

# OHIO ASPHALT

ISSUE 1 VOLUME 7

WINTER/SPRING 2010

## FLEXIBLE PAVEMENTS OF OHIO ANNUAL MEETING & 2010 WORLD OF ASPHALT

OHIO RIDES ON US

Asphalt.

SOME THINGS ACTUALLY GET BETTER WITH AGE  
— INCLUDING ASPHALT PERPETUAL PAVEMENTS.

The pavement structure lasts indefinitely. Every 18 to 20 years, the surface is milled up and recycled; an overlay is placed during off-peak hours; and road users get a good-as-new highway. There's no need for the entire highway to be removed and replaced from the ground up. Perpetual pavement is a pavement that remains a permanent

asset; a pavement that our grandchildren's grandchildren will be able to use; a pavement that's infinitely reclaimable, reusable and renewable.

Think smart.  
Decide diligently.  
Perpetual pavements make sense.

### ASPHALT. AGE 74

The Ohio Department of Transportation (ODOT) won its first APA Perpetual Pavement Award in 2003 for a section of State Route 73 in Clinton County. This section of S.R. 73 was originally built in 1936, and after 74 years of service is still going strong -- with only resurfacing in 1948, 1962, 1971 and 1995. Congratulations to ODOT on a pavement that has stood the test of time.



AsphaltRoads.org



The Asphalt Pavement Alliance has recently unveiled a national program touting asphalt perpetual pavement's long-lasting quality. See the inside cover on how perpetual pavement gets better with age.



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- 4 THE PRESIDENT'S PAGE
- 6 FLEXIBLE PAVEMENTS OF OHIO ANNUAL MEETING  
& 2010 WORLD OF ASPHALT
- 10 ANNUAL MEETING'S AWARDS CEREMONY
- 20 POROUS PAVEMENT: 'A GREEN STEP FORWARD'
- 22 LEGAL CORNER – NOF NOT REQUIRED  
TO PERFECT BOND CLAIMS ON ODOT WORK
- 22 FPO LAUNCHES SOCIAL MEDIA PRESENCE

## ON THE COVER:

Cincinnati provided an all-encompassing destination for the asphalt industry. In mid-February, the World of Asphalt Show & Conference, AGG1 Aggregates Forum & Expo and the Flexible Pavements of Ohio 48<sup>th</sup> Annual Meeting & Awards Banquet were all held under one roof. See page 6 for information on the events.



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

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EXCEEDS THEIR  
EXPECTATIONS IN  
MEETING THEIR  
CONSTITUENTS’  
NEEDS – SAFETY,  
SMOOTHNESS,  
ECONOMY,  
QUIETNESS, LONG  
LIFE AND SO ON.**

# MORE TONS!

This message is for you the asphalt contractor doing business in Ohio. All others are welcome to listen in if you so choose.

The goal of this association is MORE TONS! Now, to some folks that may seem a bit too self-serving but the reality is that a strong asphalt industry leads to good jobs, prosperity and a better quality of life for our families, communities and customers using our product. Strong asphalt markets also allow us to endure most any other business challenge. Without a marketplace in which to sell asphalt none of the other stuff really matters.

You know firsthand that these have been very challenging times for those of us in the asphalt business. The idea of getting MORE TONS may seem to stretch our imagination, but may I suggest to you it is a real possibility – even with more than 98 percent of Ohio’s paved road system already being asphalt. The key to that happening relies on several factors; funding is an important factor but I’ll leave that for another time. “Culture” is the factor I wish to discuss.

## **Building an Asphalt Culture**

To get MORE TONS we need to build in Ohio an “asphalt culture.” What I mean is this: We need to build a culture wherein “specifiers” only choose asphalt. And why would they only choose asphalt? Well, because they can’t help themselves but to choose asphalt. And the reason they can’t help themselves but to choose asphalt is because with asphalt they enjoy success way beyond what any other material can provide. What I mean by “success” is that the performance of asphalt consistently exceeds their expectations in meeting their constituents’ needs – safety, smoothness, economy, quietness,

long life and so on. That’s nice, you say, but how do we pull that one off?

Developing an asphalt culture in the specifying community, in other words, getting these folks who choose pavement material type to choose asphalt, will only come about after improvement in another culture – the Ohio asphalt industry culture. Now, understand that this is a message to encourage you to do even better; to have you ask yourself for each of your projects: “What more can I do to help my customer be successful using asphalt?” If we get that thought engrained, we are well on our way from 98 percent to 100 percent of all paved surfaces being asphalt.

You may question whether such a culture change can be accomplished. It’s happened before and it IS happening again. Just as during the Oil Embargo of the late 1970s and the “energy crisis” that ensued, an opportunity for culture change has arisen to demonstrate how asphalt pavements are the best solution for Ohio’s roadways. In the years of the energy crisis the industry took what was a cataclysmic event and forged new technology that resulted in keeping the industry competitive and catapulted it to greater efficiency; efficiency that would result in a “super-competitiveness” that has carried asphalt to this point of market dominance, making it the pavement of choice.

Recently, Flexible Pavements of Ohio (FPO) published what we have dubbed our Legacy document. It’s titled “THE OHIO ASPHALT INDUSTRY, A Legacy of Innovation, Continuous Quality Improvement and Bold Initiatives.” As the title indicates, it chronicles 30 years of accomplishments by Ohio’s asphalt industry that has brought it to the place where asphalt



covers more than 98 percent of Ohio's paved road system. You see, it is a truism that OHIO RIDES ON US.

The Legacy document begins in 1976, a year in which a tectonic shift occurred in Ohio's asphalt paving industry, and provides a historical account of the numerous initiatives partnered between Ohio's asphalt industry, the Ohio Department of Transportation, Federal Highway Administration, the National Asphalt Pavement Association, colleague

state associations and Ohio's academia. Over the past 30-plus years, Ohio's asphalt paving industry and its partners have pursued innovation, continuous quality improvement and bold initiatives to construct high-quality asphalt pavements in a manner that is environmentally responsible and guards worker safety. To view the entire digital document visit <http://asphaltlegacy.turn-page.com>.

