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CONNECT ON  

ON THE COVER: THE RESURFACING OF COUNTY ROAD 132 IN SANDUSKY COUNTY WAS ONE OF NEARLY 50 PROJECTS RECOGNIZED AT THE QUALITY ASPHALT PAVEMENT AWARDS LUNCHEON DURING THE 2014 OHIO ASPHALT EXPO. SEE PAGE 10 FOR COVERAGE OF THIS YEAR'S EXPO AND PAGE 18 FOR OTHER QUALITY AWARD-WINNING PROJECTS.



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

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THE PRESIDENT'S PAGE



CLIFFORD URSICH, P.E.
PRESIDENT & EXECUTIVE DIRECTOR

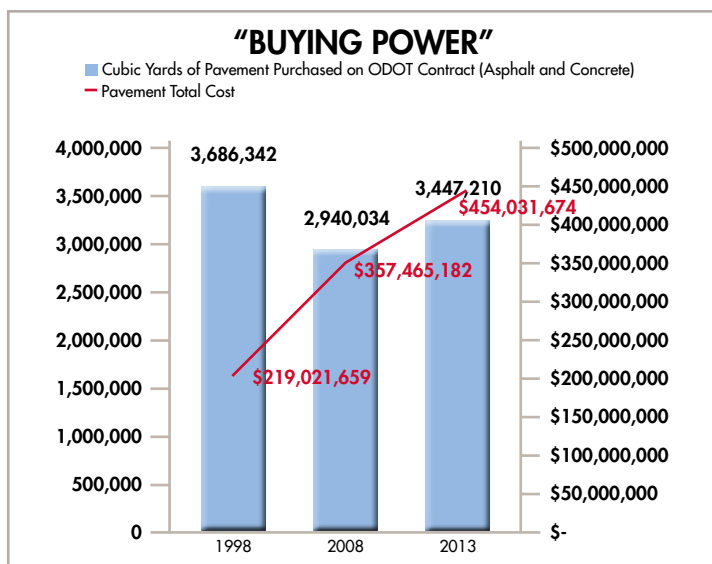
“Construction inflation is just one of the factors. It has had a calamitous impact on the buying power of the ‘transportation dollar’ ... It appears from a review of last year’s ODOT bid information that we are in a new reality. That new reality is going to demand new revenue, not only to improve a transportation system that better serves Ohioans, but simply to hold the system together.”

BUYING POWER!

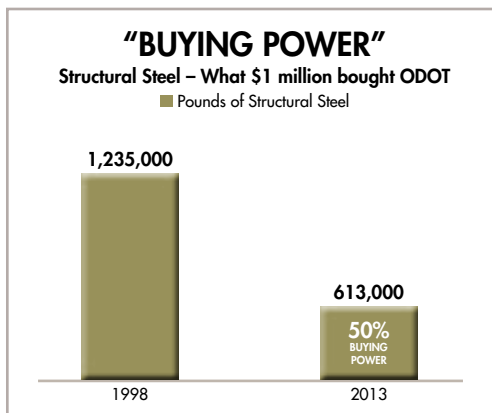
How much does our transportation dollar buy? It’s an important question to ask. It’s one I’ve been wondering about for some time given the state of road conditions and the lack of money to repair them. Knowing our buying power provides a benchmark from which we can gauge the sufficiency of our revenue stream as we consider the type of transportation system we desire and how we’re going to pay for it.

We’ve all read about the record-setting construction programs being let to contract. Closer to home, the Ohio Department of Transportation (ODOT) construction program is a whopper, and largely made possible through the infusion of dollars from bonding against Ohio Turnpike revenues. Gov. Kasich’s support for the initiative and the partnering between the Ohio Turnpike Commission and ODOT that clinched the deal is commendable. From it, Ohio’s transportation construction program will improve motorists’ access, improve pavement drivability and improve conveyance for commerce – an important economic consideration. As big as this program is, and as much as it will accomplish, it is limited in its ability to get us to where we want to be in the future. Ohio’s transportation funding needs are not solved.

Construction inflation is just one of the factors. It has had a calamitous impact on the buying power of the “transportation dollar.” Driven primarily by speculation in the crude oil market, construction inflation rose as the cost of crude oil increased. All things energy dependent in transportation



construction have felt the impact to some degree. To most, this isn’t news. Who’d a think it would ever be this way back when the federal user fee was last increased in 1993, or when “Jobs & Progress” left Ohio flush with cash for improving the transportation system? “It is what it is,” as a good friend would say. It appears from a review of last year’s ODOT bid information that we are in a new reality. That new reality is going to demand new revenue, not only to improve a transportation system that better serves Ohioans, but simply to hold the system together.



WHY ALL THE CHARTS?

The charts are a necessary part in helping to understand the challenge ahead that we face. What ODOT bought with a million dollars in 2013 is less than half of what that bought in 1998. As for pavement, in 2013 less pavement was purchased by ODOT than in 1998, and at more than twice the cost. That seems inconceivable but it is true. Are you beginning to grasp the seriousness of inflation's financial impacts? ODOT's "record" construction program just isn't a match for all that needs to be accomplished. Consider also the cost implications from deferring needful maintenance on roads the past five years. Many state and local roads I have traveled need significant maintenance work following the ravages of winter. With current buying power, the ability of pavement owners to restore pavements and keep ahead of deterioration is challenged – unless revenue is increased.

DOING SOMETHING ABOUT IT

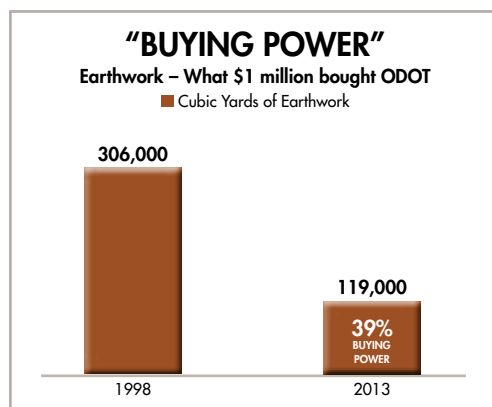
A contingent of Ohio contractors, among whom were Flexible Pavements of Ohio members and staff, headed to Washington D.C. to meet with the Ohio congressional delegation. Our purpose was to make a plea to salvage the Highway Trust Fund, which is headed for insolvency by this September, and advocate for a reauthorization of the transportation bill MAP-21. I posed the question at the beginning of this message, "How much does our transportation dollar buy?" All of us and most certainly our congressional reps need to know how much the transportation dollar

buys. The dollar just isn't what it used to be.

On the local level, city fathers and township trustees are catching a vision and taking action. 'Tis the season for road maintenance levies and they are springing up. As in the case of Issue 1, the public sees the need and is voting "YES" on issues and levies to repair roads and infrastructure. Dollars for "bricks and mortar" seem to find favor among the electorate. Perhaps it's because

drivability and clean water are the stuff the public deems worthy of investment.

I'm not completely certain on this but I rather suspect that no great accomplishment has ever come to fruition without there being a vision. In fact, I recall that a decade or two ago ODOT embarked on an initiative it dubbed "VISION 2000." Some might have called it a shake-up, but it really was a re-engineering of sorts that set in motion strategic initiatives that radically improved the functioning of ODOT. I won't dwell on that. The point is that once a vision is crafted the resources are found to make the vision come true.



The vision for our nation's transportation has been cast a couple of times in Washington. We know what is needed. Now is the time to put the resources in place. Let's restore the **BUYING POWER!**

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AN ASPHALT CASE STUDY FROM FLEXIBLE PAVEMENTS OF OHIO

Dublin Streets Celebrate Green



The decision by Dublin leaders to adopt asphalt pavement as the standard for all streets speaks to its green commitment.

