial contribution to the association and Ohio's paving industry.

Within the structure of the association there are various committees. Staffing these committees are "unknown soldiers" who work diligently, whether it be through marketing, education, specifications or environmental regulations, to ensure the industry remains on course.

This year's Industry Service Award recipient, Gary Behnke of The Shelly Co., started his asphalt career in ODOT's Engineer-in-Training program.

The industry was undergoing great change in those days (the late 1970s and early '80s), and as a new quality control manager for Columbus Bituminous Corp, Behnke demonstrated a keen skill and understanding of asphalt mix design principles.

Through the years there have been many refinements to the asphalt specifications, and Behnke has been faithful to share his expertise to ensure the mixes used today are the best they can be.

Behnke has served the industry through his involvement in FPO's Technical Committee since 1985, he continues to share his knowledge, helping to ensure the development of specifications that are effective, balanced – and most importantly – result in high-quality pavements.



Gary Behnke, of The Shelly Co., receives the Industry Service Award.



Jim Walls, of Walls Bros. Asphalt, was the 2009 recipient of the Baker Award.

WILLIAM W. "BILL" BAKER AWARD

The William W. "Bill" Baker Award is esteemed highest among all FPO awards.

The award honors the former FPO president who directed the association from 1976 to 1991. Under Baker's leadership, FPO moved from primarily a lobbying organization to one technical in nature, winning market share over concrete by demonstrating asphalt's superior quality and economy.

The 2009 Baker Award honors Jim Walls of Walls Brothers Asphalt. Walls served on the FPO Board of Directors during the years leading up to the change that was taking FPO from a lobbying organization to a more technical one. He chaired the board when the decision was made to pick Baker to lead the association.

A member of FPO's Board of Directors (1974-1991), Walls also chaired the association's Financial Committee, was a member of the Executive, Nominating and Legislative committees for 14 years, and served on the Membership Committee for seven years.

RETIRING CHAIRMAN OF THE BOARD

Doug Rauh of The Shelly Co. and outgoing FPO chairman, has given tirelessly in leading the association and advancing its mission of quality asphalt pavement construction.

2008 was a challenging year in the market. Price escalation of asphalt binder, polymer shortages, a Federal Highway Administration memorandum forbidding commodity price adjustments on alternate bid projects, a Highway Trust Fund going insolvent, a non-existent residential market, and a shrinking commercial market caused by a recession ... all created enormous pressure on the industry and the association.

Rauh, however, was there to provide strong leadership and needed input, as FPO developed strategy to deal with these obstacles. He has worked to bring about cooperation and mutual confidence among members to continually elevate the status of the hot mix asphalt industry. Rauh has selflessly represented the interests of the entire FPO membership in his term of serving as FPO chairman.

RETIRING BOARD MEMBER

During the Awards Luncheon, Ursich also honored retiring board member Jim Tharp, a man who has given much time and energy to serving FPO.

Tharp became a board member in 1996, and actively served the association, moving through the chairs and ultimately serving as board chairman. During his tenure on the board he successfully helped to direct the affairs of the association to ensure hot mix asphalt became the pavement of choice for Ohio's roads.

While on FPO's Board of Directors, Tharp served in many capacities. He chaired the Technical, Executive and most recently the Environmental committees, as well as served as secretary treasurer, co-chairman and chairman of the board. He also participated in the association's strategic planning process, as he assisted in developing a document that ultimately led to improvements in product and stronger customer satisfaction.

Tharp participated in lobbying events in Washington D.C. to promote the greater good of the transportation industry. He will continue to serve the FPO membership on the Environmental Committee.



Cincinnati, OH
P: 513.321.5816
Cleveland, OH
P: 216.459.8378
Columbus, OH
P: 614.863.3113
Charleston, WV
P: 304.344.0821
Lexington, KY
P: 859.455.8530



A Terracon COMPANY

Responsive
Reliable
Innovative
Convenient

H. C. Nutting, a Terracon Company
With Nearly 100 Offices Nationwide www.hcnutting.com www.terracon.com
Geotechnical ■ Environmental ■ Construction Materials ■ Facilities

EDUCATIONAL OPPORTUNITIES

Mark your calendars for these educational opportunities, seminars, conferences and workshops