But all that is history, and as the legendary Babe Ruth said, "Yesterday's home runs don't win today's games." We have seen from the ravages of this winter's harshness that we have more to accomplish. We have before us new opportunity to demonstrate to our customers that we can and will do better. There is a renewed emphasis on quality at the highest levels of leadership in the industry. A case in point is The Shelly Company, Ohio's largest asphalt supplier. Last November, the company launched a statewide quality initiative to better ensure the success of their customers' projects. Creating an Asphalt Culture is no small undertaking. It will require great resolve to stay the course. But if history is any indicator — and it is — the industry will meet the challenge just as it did in 1976, when it began a legacy of innovation, continuous quality improvement and bold initiatives. And what will come of this new undertaking? MORE TONS!



# Valley Asphalt

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# FLEXIBLE PAVEMENTS OF OHIO ANNUAL MEETING & 2010 WORLD OF ASPHALT

Flexible Pavements of Ohio (FPO) conducted its 48<sup>th</sup> Annual Meeting and Awards Banquet in Cincinnati, February 16, in conjunction with the 2010 World of Asphalt (WoA).

The program for the FPO Annual Meeting commenced with the annual business meeting. FPO Chairman of the Board Tim Bell and FPO Executive Director Cliff Ursich reported on the year's activities and the association's strength. Ursich noted several areas of increased strength. First, the association is fiscally sound. Second, through the board of director's prudent management of resources the association was able to add staff. Andrew Gall is serving the FPO membership as its new director of Customer Relations. "Andrew brings a new skill set to Flexible," noted Ursich, "and this will complement the very valuable work being done by Bill Fair, FPO's director of Engineering Services, and Flo Flowers, FPO's executive assistant." Ursich also noted the association's growing strength in numbers with the approval of five new members – Meshberger

Brothers, P.Q. Corporation, Momentum Technologies, Fishbeck Thompson Carr & Huber and H.C. Nutting/Terracon.

Turning to the markets for asphalt, Ursich noted the challenges facing the industry. A sector of strength, however, was the Ohio Department of Transportation (ODOT) market. "Because of the hard work of the people at the Ohio Department of Transportation and the Federal Highway Administration (FHWA) we have enjoyed a growing market in this sector," Ursich said. "We have our friends at ODOT and FHWA to thank, for without their commitment to delivering the ARRA projects and their traditional program we would be in a hurtful situation." A rousing applause ensued.

Ursich noted that FPO will continue to market asphalt pavement based on a positive message that educates the industry's customers of asphalt's many attributes. Those attributes are safety, economy, ease of maintenance and asphalt's performance – which is best noted by the fact that never, ever has there been the need to remove and replace an asphalt pavement

on ODOT's high-type roadway system. That speaks volumes.

The FPO Annual Meeting was privileged to have National Asphalt Pavement Association (NAPA) President Mike Acott in attendance. He provided the after-dinner, keynote address on the topic of "Top 10 Reasons to be Optimistic about Asphalt." The message was invigorating, as it brought to the forefront the tremendous advantage asphalt pavements provide to its customers, and why the industry has a bright future.



MIKE ACOTT

Here are Acott's Top 10 Reasons to be Optimistic about Asphalt:

**10. IT'S ALL ABOUT REHABILITATION AND PRESERVATION** – Asphalt is well positioned for the type of work most needed for the nation's pavements. Only asphalt can get the work done efficiently and with greatest capability of keeping traffic moving during construction.

**9. NCAT, THE JEWEL IN THE CROWN** – The research being done by the National Center for Asphalt Technology (NCAT) gives asphalt a substantial advantage over its competitors. The establishment of NCAT by NAPA demonstrates to customers the industry's commitment to advancing asphalt technology. It has resulted in new tools and technologies to ensure success for agencies specifying asphalt pavement.

**8. ASPHALT, THE SUSTAINABLE PAVEMENT** – Asphalt has demonstrated time and time again the fact that it is "green;" first, through its ambitious use of reuse/recycling; second, by performance that has come to be known as "perpetual;" third, by being the quiet ride; and the list goes on to include porous asphalt, smoothness and more.

**7. WE CAN EXPAND THE MARKET** – With the vast capabilities and its green attributes, asphalt will be relevant in a new age where

sustainability becomes a large factor in pavement selection. Whether it's roadways or railways, bike paths or porous pavement parking lots, or livable communities, asphalt's versatility is unsurpassed.

**6. A UNIFIED ASPHALT INDUSTRY** – The Asphalt Pavement Alliance (APA) presents new opportunities for an industry that is wholly united. Now fully engaged, APA is developing and advancing the compelling message: ASPHALT – AMERICA RIDES ON US.

**5. PERPETUAL PAVEMENTS, THE GAME CHANGER** – Perpetual pavement technology continues to advance. Now, having the tools to design pavements that last a lifetime, perpetual pavements facilitate greater efficiency when determining pavement thickness. The result is greater pavement life, money saved and natural resources preserved.

**4. THE SWEET SOUND OF RAP** – Some may like blues but it's the sweet sound of RAP that keeps this industry dancing. Greater and more efficient use of recycled asphalt pavement will insulate the industry from volatility. Raising the allowable limits will result in greater independence from outside market forces and greater control by the asphalt industry to continue delivering cost-efficient asphalt pavements to its customers.

**3. WHAT FUMES?** – Research that demonstrates that asphalt fumes are not a threat to the workers' health places the asphalt industry on good footing; that, coupled with the bold initiatives undertaken to improve worker conditions and the surrounding environment have positioned the asphalt industry in a favorable light within the regulatory community.

**2. WARM MIX IS THE NEW NORM** – Warm Mix Asphalt (WMA) continues its rapid growth in the U.S. WMA's benefits come from reduced energy demand, cleaner air emissions and improved worker environment – all the while ensuring pavement quality.

**1. CONCRETE – IT'S NOT WHAT IT'S CRACKED UP TO BE** – History proves it. Asphalt surpasses the competition in pavement life, smoothness, economy, quietness, sustainability and more.

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Following the keynote address, ODOT Assistant Director and Chief Engineer Keith Swearingen provided an update on the Department's 2010 construction program and goals. ODOT is forecasting a 30-percent-increased investment in its construction program for fiscal year 2010 – the largest program in ODOT's history at \$2.0 billion. Swearingen noted the progress of the ARRA project delivery and that Ohio will be utilizing the full allocation from the stimulus legislation.