When you think Dublin, Ohio, you think green. Irish green for the annual St Patrick's day celebration; green for the lush Muirfield Golf Course, home of the annual Memorial Tournament; green for the prosperity driven by such corporate giants as Nationwide, Cardinal Health and Wendy's and for the 70,000 Dublin jobs; green for the affluent and manicured residential communities that have sprung up over the past 40 years – average home price nearly \$300,000; green for the enviable planning and attention that have gone into maintaining Dublin as a premier suburb of Columbus. Not least,

green for the money-saving and environmentally prudent decision to adopt asphalt pavement as the standard for all streets and arterials.

From green farm fields generations ago, Dublin quickly morphed into a magnet suburban community. The Interstate 270 outerbelt was completed in 1971, but without a highway interchange, Dublin would not have achieved its potential. It was Ashland Chemical Company, which had located to the area in the late '60s, that was largely responsible for Dublin's transformative

I-270/US 33 interchange. Then came the construction starting in 1972 of the Jack Nicklaus-designed Muirfield Village Golf Club and its surrounding residential development. From a 1970 population of 681, the community grew to city size in the late 1980s, and today, still growing, it boasts a population of some 43,000 residents with an average household income of \$112,000; 80 percent of adult residents have at least a bachelor's degree.

Aspiring to draw blue chip companies and high-end office, retail and residential development means a city has to aspire to top-notch infrastructure. In addition to its permanent population, Dublin sees a daily influx of nearly 65,000 workers who use its 560 lane miles of streets and roadways.

“Traffic and traffic management is king,” says City Engineer Paul Hammersmith. “Because we’re serving a corporate clientele and commuter clientele, we have to maintain good streets. To attract the kind of businesses we do, you want a good ride on the way to work and a good appearance.”

Except for a brief flirtation with composite pavements in the early '90s, Dublin has relied on asphalt pavement as its standard. Subdivisions are required to lay a minimum of 6 inches of asphalt (1 1/2 inch-thick surface layer 448, type 1, then 1 1/2 inches of intermediate layer 448 and 3 inches of 301 asphalt base) and 6 inches of aggregate. Today there is not a single mile of exposed concrete pavement left in Dublin. Hammersmith says, “Full-depth asphalt, especially on residential streets, has served us well. We get at least 20 years out of our residential streets before significant maintenance is necessary.”

Maintenance is carefully calibrated using a PCI (Pavement Condition Index) database that allows the city to forecast resurfacing needs. The number 100 indicates



Dublin, known for its affluent and highly manicured residential communities, is home to several corporate giants – including Wendy's International Inc.; as well as the Memorial Tournament at Muirfield Village Golf Club, part of the PGA tour; and its nationally renowned annual St. Patrick's Day parade.

new construction quality. When the PCI gets to the low 70s or upper 60s, the city flags streets for resurfacing. “Mill-n-Fill,” also known as an inlay, is the strategy used to resurface Dublin’s streets. There’s no need to rebuild them, just a new layer to prepare the street to face another 20 years of duty. The city mills off the surface and fills it with a new asphalt layer. Reclamation is used for old county roads that don’t yet match up to Dublin’s standard pavement thickness. The asphalt is milled off, and the entire roadbed is recycled by pulverizing and mixing with either an asphalt emulsion or cement stabilizing agent. Then the asphalt layers are added to match Dublin’s standards. These strategies are possible because asphalt degradation is predictable and the city can set its maintenance budget accordingly. Deterioration never becomes, as Hammersmith puts it, “catastrophic.”

One key to long life for the asphalt pavements is Dublin’s use of Reclamite as a surface treatment. According to Ken Richardson, engineering manager - Design, “It holds things together tighter. It puts back the light oils or flexibility component.” It looks better and

gives a smoother ride than slurry seal does, and so it is more citizen-friendly in this upscale community. And it is all about keeping the road surface impermeable to the deteriorating effects of water.

Another key is the city’s long-time commitment to asphalt. The few concrete pavements from the early 1990s that have been resurfaced with asphalt tend to be plagued with reflective cracks, the result of the concrete joints working themselves to the surface. Asphalt has been much easier to work with, easier to keep in good condition and easier to take up and put down again when underground repairs need to be made to water or sanitary sewer lines.

Dublin is known for two roadway features: roundabouts and bike paths (or, more accurately, shared-use paths). Having opened its first roundabout 10 years ago, Dublin now has more (number 17 is currently under construction) than any other city in Ohio. With nine inches of asphalt, these roundabouts have held up well, improving traffic flow for all those commuters and

Did You Know?

Center stripes, edge lines, left turn arrows and merge indicators are just a few of the painted roadway markings we rely on every day as motorists to stay out of each other’s way and get where we want to go. Keeping them fresh and visible is an unsung but important part of roadway maintenance.

Whether the street or highway crews use thermoplastic or paint, the maintenance budget must factor in the cost of material and labor. Dublin has found that marking materials adhere much better to asphalt pavement than to concrete. “It sounds trivial, but it’s a lot of wear and tear,” City Engineer Paul Hammersmith says.

The choice makes a surprising difference in the cost of keeping markings visible. Says Ken Richardson, Engineering Manager - Design, “We probably refresh thermoplastic every three years. But if the pavement was concrete, it could be every six months. ”

Dublin spends approximately \$4 million a year on roadway maintenance, of which about 75 percent is dedicated to roadways and the balance for shared-use paths and curb and gutter. The cost of on-road signing is a small part of the city’s roadway budget. But details count, too. Watch-dogging this line item speaks to the city’s stewardship of its taxpayer dollars.



Dublin has more roundabouts than any other city in Ohio, none of which has required resurfacing over the past decade.

residents without washboarding or shoving. Despite heavy use, none has yet needed to be resurfaced.

The city's 100-plus miles of shared-use paths have presented an interesting challenge. Richardson says, "Our residents really like them, and we have to maintain them at a very high level." That's a given in Dublin. But at eight feet wide, the paths, which originally were laid at 2 1/2 inches of asphalt over 6 inches of aggregate, have attracted a more diverse user than just the cyclists and walkers originally anticipated. "They've become a sort of secondary access road," Richardson says, for utility and landscaping trucks. Bowing to reality, the city now constructs the paths using 4 1/2 inches of asphalt.

Like much of Ohio, Dublin suffered through the long, cold winter of 2013-2014. It frayed nerves and caused more than the usual number of potholes and frost heave. But as winter melts into spring, the judgment from the roadway experts is "no surprises" and "nothing catastrophic." In fact, asphalt actually responds better to salt treatment than concrete does, and Dublin, always committed to keeping the traffic moving, lays down liberal applications of salt.

Presently under construction, a mile of arterial roadway extending Emerald Parkway will open 115 acres to commercial development and improve traffic flow for nearby residents. It also will include Dublin's 17th roundabout. The city continues to include its streets in its overall development plan, appealing to the kind of residents and businesses that have made Dublin a successful upscale community. As Hammersmith points out, "It looks like a well-maintained community that looks and feels like it cares about its infrastructure." Because it does.

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2014 Ohio Asphalt Expo Showcases 'Chain of Quality'



*Randy West, Director,
NCAT*

Within the audience he was addressing during the Ohio Asphalt Expo, keynote speaker Randy West saw a "chain of quality" as he looked into the assembled crowd. Included among the individual links in that quality chain were contractors, producers, traffic safety professionals, plant operators and public officials.

"Product quality is like a chain, it's made up of a lot of links," said West, who has served as the director of the National Center for Asphalt Technology (NCAT) since 2007. "Each link represents a different part of the process of making the product: the highway agency controls some of the links, like material specifications, mix design requirements and pavement design; contractors control the materials and construction operations; and so on. If the chain is put under stress the chain breaks at its weakest link. Once we identify the weak link, or links, we can work on solutions."