SEMINAR - CUTTING PAVING COSTS WITH ASPHALT RUBBER

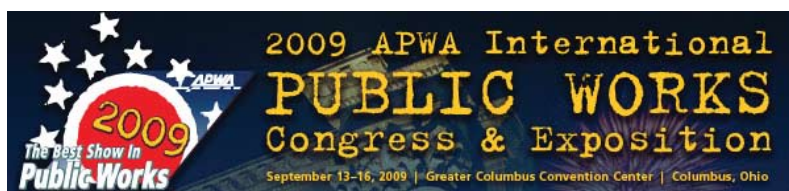
The Rubber Pavements Association and Flexible Pavements of Ohio invite you to the seminar, "How to Cut Cost with Asphalt-Rubber," on Sept. 15, 2009, in Columbus in conjunction with the APWA Congress. The seminar will offer attendees the essential skills needed for selecting asphalt-rubber applications to capture their advance engineering benefits such as cost savings, greater durability and crack resistance, longer life cycle, safety, noise reduction and reduced thickness.



Flexible Pavements of Ohio (FPO) is co-sponsoring this seminar and FPO members will receive discounted registration. For more information and to register, visit http://www.rubberpavements.org/20090915_Columbus_Seminar/How_to_Cut_Cost_with_AR_Seminar.html.

APWA NATIONAL CONFERENCE COMES TO OHIO

The American Public Works Association's (APWA) 2009 Public Works Congress and Exposition comes to the Greater Columbus Convention Center, September 13-16. Flexible Pavements of Ohio, with the Asphalt Pavement Alliance, will be exhibiting at the Exposition. Be sure to stop by our exhibit booth.



Full details on the Public Works Congress, including exhibiting, registration and lodging, is available at <http://www.apwa.net/Meetings/Congress/2009>.

OTEC & ASPHALT

Ohio Transportation Engineering Conference, October 27-28, 2009



The Ohio Transportation Engineering Conference (OTEC) is scheduled to return to the Greater Columbus Convention Center, October 27-28. As in the past, Flexible Pavements of Ohio (FPO) will again be exhibiting and sponsoring an

asphalt pavement technical session. The conference schedule will be posted in July and registration will begin in August on the OTEC Web site at www.otecohio.org.

Taking place on the conference's opening day at 1 p.m., the Asphalt Session features three presentations that will earn participants 1.5 professional development hours. The first presentation, "Porous Pavement, A Green Step Forward," is scheduled to be directed by Hank Fedders and staff from KZF Design Inc. in Cincinnati. The presentation will discuss the design of a 1.4-acre porous asphalt pavement Park-n-Ride facility, and porous asphalt's viability as a best management practice to reduce stormwater runoff and improve stormwater quality.

Dr. Chris Williams, Center for Transportation Research and Education at Iowa State University, will present "Next Generation Asphalt." The spike in 2008 asphalt binder prices has set in motion innovations with the promise of providing substitute binding agents. Iowa State University engineers are working on new technologies to produce bio-oil that can provide a substitute for petroleum-based ingredients in asphalt mixtures. This presentation will discuss that work.

The third presentation, "Fayette County Evaluates Experimental Mix 404-LV," will spotlight low-volume (LV) pavements, such as chip-sealed roads. 404-LV is an experimental mix specification built off the success of ODOT Item 404, last seen in the 1997 Construction & Materials Specifications. Designed for applications as thin as 1-inch, Fayette County is one of the first agencies to place this mix. Dan Crago, PE, of Valley Asphalt Corporation, will address the particulars of 404-LV's innovative contracting approach to treating low-volume pavements, and the contractor's experience with placing this material.

In all, the OTEC Asphalt Technical Session has shaped up to provide timely information, as agencies seek to incorporate sustainable pavement technologies, hold costs in check and successfully provide high-quality pavements to the road users.



NEWSMAKERS

TEAM ASPHALT HEADS TO ALL-AMERICAN SOAP BOX DERBY WORLD CHAMPIONSHIP

Team Asphalt, led by driver Elias Markley and co-crew chiefs Isaiah and Jedidiah Markley, is on its way to the 72nd All-American Soap Box Derby World Championship. Two years in the making, heading to Akron for the World Championship is a dream come true for a 10-year-old boy and his brothers. "Practice, practice, practice by driver Elias, diligent study of 'soap-box physics' by brothers Isaiah and Jedidiah, faith and prayer were the active ingredients to this wonder-filled accomplishment," said Lloyd Markley, the father of Elias, Isaiah and Jedidiah.

Having secured victory at the 2009 Greater Columbus Soap Box Derby competition on June 20, Team Asphalt advances to Akron where on July 25 it will race against the world's best soap-box racers. Derby Downs, the 954-foot race track designed specifically for soap box racers is home of the main event. There will be three divisions at the All-American in the Local Championship and three divisions in the Rally Championship. By the end of race day, six new winners emerge to wear the traditional gold jackets (local champions) and scarlet jackets (rally champions) signifying they

are the world champions of the Stock, Super Stock and Masters divisions of the All-American Soap Box Derby.