Attendees were updated on ODOT's 2010-2011 Business Plan goals and the ODOT pledge to S.E.R.V.I.C.E.:

**Safety First** – I will focus each day on safety: my own, my teammates, our workplace, our work practices and our customers – the traveling public – with a “Target: Zero” goal for any and all safety hazards.

**Every Partner** – I will remember that partnership is the key to success and help all members of Team ODOT succeed, along with all our public and private partners.

**Respect for My Customers** – I will bring a positive attitude to everything I do, remembering Ohioans are my customers and deserve respect, prompt and effective solutions, and the best return on their investment of precious tax dollars in our transportation system.

**Value of My Job** – I will commit myself fully every day to be a productive and safety-conscious member of Team ODOT, and in return, be given meaningful, valuable work and treated without discrimination or prejudice.

**Integrity** – I will conduct myself with honor, integrity and professionalism by following the highest ethical standards.

**Clear Communication** – I will communicate with everyone respectfully, clearly, honestly, effectively and timely.

**Eye to the Future** – I will always look for and welcome new ways to assure ODOT's continuous improvement through partnership, innovation,



KEITH SWEARINGEN

wise investment, technology and environmental stewardship.

The FPO annual paving and service awards (see page 10) were presented by Swearingen and Bell, and were accompanied by a slide presentation showcasing the award-winning projects.

All 275 attendees at the FPO banquet received a brochure of the award projects and the newly released “THE OHIO ASPHALT INDUSTRY ... A Legacy of Innovation, Continuous Quality Improvement and Bold Initiatives” report. The “Legacy” document, chronicles the numerous initiatives the asphalt industry has undertaken with its partners at ODOT, FHWA, NAPA, State Asphalt Pavement Association (SAPA) and academia to improve asphalt pavement performance, worker safety and environmental stewardship. Ursich noted that the Legacy document begins with the question ... “So why is it that asphalt pavement covers over 98 percent of Ohio's paved roads?” The answer is found in the industry's commitment to its customers – as chronicled in the Legacy document – to deliver a product that helps them be successful in achieving their objective; that is, to serve their constituents. Ursich challenged the attendees by asking, “Why stop at 98 percent? It is a radical idea,” he added, “but anything great that has been accomplished started as a radical idea. Today, our industry enjoys this large market share because of some guys who back in 1976 had the radical idea that we could do asphalt better – and we have.”

FPO exhibited for three days in the huge WoA trade show at the Duke Energy Convention Center in downtown Cincinnati to welcome its many members and customers who were in attendance, and to showcase the award projects and *Ohio Asphalt* magazine.

WoA's visit to Ohio was co-sponsored by FPO, *Ohio Asphalt* and the Ohio Asphalt Paving Conference (OAPC), which deferred its 2010 conference to the APA Asphalt Pavement Conference so as to avoid conflicting conferences in close-time proximity. WoA announced that the co-located 2010 World of Asphalt Show & Conference and AGG1 Aggregates Forum & Expo had record-breaking participation. Despite the lingering economic recession there were record numbers for registrants, amount of exhibit space taken and education session tickets purchased.

Final registration numbers topped a record-breaking 6,200 for the two shows, compared to 5,795 for the 2009 events in Orlando, and included registrants from all 50 states, all 10 Canadian provinces and more than 30 countries.

More than 340 exhibitors showcased the latest technologies, equipment and products for aggregates, asphalt, pavement maintenance and traffic safety professionals.

A record 6,600 education session tickets were purchased for the conferences, training programs and seminars held with the two shows, compared to the 2009 total of 5,730.

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*The Exhibition Hall at the Duke Energy Convention Center featured more than 340 exhibitors, who showcased the industry's latest technologies, equipment and products.*

"This was truly an industry gathering place with a positive buzz throughout the convention center," said Show Director Melissa Magestro. "Participants connected to share experiences and get up to speed on the latest technologies and 'best practices' that will drive growth in tomorrow's economy."



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# AWARDS CEREMONY

More than 40 asphalt projects, with their respective paving contracting companies, crews, officials and owners; recipients of the Industry Service and William W. "Bill" Baker awards; and retiring chairman of the board and board members were honored at the Flexible Pavements of Ohio 48<sup>th</sup> Annual Meeting's Awards Ceremony, held the evening of February 16, at the Duke Energy Convention Center in Cincinnati.

The awards represented a diverse spectrum of pavement types, from Interstates with some of the highest traffic volumes in the state, to rural roadways, congested urban streets, airport runways, and commercial and recreational facilities.

## MASTER CRAFTSMAN AWARD

Established to recognize pavement projects that withstand the test of time, heavy-use and environmental conditions, the Master Craftsman Award honors projects demonstrating durability of asphalt paving and low maintenance costs over the life of the pavement. Qualifying projects must have provided a minimum of 15 years of service with only light maintenance. This year's Master Craftsman Award was presented for:

**U.S. Route 23, City of Fostoria in Seneca County, ODOT Project 460(1993), ODOT District 2**  
**Paving Contractor: The Shelly Co.**

Prior to the 1993 construction of this stretch of pavement along U.S. 23 in the City of Fostoria by S.E. Johnson Co. (now The Shelly Co.), this portion of poorly performing pavement required resurfacing every two years. In collaboration with ODOT, S.E. Johnson used polymer-modified asphalt, which 16 years later is still regarded as a prime example of asphalt pavement's longevity and durability.



*Accepting the award was Larry Norris of The Shelly Co.*

## ODOT QUALITY PAVEMENTS

The recipients of Quality Asphalt Paving Awards for ODOT projects completed in 2009, received plaques and "Q" for quality medallions and stickers to be displayed on their company equipment and work crews' hardhats. Congratulating the honored companies were ODOT Assistant Director and Chief Engineer Keith Swearingen and 2009-10 FPO Chairman Tim Bell of M&B Asphalt.

**Reconstruction and widening of Interstate 70 in Clark County from State Route 40 to S.R. 54, ODOT Project 286(2009), ODOT District 7**  
**Paving Contractor: John R. Jurgensen Co.**

John R. Jurgensen Co. placed more than 230,000 tons of asphalt in providing a seven-year warranty, full-depth pavement replacement and widening of I-70 in Clark County. Using warm-mix asphalt and recycled asphalt pavement (RAP), John R. Jurgensen maintained an aggressive schedule, as approximately half of the project was completed in the first seven months.