While West's comments came during the final morning of the March 25 & 26 event, the 2014 Ohio Asphalt Expo was again a two-day venue for working on solutions and working toward attaining and maintaining asphalt



pavement quality. Held at the Hilton Columbus/Polaris, FPO's 52nd annual meeting, equipment expo and trade show attracted more than 470 people.

While West's keynote address during Wednesday's Prayer Breakfast centered on the importance of quality, it was a topic that resounded throughout the two-day event that featured more than 25 hours of public agency forums, education sessions and luncheon and breakfast meetings.

The 2014 event began with Tuesday morning's Public Agency Forum, which provided a venue of roundtable discussions among the state's asphalt industry members and public agency officials. Lucas County Engineer Keith Earley, P.E., P.S., served as the moderator of the forum, which covered topics ranging from asphalt mixes designed for local roadways, to the latest on recycled materials and the need for additional funding for local transportation infrastructure. 404-LVT was a subject of great interest as local government officials discussed performance and life of pavements constructed with this material. 404-LVT was developed specifically for low-volume traffic to improve pavement life.

Coinciding with the Public Agency Forum was the FPO Membership Breakfast, which recognized 2013 members that served as association officers and board of directors as well as introduced their successors:

2014 FPO OFFICERS & DIRECTORS

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Co-Chair: Frank T. Bell, M&B Asphalt Co. Inc.

Treasurer: James P. Jurgensen II, Valley Asphalt Corp.

Brent C. Gerken, Gerken Paving Inc.

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Rod Russell, Barrett Paving Materials Inc.

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Following the morning's forum and breakfast meeting, activities ramped up with the opening of the indoor and outdoor exhibit areas and the first of the Ohio Asphalt Expo's 14 education sessions. Exhibitors represented more than 30 companies, as they showcased their newest services, technology and equipment (see list on page 16).





Seminars on timely asphalt topics provided helpful information.

The first of three concurrent education sessions was held Tuesday morning and featured five seminars targeted at improving asphalt construction technique. Improving the life expectancy of longitudinal joints is a focus area of the industry. International consultant Jim Scherocman P.E., discussed best practices

for constructing this pavement feature. He notes that attaining long-life joints can be accomplished by following some very basic but effective construction techniques. Similarly, a presentation by Scherocman on "Segregation: Causes & Cures" demystified how to attain consistently uniform textured pavements that last.

Equipment is a large budget item for any contractor, and maintaining these assets is essential. The EXPO Planning Committee called upon two experts from the McLean Company, a long-established paving equipment supplier, to discuss critical aspects of maintenance to attain full utilization. World of Asphalt class instruction was delivered by Scott and Doug McLean.



Richard Schreck, Virginia Asphalt Association

The asphalt paving industry is noted as the largest recycler in the nation. Reason is, recycled asphalt pavement (RAP) constitutes the most recycled material in America. How does the asphalt industry improve on that? "Rethinking Asphalt Recycling" and "Total Recycle Asphalt" is how. Featuring Virginia Asphalt Association's Richard Schreck and Illinois DOT's Abdul Dahhan, attendees learned of innovative ways to launch recycling to greater heights – and pavement economy even higher. Cold Central Plant Recycling

(CCPR) takes mountains of RAP and levels them. In this case, as Schreck discussed, to a 100-percent recycled base pavement. Not to be confused with cold in-place recycling (CIR), Schreck says CCPR is an engineered material. "Total Recycle Asphalt" results from work conducted by the Illinois Department of Transportation. City of Chicago's green initiatives program provided the stimulus to develop a hot mix solution that is composed totally from reclaimed materials. Dahan discussed the mix design principles for such a product and the results of three demonstration projects.

Construction workers are the industry's most valuable asset. As such, training on this topic is always relevant. Two presentations provided practical tools for safety-minded contractors to implement and better secure the safety of their employees. "Home Safe Tonight – Practical Safety Solutions" and "Safety Tools for Supervisors and Managers" featured Independence Construction Materials' Curtis Hall, American Road and Transportation Builders Association (ARTBA) consultant Gary

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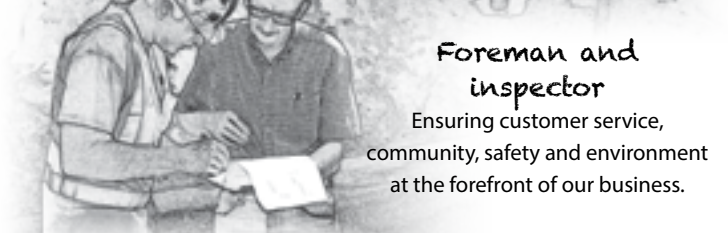
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Fore and International Union of Operating Engineers' (IUOE) Emmett Russell.

Knowledge of construction specifications and industry best practices are not enough in today's contracting environment. Contractors must also be experts in legal and contractual issues to ensure they get paid for their work and to protect their investment in materials and equipment. Presentations on "Legal Issues on Private Work" and "Protecting Lien Rights & Collections," featuring Kegler, Brown, Hill + Ritter's Don Gregory and Frantz Ward LLC's Andy Natale, educated the industry on these issues.

Following Tuesday morning's 90-minute sessions, attendees congregated for the 2014 Ohio Asphalt Expo's Quality Asphalt Paving Awards Luncheon. The nearly 50 awards announced during the luncheon represented not only the highest quality for 2013's asphalt pavement projects, but also the wide spectrum of pavement uses that



ODOT paving awards were presented during the Quality Pavement Awards Luncheon.

Ohioans enjoy daily. Awards were given for ODOT pavements, local roads and streets, commercial parking facilities, multi-use paths and airport pavements (see page 20 for information on each of the Quality Award winners).

Following the awards luncheon, the afternoon's concurrent education sessions included five more programs for attendees to choose from:

"Improving Plant Efficiency" and "Understanding Plant Operations Using Warm Mix Asphalt," featuring Meeker Equipment's David Garrett and Astec Inc.'s Greg Fricks provided tips that save money by addressing inefficiencies that sneak into plant operations, or in the case of warm mix asphalt (WMA) unique production procedures that once mastered optimize energy savings..

"Landing the Job by Pitching Asphalt" featured Asphalt Pavement Alliance's Mike Kvach. Attendees gained a

deeper understanding of the attributes of asphalt pavements and how to use those in landing an asphalt paving project. Sales skills were honed as attendees learned elements of good salesmanship.



Mike Kvach, Asphalt Pavement Alliance

A well-trained paving crew knows how to recognize existing pavement defects and to how take the appropriate action to ensure a quality final pavement. "Methodology for Predicting Smoothness Results for the International Roughness Index," featuring Caterpillar Inc.'s Terry Humphrey, educated attendees on how to identify and address project specific challenges in advance to constructing a smooth and uniform pavement.

Protecting our workforce is the most important duty of our industry. "Preventing Runover and Backover Fatalities During Road Construction" and "Preventing Fatalities & Injuries During Night Work," featuring ARTBA's Fore and IUOE's Russell, looked at the most common causes of these types of accidents and provided practical tips and tools to assist in building awareness of this danger to roadway workers.

The first day's scheduled activities concluded with the Chairman's Reception, which allowed attendees further interaction with fellow industry members and time to visit and speak with exhibitors. A staple of the reception, the shrimp boat was filled to almost sinking, and a palette of delectable foods becoming of a celebration was available for all to partake. Scenes of the day's activities graced the screen as attendees viewed, laughed and enjoyed time with each other and making new friends and business acquaintances.

Wednesday's more than seven hours of meetings and sessions began with the morning's Prayer Breakfast. The breakfast meeting provided participants an opportunity to look back on the association's and asphalt industry's 2013 accomplishments as well as celebrate a future link to the industry's chain of quality with the honoring of FPO's 2014-15 Asphalt Pavement Industry Scholarship Awards.