Flexible Pavements cheers on Team Asphalt as it goes for the world championship!



Elias Markley, the driver for Team Asphalt, qualified for a trip to Akron to compete in this year's All-American Soap Box Derby World Championship.



**Ebony
Construction
Company, Inc.**

Asphalt Paving

Milling

Material Supply

Certified in Ohio & Michigan

8(a), DBE, MBE, SDB, EDGE, NOMBC

419-841-3455 [phone]

419-841-7845 [fax]

ebonyco.com [website]

3510 Centennial Road, Sylvania, Ohio 43560

'Equal Opportunity Employer'

**Better Asphalt.
It Costs Less and Lasts Longer...**

Specify PG70-22M Asphalt

"It was so easy. When I specified polymer modified asphalt I just changed the asphalt from PG64-22 to PG70-22M using ODOT 702 specifications. Contractors knew what to do. Now I have longer lasting pavements that require less maintenance."



Thin Overlays
Porous Asphalt
City Streets
County Routes
Interstate Paving
Airports

rub•r•road

www.betterasphalt.com

Highway Rubber Products 330-833-4300 Email: pwelsh1000@aol.com

NEWSMAKERS

FORMER ODOT DIRECTOR HURST PASSES AWAY

Former Ohio Department of Transportation (ODOT) Director Bernard B. (Bernie) Hurst Jr., died March 5, in Delaware, Ohio.



HOWARD J. WENGER
President

P.O. Box 2646
7345 Sunset Strip N.W.
NORTH CANTON, OHIO 44720

Phone (330) 497-0936

Born Dec. 11, 1930 in Duhring, W.Va., Hurst died at the age of 78. Following his military service in the U.S. Air Force during the Korean War, Hurst graduated in 1956 from Virginia Tech with a BS degree in Civil Engineering. In 1971, he was appointed deputy director in ODOT District 6 (Delaware), where he served until 1975. He returned to ODOT in 1983 as assistant director and chief engineer. In 1987, he was appointed Director of ODOT, where he served until 1991. Afterward, he was employed by R.D. Zande Consulting Engineering Firm until his retirement in 2000.



Bernie Hurst Jr.

FPO extends its condolences to the Hurst family and many friends, with whom we share a sense of loss at his passing.



Valley Asphalt

CORPORATION

11641 Mosteller Road
Cincinnati, Ohio 45241
Phone: 513.771.0820
Fax: 513.326.6759

1780 Enon Rd.
Springfield, Ohio 45502
Phone: 937.882.6324
Fax: 937.882.6957

**Providing
All Asphalt
& Geotextile
Materials**

ADVERTISERS INDEX

ASPHALT MATERIALS	9
EBONY CONSTRUCTION	21
H.C. NUTTING	19
HIGHWAY RUBBER PRODUCTS	21
JOHN R. JURGENSEN CO.	14
KOKOSING CONSTRUCTION CO., INC.	7
THE MCLEAN COMPANY	BC
NORTHSTAR ASPHALT, INC.	22
OHIO CAT	23
THE SHELLY COMPANY	5
VALLEY ASPHALT	22

OhioCAT is Now Your Local Distributor of Weiler Products



To contact your nearest OhioCAT location visit www.ohiocat.com.

Ohio 

International Conference on Perpetual Pavement

September 30-October 2, 2009

The Ohio Research Institute for Transportation and the Environment is hosting the Second International Conference on Perpetual Pavement (ICPP) to provide a forum for agencies who have constructed perpetual pavements to share their experiences and for those who are considering construction to gain from these experiences.

The ICPP Conference will be held at the Hilton Columbus at Easton.

Register by July 1, 2009 to receive discounted registration fees at:
<http://www.ohio.edu/icpp>.

Professional Development Hours available for the Conference is 8.75 hours.

We look forward to seeing you at the Conference.

WE PURSUE A COMMON
GOAL:
THE PERFECT ROAD.



Close to
our customers



ROAD TECHNOLOGIES

Whether new construction or rehabilitation – roads are our customers' domain. With future-oriented technologies, reliable machinery, unceasing innovation, and highest demands on customer service and advice, we pursue one single goal: The perfect road!

www.wirtgen-group.com



Hudson, OH 330.655.5900 • Columbus, OH 614.475.2880
West Chester, OH 513.777.5556 • www.themcleancompany.com