*Accepting the award was Howie Schaefer of John R. Jurgensen Co.*



**Single Course Overlay of S.R. 87, from Burton to Auburn Road,  
ODOT Project 130(2009), ODOT District 12  
Paving Contractor: Burton Scot Contractors**

Without any milling or leveling course, Burton Scot Contractors was able to achieve a high level of smoothness by using 10,000 tons of asphalt in a single-course overlay on S.R. 97 in Geauga County.

*Accepting the award was Ron Blair of Burton Scot Contractors.*



**Multiple Course Overlay of I-77 in Guernsey  
County from the Noble County line to Byesville,  
ODOT Project 1009(2009), ODOT District 5  
Paving Contractor: Shelly & Sands, Inc.**

The American Recovery & Reinvestment Act (ARRA)-funded project consisted of the milling and resurfacing of I-77 in Guernsey County. Shelly & Sands' work received high marks for providing excellent ride quality, good joint construction and overall smoothness.

*Accepting the award was Jim Hamm of Shelly & Sands, Inc.*



**Milling and Overlay of S.R. 13 (Fredericktown Bypass),  
ODOT Project 15(2009), ODOT District 5  
Paving Contractor: Kokosing Construction Co., Inc.**

Taking advantage of having the project near its facilities, Kokosing Construction milled 1½ inches of asphalt and replaced it with 18,000 tons of new mix on a nearly five-mile stretch of S.R. 13 bypassing Fredericktown. Because of the close proximity of its asphalt plant to the project, Kokosing Construction was able to provide a consistent mix temperature at the paver — which enabled crews to minimize the number of transverse joints and provide better transitions at the intersections and ramps.

*Accepting the award was Ted Mohan of Kokosing Construction Co.*



**Multiple Course Overlay of U.S. 33 in Logan County from U.S.  
68 to S.R. 292, ODOT Project 256(2009), ODOT District 7  
Paving Contractor: The Shelly Co.**

Prior to placing approximately 37,500 tons of asphalt on this multiple-course overlay on U.S. 33 in Logan County, The Shelly Co. planed more than 300,000 square yards of pavement. The end result for the project, which also included ramp widening at U.S. 68 and U.S. 540, was pavement described as having a very smooth surface and excellent aesthetic appearance.

*Accepting the award was Charles Carson of The Shelly Co.*



**Smoothsealing of I-75 in Lucas County from I-475 to I-280, ODOT Project 1070(2009), ODOT District 2  
Paving Contractor: Gerken Paving, Inc.**

Gerken Paving's use of more than 6,000 tons of smoothseal asphalt on this stretch of I-75 and its entrance and exit ramps in Lucas County drew accolades for superior workmanship, joint construction and mat uniformity.

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



**Smoothsealing of I-75 in Miami County from the Montgomery County line to County Road 25A, ODOT Project 1003(2009), ODOT District 7  
Paving Contractor: John R. Jurgensen Co.**

In the milling and smoothsealing of I-75, John R. Jurgensen Co. met the challenge of working at night and coordinating paving activities within a high volume of Interstate traffic flow with minimal disruption to traveling flow. The project was noted for its high level of overall completeness and smoothness.

*Accepting the award was Troy Morrison of John R. Jurgensen Co.*



**Multiple Course Overlay of S.R. 104, from the Appalachian Highway to Coopersville, ODOT Project 310(2009), ODOT District 9  
Paving Contractor: The Shelly Co.**

The Shelly Co. performed miscellaneous planing and resurfacing of nearly seven miles of two-lane S.R. 104 in Pike County and nearly 12,000 tons of asphalt on this multiple-course overlay project. The completed project was noted for its superior joint construction and ride quality.

*Accepting the award was Dave Gentil of The Shelly Co.*



**Milling and Overlay of U.S. 35 in Ross and Jackson counties, ODOT Project 23(2009), ODOT District 9  
Paving Contractor: Shelly & Sands, Inc.**

Proven by the superior quality-control data on the project, Shelly & Sands met ODOT's smoothness and density incentive as it performed milling, joint repair and resurfacing of U.S. 35. In all, Shelly & Sands placed nearly 30,000 tons of asphalt on this project.

*Accepting the award was Luke Gussler of Shelly & Sands, Inc.*





**Minor Rehabilitation of S.R. 101 in Seneca County, ODOT Project 235(2009), ODOT District 2.**  
**Paving Contractor: Erie Blacktop, Inc.**

This approximately nine-mile-long project required more than 16,000 tons of asphalt, as Erie Blacktop performed a two-inch milling of two-lane S.R. 101, partial depth pavement repair and placement of intermediate and surface courses. Erie Blacktop met the density requirements on the project, which was noted for its attention to detail and superior workmanship.

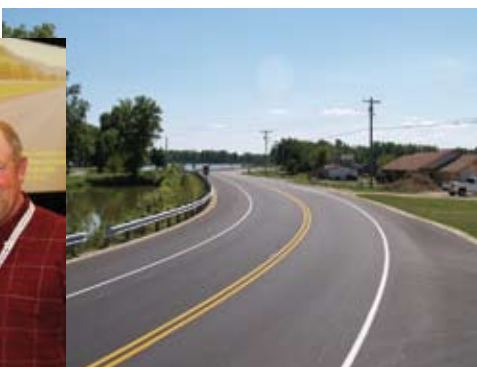
*Accepting the award was Randy Wikel of Erie Blacktop, Inc.*



**Resurfacing of S.R. 362 in Shelby County from Fort Loramie to the Auglaize County line, ODOT Project 1004(2009), ODOT District 7**  
**Paving Contractor: Barrett Paving Materials, Inc.**

The end result of the first ARRA project in Shelby County was a resurfacing project noted for excellent smoothness, riding quality and uniform mat texture. Barrett Paving utilized more than 7,000 tons of asphalt, with a 10-percent RAP content in the resurfacing of S.R. 362.

*Accepting the award were Mike Haney and Dannie Stevens of Barrett Paving Materials.*



**Multiple Course Overlay of I-77 in Tuscarawas County from Stone Creek Exit to New Philadelphia Exit, ODOT Project 2(2009), ODOT District 11**  
**Paving Contractor: The Shelly Co.**

The Shelly Co. initially removed and recycled more than 65,000 tons of asphalt in performing base repair and resurfacing of I-77. In all, more than 110,000 tons of asphalt was used in the multi-course overlay project that was noted for its excellent ride quality and uniform mat texture.