Paul Burgett, the pastor of the Harvest Chapel CCCU in West Jefferson, shared his humor and message to the breakfast attendees. Following a story of a bird saved by cow plop in the dead of winter only to be cleaned off and eaten by a barn cat, Burgett thanked and commended FPO for having him once again speak at the event. "In modern times prayer has been kicked out of so many places. So I can't commend you enough for the courage of hope to keep prayer as a small part of your gathering and coming together," he said. His Lenten message centered on the Latin word for "cross," which is "crux." "Which is interesting to me," Burgett said, "We use the word 'crux' when we talk about the 'crux of the matter,' 'the meat of the matter,' 'the heart of the matter,' 'what this is really truly about.' The crux of the matter is really getting down to what matters in life." Making his third appearance at FPO's Prayer Breakfasts, Pastor Burgett summarized a speech made by the late Steve Jobs, where the co-founder of Apple Inc. asks himself each day "If I only have six months to live, is this what I would be doing? Would I be



Paul Burgett

doing something differently?" "Is this what we want to do?" Pastor Burgett asked. "Life does involve risk sometimes and that's the way God wired us. Some of us run to it and others kind of stray away from it. But the reality is that God is in the midst of here and now and he wants to do great things with us."

Speaking of wanting to do great things with us, the announcing of the 2014-15 FPO Asphalt Pavement Industry Scholarship recipients followed Pastor Burgett's sermonette. Entering

the 19th year of its scholarship program, FPO awarded 19 scholarships for the coming academic year. The crux of the program is to encourage development of asphalt courses and heighten asphalt research at Ohio universities as well as promote the flexible pavement industry to students. Since its inception in 1995, and with the addition of the scholarships for the 2014-15 academic year, FPO has awarded 391 scholarships totaling more than \$500,000. (Scholarship recipients will be featured in the fall issue of *Ohio Asphalt*.)

Following the honoring of the scholarship winners, FPO President/Exec. Director Cliff Ursich announced FPO's individual award recipients. Scott McLean of The McLean Company received this year's Industry Service Award and Robert Bailey, who retired in 2013 from Kokosing Materials Inc., was honored with the William W. "Bill" Baker Award. (See page 40 for more information on this year's individual award recipients.)

Just as the proceedings of the morning's breakfast linked the future of the asphalt industry to ones that have dedicated their careers to improving it, West's following keynote address fittingly talked about the commitment to quality. The NCAT director discussed how it's harder and harder to keep quality in the forefront when standards compliance and the low-bid system are being stressed more and more in this time of deficient transportation funding.

"There is a risk that in the focus to reduce costs that we could give up quality and performance," West said. "We should be careful here that this does not become a race to the bottom." He provided the example of the U.S. automobile industry in the 1970s, when General Motors, Ford and Chrysler concentrated on cutting costs but failed to improve product quality; in the meantime, Japanese automakers were producing cars at lower costs that were more fuel efficient and more reliable. "Their manufacturing processes had been refined," West added. "... The key is to practice continual improvement."

West said the asphalt industry is recognized as one that practices continual improvement. "I would like to commend you all for being productive, proactive in improving quality," he said as he looked over the Ohio Asphalt Expo crowd of contractors, producers, traffic safety professionals, plant operators and public officials. "Ohio is a leader in continually meeting customers' needs and expectations at a price they are willing to pay."

Following the Prayer Breakfast, the 2014 Ohio Asphalt Expo concluded with the final series of concurrent education sessions:

Environmental and regulatory compliance is vital to keeping our industry operating and productive. The "Environmental Update" and "Plant Vessel & Piping Integrity Evaluation," featuring Dine Comply Inc.'s Shara Kay Hayes and Warren Wright, explored some of the latest regulatory

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"Best Practices for the Construction of Porous Asphalt Pavements" and "Segregation: Causes & Cures," featured Behnke Materials Engineering's Signe Reichelt and consulting engineer Jim Scherocman, P.E. These presentations provided the basis for successful porous asphalt and conventional asphalt paving projects alike. Though the ingredients to a successful paving project are many, Reichelt identified the importance of mix design air void content in ensuring long-term pavement permeability. Moving asphalt "in mass" was just one of many takeaways from Scherocman's presentation. Moving material in mass vastly reduces the risks of segregation by limiting the migration of the largest size aggregate.

The polymer modification of asphalt binders has resulted in more durable long-lasting pavements. "Polymer Binder Basics and Recent Innovations," featuring NuStar Asphalt LLC's Ron Corun, provided a comprehensive

overview of the history, engineering properties and future of modified asphalt binders.

Customers won't necessarily buy your product because it has quality, but they certainly won't buy it if it does not. "Mix Optimization for Quality & Consistency," featuring Oldcastle Materials' Shane Buchanan, discussed

the "total picture" concept of mix design for more efficient plant operations and quality asphalt production. ODOT's Eric Biehl and Craig Landefeld provided an "ODOT Update" on the latest specifications and material and pavement research from the Ohio Department of Transportation.



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Exhibitors

The two-day 2014 Ohio Asphalt Expo featured more than 30 exhibits showing their newest services, technology and equipment at the indoor and outdoor exhibit areas:

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2015 Ohio Asphalt Expo: Call for Presentations



An Ohio Asphalt Expo attendee takes an up close look at a new piece of equipment.



The EXPO tradeshow provided opportunities to learn what's the latest in asphalt.



David Garrett, Meeker Equipment, discusses asphalt plant efficiency.

The Ohio Asphalt Expo is the state's premier asphalt pavement event with multiple, concurrent educational sessions and an indoor and outdoor trade show and exhibition. Organized by Flexible Pavements of Ohio (FPO), the Ohio Asphalt Expo provides pavement owners, public works professionals, contractors and pavement designers with information on state-of-the art industry practices and technologies to ensure successful, long-lasting asphalt pavements.

The educational presentations at the Ohio Asphalt Expo are provided by speakers who are highly accomplished in their fields of expertise and are recognized as knowledgeable industry leaders. FPO is currently seeking presentation proposals for the 2015 Ohio Asphalt Expo, which is scheduled for March 3-4, 2015, in Columbus. Presentations may be submitted for one of three thematic tracks: Asphalt Plant Operations, Asphalt Paving Operations & Equipment and Regulatory & Governmental Policy. All presentations should logically fit within one of the Expo themes, be topical in nature and not be direct marketing for a specific company product or service.

Please submit a presentation topic, suggested speaker/presenter and brief description of the presentation by Friday, July 18, 2014, to Andrew Gall, director of Customer Relations, by email at andrew.gall@flexiblepavements.org or by fax at (614) 791-4800.

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MEASURING UP TO QUALITY:

Awards Program Celebrates Top Paving Projects

"Be a yardstick of quality. Some people aren't used to an environment where excellence is expected."

— Steve Jobs

Each year, the Quality Asphalt Pavement Awards Luncheon becomes more and more the pinnacle of quality for Ohio asphalt paving projects. This year was no exception, as

nearly 50 projects from the 2013 construction season were honored at Wednesday's Ohio Asphalt Expo luncheon.

Showcased among the Quality Award-winning projects were asphalt pavements designed for various types of uses, from high-traffic interstates, low-volume rural roadways and mixed-use and pedestrian pathways, to airport runways and commercial parking facilities.

Here is a look at the winning projects:

ODOT PAVEMENTS

**Resurfacing of County Road 424 in Henry County,
ODOT District 2**

Paving Contractor: Gerken Paving Inc.

Receiving a 92 percent smoothness incentive bonus for its work, Gerken Paving resurfaced and performed spot pavement repairs on this two-lane road. Gerken Paving performed a 2-inch pavement planing and resurfaced it with a 1-inch intermediate course and 1 ½-inch surface course. The project featured many curves and variable cross slopes.

*Gerken Paving Inc.'s Mark Krieg and ODOT District 2's
Michael Benton*



Resurfacing of U.S. Route 22/State Route 83 in Muskingum County, ODOT District 5
Paving Contractor: Shelly & Sands Inc.

Negotiating various milling and resurfacing depths and 30 intersections within the Village of New Concord, Shelly & Sands successfully completed one mile of resurfacing of U.S. 22 and seven miles of S.R. 83. U.S. 22, through New Concord, required 3 inches of milling and 3 inches of replacement pavement in two courses. S.R. 83 called for 1½ inches of milling and 2 ¼ inches of replacement paving in two courses.

Shelly & Sands' Jim Hamm and ODOT District 5's Kristi Garber



Resurfacing of S.R. 61 and S.R. 598 from New Haven Twp. to the City of Norwalk in Huron County, ODOT District 3
Paving Contractor: Erie Blacktop Inc.

Erie Blacktop's nearly 16 miles of resurfacing included 14 ½ miles of S.R. 61 and more than a mile of S.R. 598. Smoothness and density bonuses were achieved by Erie Blacktop through its milling of existing pavement and performing spot structural repairs prior to resurfacing.

ODOT District 3's Jim Burchfield and Erie Blacktop's Randy Wikel



Resurfacing of Vigo Road in Ross County, ODOT District 9
Paving Contractor: Shelly & Sands Inc.

Noted for its uniformity and high quality of smoothness, Shelly & Sands resurfaced nearly seven miles of C.R. 207, also known as Vigo Road. The two-lane resurfacing project included placement of a ½-inch level course and 1 ½-inch 448 Type 1 medium-surface course.

ODOT District 9's Jason Bednarczyk and Shelly & Sands' Marty Spring





**Resurfacing of Interstate 71 from Fifth Avenue to north of Morse Road in Franklin County, ODOT District 6
Paving Contractor: The Shelly Co.**

Along with its pavement and structure repairs of seven miles of four-lane interstate, The Shelly Co. had to coordinate the interstate's daily traffic control with the ongoing Columbus Crossroads Project located just south of the resurfacing project. Shelly removed 2¼ inches of asphalt and replaced it with 1¾ inches of asphalt overlay and 1½ inches of surface course.

The Shelly Co.'s Jim Pritchard and Adam Foshee and (center) ODOT District 6's Thomas Lau

**Resurfacing of U.S. 20 from the City of Woodville to the City of Fremont in Sandusky County, ODOT District 2
Paving Contractor: Kokosing Construction Co.**

Despite the project's pavement build-up and reconstruction challenges, Kokosing Construction received density and maximum smoothness bonuses. The four-lane resurfacing – which was performed under maintained traffic with a single-lane closure – consisted of multiple pavement build-ups with concrete joint repairs and 8¾-inch pavement reconstruction that entailed the break and seat of the existing concrete-base pavement.

ODOT District 2's Phil Senn and Kokosing Construction's Steve Kinney



**Resurfacing of S.R. 511 from S.R. 39 to U.S. 42 in Ashland County, ODOT District 3
Paving Contractor: Shelly & Sands Inc.**

Noted for its excellent ride quality, joint construction and smoothness on the project, Shelly & Sands used a two-course overlay on S.R. 511 with no milling, and placement of 9.5-millimeter intermediate and surface courses. Shelly & Sands also provided a 12-inch shoulder buildup of 301 at two curve locations.

Shelly & Sands' Jason Chrastina and Joe Chrastina and ODOT District 3's Jim Burchfield





Resurfacing of U.S. 62 from Tippet Road to Shipley Road in Licking County, ODOT District 5
Paving Contractor: Kokosing Construction Co.

Working in a high-traffic area that numbers more than 18,000 daily vehicles, Kokosing Construction addressed existing roadway deficiencies and significantly restored more than 10½ miles of U.S. 20. Kokosing accomplished this by performing pavement repairs, intermediate mill and fill and placement of a 1¼-inch overlay.

ODOT District 5's Randy Bourst and Kokosing Construction's Kenny Saunders and Don Morrison

Resurfacing of S.R. 250 from Tuscarawas County to Township Road 235 in Harrison County, ODOT District 11
Paving Contractor: Shelly & Sands Inc.

This two-lane resurfacing of 7½ miles of S.R. 250 included 1½ inches of planing, full- and partial-depth pavement repairs and a 3-inch asphalt resurfacing. Shelly & Sands' work was noted for excellent smoothness.

Shelly & Sands' Shane Novaria and ODOT's Cathy Reighard



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Resurfacing of S.R. 48 from the City of Dayton to River Park Street in Montgomery County, ODOT District 7

Paving Contractor: Barrett Paving Materials

In the resurfacing of two sections of S.R. 48, Barrett Paving performed night paving operations in order to deal with the area's high-traffic volumes. Night paving, however, complicated Barrett Paving's efforts in resurfacing around multiple concrete bus pads. Barrett Paving overcame the challenges to provide an excellent example of urban paving.

Barrett Paving's Dave Scruggs and ODOT District 7's Jackie Nicol

Resurfacing of S.R. 317 from Williams Road to Salzgeber/Pontius Road in Franklin County, ODOT District 6

Paving Contractor: Kokosing Construction Co.

Kokosing Construction provided much-needed work on S.R. 317, which serves as a major corridor for more than 22,000 vehicles accessing Rickenbacker Airport. Along with the widening at the Salzgeber/Pontius Road intersection, Kokosing Construction provided 4-inch and 9-inch pavement repairs and a 1½-inch overlay of more than 3½ miles of S.R. 317. Kokosing Construction significantly improved rideability in a single-lift overlay surface treatment.

ODOT District 6's Mark Brumenschenkel and Kokosing Construction's Michael White





**Resurfacing of S.R. 220 from the Village of Waverly to Shuster Road in Pike County, ODOT District 9
Paving Contractor: Shelly & Sands Inc.**

Dealing with differing pavement specifications in and outside the corporate limits, Shelly & Sands provided a high quality of pavement smoothness for the City of Waverly. In the milling and resurfacing of nearly 6½ miles of S.R. 220, Shelly & Sands – along with providing new curb ramps – removed and replaced 1½ inches of 448 Type 1 medium mix inside the city limits and placed a ½-inch leveling course in addition to the surface mix outside the city limits.

ODOT District 9's Victor Picciano and Shelly & Sands' Marty Spring

**Resurfacing of U.S. 127 from the City of Celina to S.R. 219 in Mercer County, ODOT District 7
Paving Contractor: The Shelly Co.**

Noted for providing very smooth pavement with excellent joint construction with limited lane closures, The Shelly Co. milled existing pavement on S.R. 127, performed joint repairs and resurfaced with a ½-inch leveling course and 1½-inch surface course.

ODOT's Dennis Leugers and Shelly Co.'s Terry Mublenkamp and Bob Risner



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Resurfacing of Interstate 74 in Hamilton County, ODOT District 8

Paving Contractor: The John R. Jurgensen Co.

A 2013 NAPA Quality in Construction Award-winning project, The John R. Jurgensen Co. restored rideability and smoothness on the west side of Cincinnati by performing pavement repairs to existing asphalt pavement and placing a two-course overlay. The mill-and-overlay, pavement preservation of the I-275 overlap was performed by crews at night and on weekends to minimize disruptions to the area's heavy traffic.

John R. Jurgensen's Sean Davis and Brian Jones



Resurfacing of U.S. 50 in Athens County, ODOT District 10

Paving Contractor: Shelly & Sands Inc.

A preventive maintenance project, Shelly & Sands milled more than nine miles of four-lane highway on U.S. 50 and resurfaced it with a 12.5-millimeter asphalt surface course. The result was a project noted for excellent smoothness and overall completeness.