*Accepting the award were Doug Schafer of ODOT District 11 and John Winters of The Shelly Co.*



**Smoothsealing of S.R. 199 in Wood County from West Millgrove to U.S. 6, ODOT Project 322(2009), ODOT District 2  
Paving Contractor: Gerken Paving, Inc.**

Gerken Paving's use of smoothseal in resurfacing S.R. 199 was noted for its exceptional smoothness not usually found on a two-lane road utilizing only a 2-inch overlay. This eight-mile portion of S.R. 199, which received a Master Craftsman award in spring 2005 after providing 15 years of quality service, received a 1-inch leveling course and 1-inch smoothseal in 2009. The finished overlay produced an average IRI of 32 to 33 inches/mile – a reading usually found on projects of a much greater pavement thickness.

*Accepting the award was Andrea LeBarr-Weber of Gerken Paving.*



**LOCAL ROAD OR STREET**

**New Construction of Entrance Roads, Cincinnati Premium Outlet Mall, City of Monroe  
Paving Contractor: Barrett Paving Materials, Inc.**

Barrett Paving Materials used more than 19,000 tons of asphalt in the construction of three new access roadways to the Cincinnati Premium Outlet Mall in Monroe.

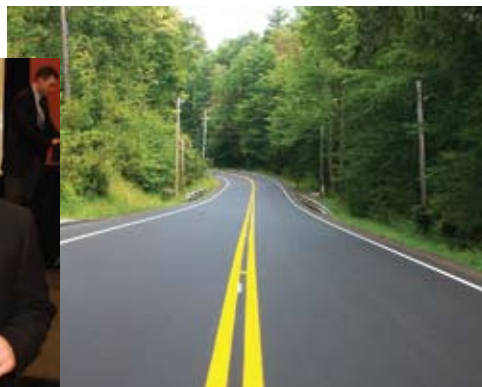
*Accepting the award was Richard W. Lee of Barrett Paving Materials MWC.*



**Multiple Course Overlay and Smoothsealing of Wilson Mills Road, Chester Township, Geauga County,  
Gauga County Engineer  
Paving Contractor: Kokosing Construction Co., Inc.**

Kokosing Construction produced exceptional ride quality with 5,400 tons of asphalt in performing partial-depth pavement repair and smoothsealing Chester Township's Wilson Mills Road in Geauga County.

*Accepting the award was Frank Marzullo of Kokosing Construction Co.*





**Nebraska Avenue & King Road Roundabout,  
Lucas County**  
**Paving Contractor: Gerken Paving, Inc.**

In converting a four-way stop to a roundabout at Nebraska Avenue and King Road intersection in Lucas County, Gerken Paving used 2,800 tons of asphalt. The project provides an excellent example of superior workmanship and quality.

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



**Safety Upgrade & Streetscape of Front Street, from Putnam to  
Green Street, City of Marietta**  
**Paving Contractor: Shelly & Sands, Inc.**

In this pedestrian safety project that included streetscape and resurfacing, Shelly & Sands milled 1½ inches of asphalt and used a Superpave surface course that resulted in excellent uniform texture and smoothness.

*Accepting the award were Chris Fletcher and Marty White of Shelly & Sands, Inc.*



**Resurfacing of Dover Center Rd. from Butternut Ridge to  
Westlake, City of North Olmsted**  
**Paving Contractor: Burton Scot Contractors**

Burton Scot Contractors corrected this extremely deteriorated composite pavement by milling the asphalt to the existing dilapidated concrete and performing base repairs. Prior to using nearly 6,000 tons of asphalt, Burton Scot Contractors placed a Glasspave 25 paving mat as an interlayer to control reflection cracking. The end result was a project with a very uniform mat texture and good riding quality.

*Accepting the award was Ron Blair of Burton Scot Contractors.*



**Reconstruction of Mills Street, City of Sandusky**  
**Paving Contractor: Erie Blacktop, Inc.**

Erie Blacktop was commended for providing high ride quality and superior longitudinal joints as a result of its use of full-depth asphalt pavement in the complete reconstruction of Mills Street in Sandusky.

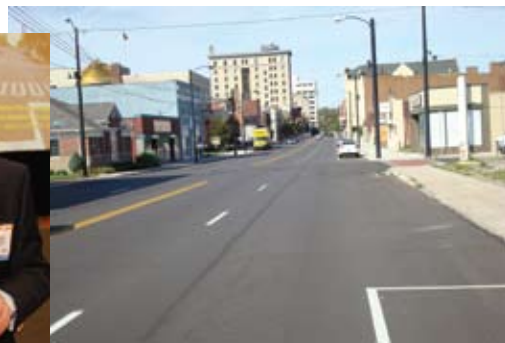
*Accepting the award was Ed Dayringer of the City of Sandusky and Mario Barone of Erie Blacktop.*



**Smoothsealing of East Market Street from Main Street to Howland Twp. Limit, City of Warren**  
**Paving Contractor: Shelly & Sands, Inc.**

Dealing with a high-volume of traffic within an urban setting, Shelly & Sands used more than 10,500 tons of asphalt in this three-mile project that incorporated smoothsealing and streetscape work. Shelly & Sands was commended for the project's excellent ride quality and superior joint construction.

*Accepting the award was Paul Wilson of Shelly & Sands, Inc.*



**Minor Rehabilitation of Old Lincoln Way, West Liberty Street & Cleveland Road, City of Wooster**  
**Paving Contractor: Kokosing Construction Co., Inc.**

The good uniform texture found throughout the project is a compliment to Kokosing Construction's minor rehabilitation and resurfacing of two miles of S.R. 302 and two miles of S.R. 3. Project challenges included working in an urbanized area.

*Accepting the award was John A. Bryant of Kokosing Construction Co.*



**SPECIAL USE PAVEMENT**

**New Construction of Tennis Courts, Fabens Park, City of Huron Parks & Recreation**  
**Paving Contractor: Erie Blacktop, Inc.**

"Extremely well-built" and "attractive project" were the words used by the pavement evaluator to describe Erie Blacktop's work in constructing the new Fabens Park tennis courts.