Shelly & Sands' Chris Fletcher and ODOT District 10's Steve Williams



LOCAL ROAD OR STREET

Reconstruction of Secor Road from Central Avenue to Monroe Street in the City of Toledo, City of Toledo

Paving Contractor: Geddis Paving & Excavating

Secor Road is one of the most heavily traveled roadways in the Toledo area. In total, Geddis Paving & Excavating reconstructed nearly one mile of seven-lane roadway in 10 phases within live traffic-conditions. Geddis Paving's efforts resulted in receiving a density bonus for the surface course of this project.

Geddis Paving & Excavating's Steven M. Oliver



**Resurfacing of Park Street in the City of St. Clairsville,
City of St. Clairsville
Paving Contractor: Shelly & Sands Inc.**

Part of the City of St. Clairsville's 2013 Resurfacing Program, Shelly & Sands utilized a Type 1 medium surface mix on the project, which was noted for its good ride quality and excellent workmanship.

City of St. Clairsville's Dennis Bigler and Shelly & Sands Inc.'s Ed Leonard



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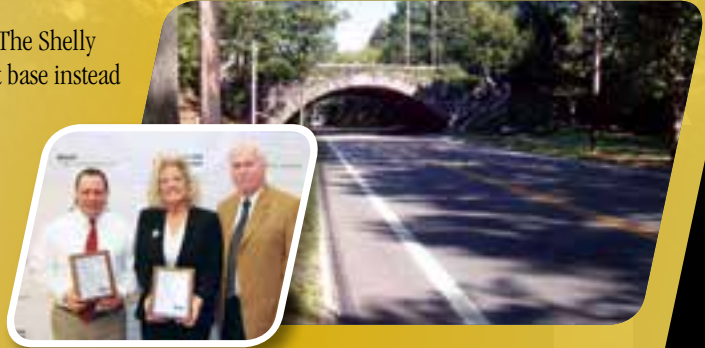
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Rehabilitation of Martin Luther King Jr. Drive from Chester Avenue to North Marginal Road in Cleveland, City of Cleveland

Paving Contractor: The Shelly Co.

A 2013 NAPA Quality in Construction Award-winning project, The Shelly Co. provided a value engineering proposal to utilize an asphalt base instead of a cement stabilization. The result was a better structural outcome and a better curb appeal. The Shelly Co. rehabilitated Cleveland's Martin Luther King Drive by milling 6 inches of the original pavement and placing a 3-inch asphalt base and 1½-inch intermediate and surface courses. This procedure also met the City of Cleveland's desire for a "Green Project," as The Shelly Co. incorporated both RAP and Warm Mix Asphalt on this award-winning project.



The Shelly Co.'s Roman Kinaitis and Ken Juhasz and (center) City of Cleveland's Traci Hartnett Mercado

Resurfacing of Water Street and Walnut Street in the City of Troy, City of Troy

Paving Contractor: John R. Jurgensen Co.

As part of the City of Troy's 2013 Street Resurfacing Program, John R. Jurgensen Co. placed 6,000 tons of 448 Type 1 mix. The result was a project noted for its "good, tight-knit joints" and "a very good example of a municipal street resurfacing project."



City of Troy's Deborah Swan and John R. Jurgensen Co.'s Pete Flora

Resurfacing of Wyandotte Avenue from Madison Avenue to Franklin Boulevard in the City of Lakewood, City of Lakewood

Paving Contractor: The Shelly Co.

Recognized as a 2013 NAPA Quality in Construction Award winner, The Shelly Co. provided mill-and-overlay work of more than 20 streets and locations as part of the City of Lakewood's 2013 Resurfacing Program. The project required The Shelly Co. to perform a 3-inch milling of existing pavement, make casting adjustments, full-depth base repairs and curb repairs as well as construct new curb ramps to meet guidelines of the Americans with Disabilities Act.



The Shelly Co.'s Scott A Hardesty and Scott Clark and (center) City of Lakewood's Robert Erickson

Construction of Clark Drive/Brookhill Lane in the City of Circleville, City of Circleville
Paving Contractor: Westfall Aggregates & Materials

Noted for its overall completeness and appearance, Westfall Aggregates & Materials successfully extended Clark Drive and constructed Pickaway County's first roundabout. The project is providing improved safety, traffic flow and access to the City of Circleville's middle school and high school campuses.

City of Circleville's John Ankrom (right) and Westfall Aggregate & Materials' Susan Ehmann and Cordell Steward



Stringtown Road Reconstruction Project – Phase 2, Grove City
Paving Contractor: Shelly & Sands Inc.

Along with the reconstruction of a portion of Stringtown Road, Shelly & Sands also constructed a 6-foot-wide asphalt bike path that provided complexities that included brick-crosswalk transitions and limited physical access. Shelly & Sands successfully completed the project by utilizing 9 inches of 302 in two lifts, as well as a 2-inch intermediate course and 1¼-inch 448 1H surface mix.

Shelly & Sands' Ed Rouan and Dana Mills



Reconstruction of Wilmington Pike from Ansel Drive to Smithville Road in the City of Kettering, City of Kettering
Paving Contractor: Barrett Paving Materials

In addition to placing 7,454 tons of asphalt in the reconstruction and pavement of Wilmington Pike, Barrett Paving Materials also provided new curb, sidewalks, storm sewers, street lighting and traffic signals. Barrett Paving Materials overcame project challenges ranging from working in business and elementary school areas with difficult maintenance of traffic operations and multiple curb cuts.

City of Kettering's Chad Ingle and Jim Augustus and (center) Barrett Paving Materials' Dave Scruggs



**Paving of North Falling Waters Boulevard in Ottawa County,
Davenport Real Estate Development
Paving Contractor: Erie Blacktop Inc.**

Noted for providing superior longitudinal joint construction, great smoothness and overall completeness, Erie Blacktop performed pavement repair and resurfacing of a private roadway and parking area. The project called for partial pavement repairs, resurfacing with a 2 ½-inch leveling course and placement of a surface course at variable thicknesses.

Erie Blacktop's Mario Barone



**Resurfacing of Dresden Street from Weber Road to
Oakland Park Avenue in the City of Columbus
Paving Contractor: Kokosing Construction Co.**

Part of a 43-street resurfacing program for the City of Columbus, the project called for milling along Dresden Street and resurfacing with a 1½-inch overlay, as well as curb, gutter and sidewalk replacements and construction of ADA ramps. Adding to the project's complexity for Kokosing Construction, which it overcame with advanced preparation, were traffic-calming devices located every 300 feet and two roundabouts.

*City of Columbus' Richie Dimmerling and Kokosing
Construction Co.'s Jason Pike*



**Rehabilitation of Broad Street from the City of Whitehall to the Licking County
line in the City of Columbus, City of Columbus
Paving Contractor: The Shelly Co.**

A 2013 NAPA Quality in Construction Award winner, the rehabilitation of more than 5 miles of East Broad Street featured work in a high-traffic commercial corridor. Cognizant of the many businesses and large hospital in the area, The Shelly Co. completed paving operations at night to minimize disruptions. The project's complexity also included varying roadway widths of four to eight lanes and shoulders.

The Shelly Co.'s Jim Pritchard and John Shonk



**Smoothsealing of Oak Leaf Drive and Ernroe Drive
in the City of Dayton, City of Dayton
Paving Contractor: John R. Jurgensen Co.**

Part of the City of Dayton's 2013 Smoothseal Resurfacing Program, the project consisted of the milling of $\frac{3}{4}$ inches of pavement and resurfacing with ODOT Item 424B Fine-Graded Polymer Asphalt (aka: Smoothseal). John R. Jurgensen Co. successfully completed the project despite challenges such as maintaining residential traffic and working around a large number of driveways.