*Accepting the award was Justin Walters of Erie Blacktop.*



**New Construction of Parking Facility, Walking Path and Recreation Courts, Bellville Park, City of Steubenville**  
**Paving Contractor: Shelly & Sands, Inc.**

Shelly & Sands received marks for providing good uniformity and texture and a high-level of completeness for the Bellville Park project that included construction of a road, parking facility, walking path and recreation courts.

*Accepting the award was Ed Leonard of Shelly & Sands, Inc.*





## **Reconstruction of Reighard Park Tennis Courts, City of Wauseon**

**Paving Contractor: Gerken Paving, Inc.**

In reconstruction of the Reighard Park tennis courts, Gerken Paving reclaimed and compacted the existing courts in-place and overlaid them with new intermediate and surface course asphalt.

*Accepting the award was Michael A. Zwyer of Gerken Paving.*



## **Miracle Field at Springboro Community Schools, Springboro Community Schools**

**Paving Contractor: Southern Ohio Paving**

Working within strict design tolerances and having restricted access to the project site, Southern Ohio Paving successfully completed the Miracle Field project, which is a baseball field for special needs children. The project included an asphalt parking lot, dugouts and ball field.

*Accepting the award was Dave Scruggs of Southern Ohio Paving.*



## **COMMERCIAL PARKING FACILITY**

### **Expansion of FedEx Parking Facility, Huber Heights**

**FedEx Freight**

**Paving Contractor: Southern Ohio Paving**

Throughout the expansion project that utilized more than 12,000 tons of asphalt, the prime contractor and Southern Ohio Paving worked in unison with the ongoing operations of the Federal Express facility.

*Accepting the award was Paul E. Walter of Southern Ohio Paving.*



### **New Construction of Sandusky Clean Scene Parking Facility**

**Paving Contractor: Erie Blacktop, Inc.**

Erie Blacktop met the challenges of difficult geometrics and working in a confined area to provide a parking lot for this unique cleaning facility that includes a Laundromat, drycleaner, carwash and dog wash.

*Accepting the award was Randy Schaffer of Erie Blacktop.*



## AIRPORT PAVEMENT

### **Rickenbacker International Airport, Runway 5R -23L Pavement & Lighting Rehabilitation, Phase 1 Columbus Regional Airport Authority Paving Contractor: The Shelly Co.**

In performing a major rehabilitation of Rickenbacker International Airport's 5R-23L runway, The Shelly Co. removed the existing pavement and replaced it with more than 21,000 tons of asphalt overlay.



*Accepting the award (from left) were Jim Pritchard of The Shelly Co., Rick Hines of RSEH, Paul Ryan of Columbus Regional Airport Authority and Dave Scott of The Shelly Co.*

### **Findlay Airport, Taxiway Relocation, City of Findlay Paving Contractor: The Shelly Co.**

The project consisted of the relocation and new construction of approximately 3,200 linear feet of taxiway with three connectors and apron at the Findlay Airport. The Shelly Co. used 30-percent RAP on the project's base course and nearly 17,000 tons of asphalt.



*Accepting the award was Ken Fern of The Shelly Co.*

## NATIONAL ASPHALT PAVEMENT ASSOCIATION AWARDS

### **QUALITY IN CONSTRUCTION**

#### **Airport Category**

TolTest, Inc. for Dover Air Force Base Runway 14-32 repair

#### **General Paving Category**

Barrett Paving Materials, Inc. for S.R. 362; and U.S. 27 in Butler County

The Shelly Co. for S.R. 305/S.R. 282 in Portage and Trumbull counties; and S.R. 82 in Portage County

The Shelly Co. for FedEx Ground-Package Distribution Center

John R. Jurgensen Co. for I-75 in Miami County

#### **Highway Pavements More Than 50,000 Tons**

John R. Jurgensen Co. for I-70 pavement replacement

The Shelly Co. for I-77 in Tuscarawas County

The Shelly Co. for S.R. 30

Shelly & Sands, Inc. for S.R. 161



## 2010 INDIVIDUAL AWARDS

### Industry Service Award

With her work at Ohio CAT involving event and marketing coordination, it seems like a perfect fit for Linda Meier to volunteer her talents on FPO's Annual Meeting Committee — something she has done for the past 13 years.

Her dedication to tirelessly working with FPO and other trade associations that Ohio CAT supports makes Meier worthy of FPO Board of Directors' honoring her with an Industry Service Award — which recognizes substantial contributions to the association and Ohio's paving industry.

In announcing the 2010 Industry Service Award, FPO President/Executive Director Cliff Ursich said, "Within the structure of the association there are various committees. It's in these committees that the work of carrying out the association's mission is performed. Staffing them are dedicated members who give selflessly of their time to ensure the industry's success."

In mentioning the committee members' important role, Ursich said, "... these folks, are integral to the planning, execution and success of Flexible Pavements' annual meetings ... Of all the planning sessions of the Annual Meeting Committee, Linda has not missed one of them; and she can always be counted on to actively participate to ensure its success and the success of Ohio CAT."



*Linda Meier was honored with the Industry Service Award for her 13 years of work on FPO's Annual Meeting Committee.*

### Retiring Chairman of the Board

Despite it being during a challenging year for the construction industry, Tim Bell, president of M&B Asphalt Company, Inc. in Old Fort, was commended for completing his mission as FPO's 2009 chairman of the board and advancing the association's mission of quality asphalt pavement construction.

In honoring Bell, Ursich said, "Tim has worked to bring about cooperation and mutual confidence among members to continually elevate the status of the hot mix asphalt industry. And he has selflessly represented the interests of the entire FPO membership, as he served as chairman this past year."

### Retiring Board Member

Mike Thompson, regional manager of Barrett Paving Materials, Inc.'s Midwest South Region in Cincinnati, was honored for his 10 years of service on FPO's board of directors.

As well as recently chairing FPO's Marketing Committee, Thompson has been at the forefront of the association's success in seeing "growing tonnage and new materials that provide new opportunity," said Ursich, who added that Thompson "has been a passionate voice of the membership, and we wish to honor him for that dedication."

### William W. "Bill" Baker Award

Faithfully serving the Ohio Department of Transportation and the state's asphalt industry for 36 years and counting; implementing quality assurance specifications — such as Spec. 848; and developing the asphalt technician certificate program and computerized plant requirements are just a few reasons why John Neenan is worthy of being a William W. "Bill" Baker Award recipient.

The Baker Award is the highest honor the association presents, as it is named after the former FPO director, who served from 1976 to 1991.

Neenan started as a laboratory technician in ODOT's Central Laboratory in 1974, and within four years moved from being an engineer aide to material controller to bituminous plant inspector — where he began seeing the "larger picture of asphalt mix and manufacturing." In announcing the award, Ursich said of Neenan, "By 1996, he would become ODOT's Dean of Asphalt Mix Manufacturing Knowledge.

"... John had a pivotal role in Ohio's numerous initiatives to improve asphalt mix production and pavement performance," Ursich added.

The Baker Award recognizes the namesake's effectiveness at getting a task accomplished, quality consciousness, innovation, broad impact and more — all qualities that are sought in the award's recipients.

"John is deserving of this award because of his enduring commitment to quality asphalt pavement construction, for his effectiveness as a leader in Ohio's world of asphalt, and his accomplishments in attaining lasting improvements to Ohio's asphalt industry," Ursich said.



*ODOT's John Neenan received the William W. "Bill" Baker Award for his 36 years of service to the state asphalt industry.*

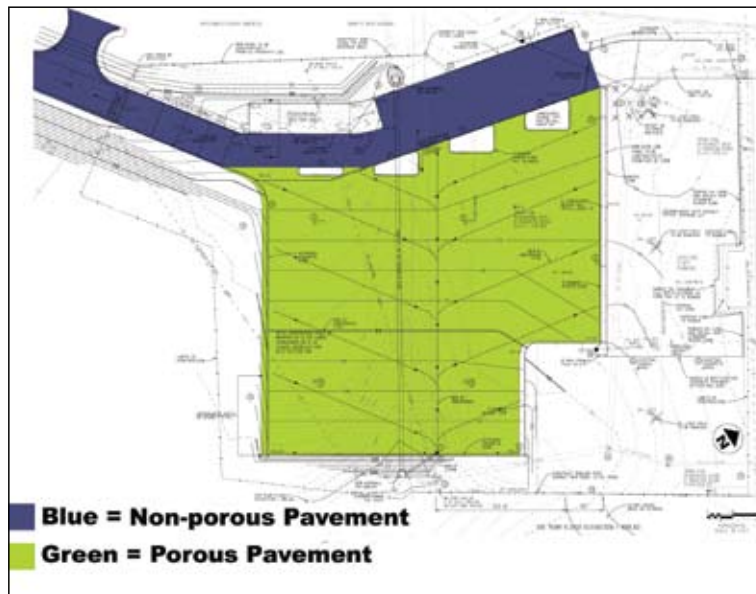
# POROUS PAVEMENT: 'A GREEN STEP FORWARD'

KZF Design, Inc. provided design/build engineering services with Eaton Asphalt Paving Co., Inc. (EAP), the contractor, to the Transit Authority of Northern Kentucky (TANK) for the design and construction of a porous pavement Park & Ride lot.

The concept, design, challenges and achievements were presented at a technical session at the Ohio Transportation Engineering Conference (OTEC) in Columbus last October. Hank Fedders, director of the Transportation and Municipal Group at KZF Design led the presentation. He was supported by Andrew Aiello, the deputy general manager of TANK; Charles

Bucklew standing in for Anthony Ridgeway, representatives for Eaton Asphalt Paving Company, the pavement contractor; and Craig Frye, environmental specialist for the Sanitation District No.1 of Northern Kentucky, the monitoring agency.

TANK is the public transportation provider for Boone, Campbell and Kenton counties in Kentucky, which is in suburban Cincinnati. TANK operates fixed route bus services throughout the region that include services to 19 Park & Ride lots for commuters. In 2005, TANK received funds to expand its Park & Ride network with the addition of two facilities — one in Boone County, near Interstate 75 and one in Fort Wright, near both I-75 and I-275. TANK obtained federal Congestion Mitigation Air Quality (CMAQ) grants to fund both projects.



*This is the site plan for the 1.75-acre Fort Wayne Park & Ride with parking for 192 vehicles in green where the pavement is porous. The blue area is the route used by the buses to enter and exit the site and was constructed with traditional non-pervious asphalt pavement. This drawing also shows the underdrain and pipes below the porous pavement that channel the water to the outlet for monitoring.*

TANK's primary goal for both projects was to maximize the number of parking spaces within the purchased property parcels. TANK wanted to accommodate 75 spaces at the Boone County lot and nearly 200 spaces at the Fort Wright lot. TANK also wanted to minimize the environmental impact of the parking lots with respect to stormwater quantity and stormwater quality. This was especially important at the Fort Wright lot due to the lot's proximity to a sensitive water resource, Banklick Creek.

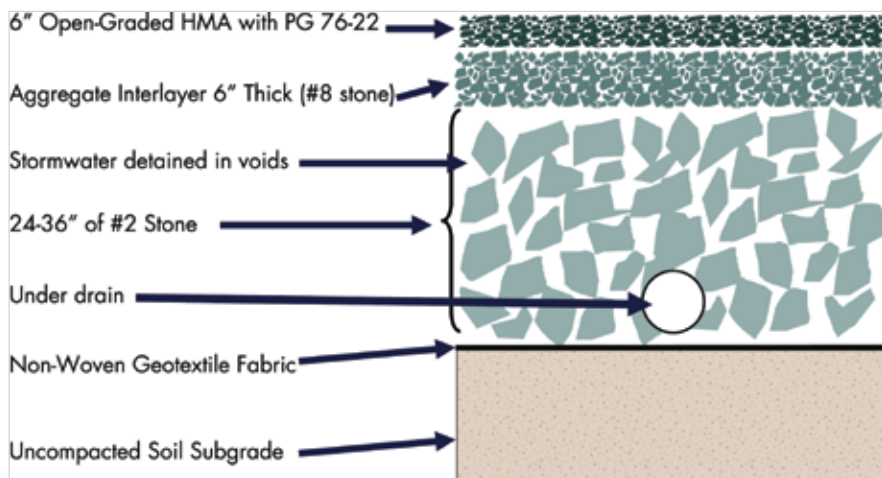
Therefore, as part of the project development process, TANK added the option of using porous pavement as part of the request for project proposals.