*City of Dayton's Dave Weinandy and John R. Jurgensen Co.'s
Pete Flora*



**Resurfacing of C.R. 132 in Sandusky County,
Sandusky County Engineer
Paving Contractor: M&B Asphalt Company Inc.**

The result of this project's "great ride quality" and "smoothness" fits nicely with C.R. 132's setting along the scenic Sandusky River. M&B Asphalt's added work of milling and overlaying 20 percent of the project with a leveling and surface course was made more complex because the project site included approach work to a historic bridge and numerous driveways.

*Sandusky County Engineer's Carlos Baez and Jim Moyer
and M&B Asphalt Co.'s Ken Crabill and Steve Bell*



**Widening of C.R. 8 in Gallia County, Gallia County Engineer
Paving Contractor: The Shelly Co.**

A partnering effort between the Gallia County Engineer's Office and The Shelly Co. resulted in a roadway that is a heavily traveled school bus route made safer. The Gallia County Engineer widened the shoulders along C.R. 8 and placed aggregate base material prior to The Shelly Co. using a $1\frac{1}{4}$ -inch overlay of intermediate base pavement and a $1\frac{1}{4}$ -inch surface course.

*Gallia County Engineer's Trevor Small and Jeff Barnes and
The Shelly Co.'s Jennifer Brown and Brett Boothe*



Resurfacing of Arlington Road from Mt. Pleasant Street N.W. to E. Nimisila Road in the City of Green, City of Green Paving Contractor Northstar Asphalt Inc.

Despite the challenge of performing the two-lane resurfacing under live-traffic conditions, Northstar Asphalt's work on Arlington Road was noted for its "good ride quality," "highly uniform appearance," and "excellent longitudinal joint construction." Northstar Asphalt's work included resurfacing as well as sidewalk construction, lighting under the I-77 bridge and drainage and guardrail repairs.

Northstar Asphalt's David Parcher and Mike Dimmerling and City of Green's Nick Molnar



Construction of Pickaway Progress Parkway in the City of Circleville, Pickaway County Commissioners Paving Contractor: Westfall Aggregate & Materials

Westfall Aggregate & Materials provided new construction of a roadway for future industrial and economic development by using an 8-inch 301 base course, a 1¾-inch intermediate course and 1¼-inch surface course. Funded through Tax Increment Financing, this project was a joint economic development effort by the Pickaway County Commissioners and the City of Circleville.

Westfall Aggregate & Materials' Kevin Steward and Aubrey Purcell, and Pickaway County Engineers' Steve Smith and City of Circleville's John Ankrom



Resurfacing of East Spring Valley Road in the City of Centerville, City of Centerville Paving Contractor: John R. Jurgensen Co.

Although the project was made more complex due to East Spring Valley Road being a heavily traveled commercial corridor and that the pavement width on the half-mile project ranged from 40 feet to 60 feet, John R. Jurgensen Co. turned in a Quality Award project. John R. Jurgensen Co.'s work consisted of 1¾-inch pavement planing, isolated pavement repairs, installation of curb, gutter, sidewalk and curb ramps and resurfacing with a 1¾-inch layer of asphalt.

City of Centerville's Doug Spittler and John R. Jurgensen Co.'s Hutch Rogge



Resurfacing of Trimble Road in the City of Mansfield, City of Mansfield

Paving Contractor: Kokosing Construction Co.

Thanks to Kokosing Construction Co.'s efforts, the City of Mansfield's 2013 Street Resurfacing Program resulted in a project noted to be aesthetically pleasing with good overall construction. Kokosing Construction's work consisted of milling 2¼ inches and resurfacing with a 1-inch leveling course and a 1¼-inch surface course that featured a fine-graded texture.

*Kokosing Construction Co.'s Todd Lyman and Les Craft and (center)
City of Mansfield's Dennis Armstrong*



COMMERCIAL PARKING FACILITY

Construction of parking lot at Costco Wholesale in the City of Columbus, Costco Wholesale Corp.

Paving Contractor: Decker Construction Co.

In this new construction of a parking facility, Decker Construction used more than 13,000 tons of asphalt. Decker Construction successfully completed the fast-paced project that included multiple mobilizations and tight deadlines. The Costco Wholesale parking facility specified both a heavy-duty design, which called for 6 ½ inches of 448 Type 1 asphalt on 6 inches of 304 aggregate base, and a light-duty design, which required 3 ½ inches of asphalt over a 6-inch aggregate base.

Decker Construction Co.'s Ryan Smith and Carl Scheiderer



Reconstruction of the Stroh Center Parking Lot at Bowling Green State University, Bowling Green State University

Paving Contractor: The Shelly Co.

The Shelly Co.'s reconstruction of this 577-vehicle parking lot was noted for its "excellent complete finish and uniformity." The project included full-depth reclamation of the Stroh Center lot, which included an 8-inch stabilized base and a 1½-inch intermediate and 1½-inch surface course resurfacing.

*Bowling Green State University's Mike Schuessler and
The Shelly Co.'s Zach Smith*





**Resurfacing of the City of Columbus' Water Treatment Plant at Dublin Road, City of Columbus
Paving Contractor: Kokosing Construction Co.**

Kokosing Construction Co. constructed the 9,000-square yard, full-depth parking lot that included sidewalks, ADA ramps, three bioswales and nine curb islands. The parking facility was constructed with 6 inches of 301 base, a 1½-inch 448 intermediate course and a 1½-inch 448 surface course.

Kokosing Construction Co.'s Scott Harris

**Construction of Gordon Lumber parking lot in Port Clinton,
Gordon Lumber
Paving Contractor: Erie Blacktop Inc.**

On the project, which was noted for its "superior joint construction" and being a nice match to existing structures, Erie Blacktop excavated 5 inches of stone, graded existing stone and improved surface drainage prior to paving the parking facility with 3½ inches of 301 base and a 1½-inch surface course. Erie Blacktop also paved a trench with 2 inches of Type 1 asphalt mix.

Erie Blacktop's Justin Walters



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**Construction of a Speedway parking lot in
Old Washington, Speedway LLC
Paving Contractor: Shelly & Sands Inc.**

Located at S.R. 285 at the I-70 interchange, this Speedway fueling station and truck stop parking facility was completed in seven days despite Shelly & Sands having to maintain traffic for the facility's other contractors during paving. Shelly & Sands constructed the parking lot with 6 inches of 304 base material, 4 inches of 448 Type 2 intermediate and 2 inches of a 12½-millimeter surface course.

Shelly & Sands Inc.'s Shane Novaria

SPECIAL USE PAVEMENT

**Construction of the Mad River Bikeway in Montgomery
County, Five River MetroParks
Paving Contractor: Barrett Paving Materials**

Barrett Paving Materials' construction of the Mad River Bikeway extension now allows cyclists from Fairborn, Wright-Patterson Air Force Base, Wright State University and other areas to ride into Downtown Dayton and connect with the Great Miami River Trail. Barrett Paving successfully paved the bikeway's sharp, serpentine curves and performed paving operations in tight conditions under bridges and low-overhead cables.



Barrett Paving Materials' Dave Scruggs

Pedestrian Safety Improvement Project: Raised Intersections, City of Columbus
Paving Contractor: Decker Construction Co.

Decker Construction Co. constructed seven raised intersections on the west side of the City of Columbus to slow traffic in residential areas. These raised intersections featured a 3-inch rise with a 6-foot inclined ramp leading to a “table top” at the center of the intersection. Decker Construction provided an aesthetic StreetPrint pavement texturing on the table top of each of the improved intersections.

Decker Construction Co.'s Ryan Smith and Carl Scheiderer



Bellevue H.S. Athletic Field Renovation Project, Bellevue City School District
Paving Contractor: Erie Blacktop Inc.

Part of the turf installation and renovation of the Bellevue H.S. athletic field, Erie Blacktop paved the D-shaped ends adjacent the athletic field's playing surface. Work space, where Erie Blacktop used 300 tons of 301 and 200 tons of 448 Type 1 asphalt, was constrained due to the areas' abnormal shapes and obstacles such as goal posts and scoreboards.