TANK solicited proposals from design-build teams to work on this project. TANK was looking for a team that could use both its design/engineering expertise and knowledge of the construction process to deliver a design and application that could meet both the functional and environmental goals for the project.

In 2006, TANK hired the design-build team of KZF Design and Eaton Asphalt Paving to begin the work. Before the end of 2007, both lots were open for business. The Boone County lot contains 75 parking spaces and a passenger waiting area. The Fort Wright lot contains 192 spaces and a passenger waiting area.

The 1.8-acre Fort Wright location was designed with 0.4 acres of traditional asphalt pavement and 1.4 acres of porous asphalt





*This illustrates the multiple levels of the total porous pavement makeup used at the Fort Wayne Park & Ride.*



*The baffle controls outlet flow from the storage area of the porous pavement. The baffle equalizes the flow of the post-developed parking lot to the pre-developed area.*

pavement intended for use by cars and light trucks. The buses access the top of the site and drive along the non-pervious section graded to the pervious section at the bottom of the lot. The entire lot was graded to the south at a grade of approximately 4 percent. There was an underdrain system under the pervious pavement, drained to one inlet at the bottom middle of the parking lot. An existing swale through the center of the lot picked up drainage from a state highway to the north and was piped under the parking lot. The catch basin was constructed with a steel plate with holes, a baffle, which acted as a throttling mechanism for the inlet. This allowed the post runoff for the two, five, 10 and 25-year storms to equal the pre-runoff per the local storm water regulations.

Proper soil compaction — with careful monitoring of incoming loaded trucks to prevent unnecessary compaction — multiple layers of various gradations of stone and a geotextile fabric create a system to detain surface water. The pavement consists of five levels, which are made up of 6 inches of open-graded HMA (hot mix asphalt) over 6 inches of #8 stone over 24 to 36 inches of #2 stone over a non-woven geotextile fabric over an un-compacted subgrade. Stormwater is detained beneath the parking lot within the voids of the #2 stone base and discharges through an underdrain system to an outlet, referenced above, which is monitored to measure volume and quality

of water by Sanitation District No.1 (SD #1), the local stormwater permitting agency, before it enters a tributary of Banklick Creek.

The #2 stone under the pervious pavement has a void ratio of approximately 40 percent, and that void was used for stormwater detention. The throttle plate was designed to discharge the flow at the respective two, five, 10 and 25-year design flows. The volume of water detained was approximately 6,500 cubic feet, equivalent to approximately 516 linear feet of 48-inch pipe. The throttle plate was positioned in the middle of the inlet, so if the water rose too high and began to break the surface of the lot it would hit the curb and flow into the back side of the inlet before flowing over the curb.

Collecting and analyzing data for water quality and quantity, along with pavement porosity, over time will determine if this is a viable and successful best management practice (BMP) for stormwater management. Currently, flow data is being collected and water quality is being analyzed. Early indications show that only 25 percent of the water that falls on the parking lot exits through the discharge pipe. SD#1 is also vacuuming the lot three to four times a year to keep the porous surface free from debris, and is in the process of having piezometers installed to record the groundwater elevation.

By collecting and analyzing water quality and quantity at this site, this BMP will be evaluated for efficiency, performance and effectiveness. Efficiency is a measure of how well a BMP removes pollutants. Performance is a measure of how well a BMP meets its goals of modifying the stormwater that it is designed to treat. Effectiveness is a measure of how well a BMP system meets its goals of managing overall stormwater flows and quality.

*Besides his work with KZF Design, Inc., Hank Fedders Jr., P.E., serves as the city engineer representative for Edgewood and Bellevue in Kentucky. He has more than 45 years of experience in various civil project types, including highway design, municipal engineering, master planning and riverfront development. Fedders can be reached by telephone at 513.631.6211, or by e-mail at [hank.fedders@kzf.com](mailto:hank.fedders@kzf.com).*

*Contributing to the article were Anthony Aiello, deputy general manager of TANK; Anthony Ridgway, construction manager of Easton Asphalt; and Craig Frye, environmental specialist with Northern Kentucky Sanitation District No. 1.*



## NOF NOT REQUIRED TO PERFECT BOND CLAIMS ON ODOT WORK

When the modern lien law was enacted nearly 20 years ago, a Notice of Furnishing (NOF) was required to perfect lien rights, but not payment bond rights, when a subcontractor or supplier did not have a contract with the prime contractor. Subsequently, in an effort to prohibit "hidden bond claims," the law was changed to require that same NOF to be utilized to protect payment bond rights (if the contract exceeded \$30,000).

While the intention of this law change was to make all public work subject to an NOF requirement to perfect both lien and bond claims, this result was apparently not achieved with respect to Ohio Department of Transportation (ODOT) work. As Ohio Revised Code §153.56 (which mandates the NOF requirement) refers to "public improvement as provided in section 153.54," which expressly excludes ODOT work, there is a good argument that ODOT work does not require an NOF to perfect a payment bond claim.

Therefore, contractors on ODOT work must carefully monitor payment of sub-trades, and effectively use joint check agreements and lien/bond waivers to avoid paying twice on "hidden bond claims." Second-tier subcontractors and suppliers can exercise their payment bond rights on ODOT projects, even without a valid NOF that caused the loss of their lien rights.

*Don Gregory serves as General Counsel to Flexible Pavements and represents the construction industry. He can be reached at [dgregory@keglerbrown.com](mailto:dgregory@keglerbrown.com).*



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## FPO LAUNCHES SOCIAL MEDIA PRESENCE

Flexible Pavements of Ohio (FPO) recently established a presence on the social media site Facebook to add another dimension to the association's communication and outreach efforts. With more than 400 million active users, and nearly half of these accessing the site daily, Facebook will provide FPO with an ever-expanding audience to convey the performance and economic benefits of asphalt pavements. In addition, FPO will utilize this site as a forum to highlight new technologies and innovations and current events within the industry.

Interest in FPO's new page has been growing, and Facebook users from throughout the country have begun to add themselves as fans of the page. Go to [www.facebook.com](http://www.facebook.com), or select the link to Facebook located on FPO's Web page to access this site.



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