Erie Blacktop Inc.'s Randy Wikel



Construction of the Heart of Ohio Trail, Phase 4 in Knox County, Knox County Commissioners
Paving Contractor: Kokosing Construction Co.

Constructing phase 4 of a project that garnered the company a 2011 Quality Paving Award, Kokosing Construction Co. excavated base material of a former railroad bed, graded existing ballast, installed an aggregate base and placed 3 inches of asphalt pavement in converting 2.6 miles of former rail into a multi-use recreational trail.

Kokosing Construction Co.'s Pete Franks and John Bryant



AIRPORT PAVEMENT

**Resurfacing of Runway 23-R at Wright-Patterson Air Force Base,
U.S. Army Corps of Engineers
Paving Contractor: The John R. Jurgensen Co.**

A 2013 NAPA Quality in Construction Award winner, The John R. Jurgensen Co. took several measures in its resurfacing of the 10,000-foot-long, 300-foot-wide runway to make this an award-winning project. John R. Jurgensen Co. milled the existing runway using global positioning equipment for improved accuracy; divided the paving into 16 lanes to ensure an offset of longitudinal joints; and to further ensure smoothness, performed several full-depth asphalt repairs and paved with an MTV to eliminate the need for stopping the paver.



U.S. Army Corps of Engineering's Brian Trainer and The John Jurgensen Co.'s Arnold Randolph

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**Runway 10R/28L Replacement Project at Port Columbus International Airport, Columbus Regional Airport Authority
Paving Contractor: Shelly & Sands Inc.**

The first full-depth runway replacement project at a large commercial service airport in more than 10 years was handled through the partnership of Shelly & Sands Inc. and The Shelly Co. The collective result was a 2013 NAPA Quality in Construction Award. In the project that featured more than 400,000 tons of asphalt, Shelly & Sands Inc. served as the prime contractor – placing all the base courses and producing the asphalt – and The Shelly Co. served as key partner and paved the surface courses. Constructed in conformance to Federal Aviation Administration specifications, the companies stressed coordination and communication in order to adhere to the project's strict schedule. Two pavers in an echelon formation to provide overall pavement smoothness and improved longitudinal joints worked at night whenever possible to reduce disruptions. Shelly & Sands' and The Shelly Co.'s efforts resulted in a pavement noted for smoothness and a 98 percent average density.

CH2M Hill's Kevin Conti, Roy D. McQueen & Assoc.'s Chris Decker, Columbus Regional Airport Authority's Tim Mentel, The Shelly Co.'s Adam Fosbee and (far right) Jim Pritchard and Shelly & Sands Inc.'s Ed Rouan, Jason Chrastina and Neil Prouty



**Rehabilitation of Taxiways D, E & K and General Aviation Apron – Phase 2, Akron-Canton Regional Airport
Paving Contractor: Northstar Asphalt Inc.**

Northstar Asphalt Inc. performed removal and replacement of the airport's de-icing pad, milled 3 inches of the taxiway and general aviation apron and placed 2-inch intermediate and 2-inch surface courses of P401 Federal Aviation Administration-specification asphalt. In all, Northstar Asphalt placed 19,669 tons of asphalt on the Akron-Canton Regional Airport project that was noted for its "very good" longitudinal joint construction.

A Northstar Asphalt Inc.'s Walt Neff and Akron-Canton Regional Airport's Kevin Ripple



**Rehabilitation of Runway 7/25 at Toledo Express Airport,
Toledo-Lucas County Port Authority
Paving Contractor: The Shelly Co.**

A 2013 NAPA Quality in Construction Award-winning project, The Shelly Co. performed milling and overlay of Runway 7/25, surface grooving, installation of pavement markings, underground cables and guidance signs. The project was completed in three phases, as The Shelly Co. crews worked 12-hour shifts and milled and paved in echelon formation to complete the project on time and with a high degree of quality to meet Toledo-Lucas County Port Authority requirements.

RSEH's Aaron Aljets and The Shelly Co.'s Byron Clymer



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INDIVIDUAL AWARDS

Presented Wednesday during the Ohio Asphalt Expo's Prayer Breakfast, the 2014 individual awards were announced by FPO President/Executive Director Cliff Ursich. Ursich, who has led the association since 2007, awarded both the Industry Service and William W. "Bill" Baker awards.



INDUSTRY SERVICE AWARD

Inscribed on the Industry Service Award are three words that provide a word association of sorts with this year's recipient Scott McLean. You think of "duty," "service" and "involvement" and you think of The McLean Company's vice president of Sales.

Ursich said the reason behind the Industry Service Award, which was established in 2005, was a way to honor individuals who have made "substantial contributions to the association through involvement in its committees." He referred to members participating on FPO committees as "very dedicated folks that give selflessly of their knowledge to ensure the industry's success."

Scott not only represents the third generation of his family to help lead The McLean Co., but also provides an example for other FPO members. Scott has and still serves on both the association's Annual Meeting-Ohio

Asphalt Expo and the Education & Scholarship committees. His service on the Annual Meeting-Ohio Asphalt Expo began in 1995 when he filled the position formerly held by his father, Fred McLean. Ursich complimented Scott's work on helping change the format of FPO's annual meeting and making it one of the premier asphalt education events in the state. Scott not only serves on the Ohio Asphalt Expo Planning Committee but also serves regularly as a session instructor. Scott has also served on the Education & Scholarship Committee for the past 14 years, as The McLean Company is also listed among financial supporters of the Ohio Asphalt Pavement Industry Scholarship Fund.

Also mentioning this year's award honoree as "always the contributor," Ursich acknowledged Scott McLean's editorial contribution in *Ohio Asphalt* magazine. "'Duty,' 'service' and 'involvement,' those three words are engraved in the emblem of the Industry's Service Award," Ursich added. "It's fitting that we honor Scott McLean with this award. For these words are scribed on his heart as exemplified by his duty, service and involvement in the success of the association's mission."



WILLIAM W. "BILL" BAKER AWARD

In announcing FPO's most-esteemed award and this year's recipient of the William W. "Bill" Baker Award, Ursich said the honor's namesake, who directed the association from 1976-1991, typified "high quality" and "innovation." These similar qualities are also seen in 2014 Baker Award recipient Robert Bailey.

Describing Bailey as "passionate" about his work, Ursich referenced the *Noah Webster Dictionary*: "'capable of expressing intense feeling.' Can you see Bob doing that?" Ursich asked rhetorically. "Bob is a person that has been very passionate about the asphalt industry's success ..."

Bailey, who served as the 2012 FPO chairman, retired in 2013 as president of Kokosing Materials Inc. (KMI) — ending a more than 45-year career in the asphalt paving industry. In accepting the award, Bailey mentioned each of the family owned businesses he worked with during his career: Williams Asphalt Paving Co. from 1970-75; Northern Ohio Paving Co. from 1975 to 2000; and KMI from 2000-2013. He said it was the mentoring from each of those company leaders that not only increased his knowledge of the industry but also his involvement in FPO.

"Bob has been involved in contributing to virtually every major initiative that the industry has undertaken," Ursich said. He made special mention of Bailey's role in expounding the virtues of recycled asphalt pavement (RAP). "Bob was in the forefront of advocating for RAP technology. His company was among the first using it and he would speak at asphalt conferences around the country sharing his knowledge." Ursich also called Bailey a "visionary" on Specification Item 848, Smoothseal, 404 low-volume traffic asphalt and recycling.

Bailey's industry knowledge made him "the go-to guy," according to Ursich, as he served 28 years on FPO's Technical Committee — chairing its Administrative Affairs Subcommittee, as well as being a long-time member of both the Marketing & Promotion and Environmental committees. An FPO Industry Service Award recipient in 2007, Bailey also served on the FPO Board of Directors from 2011-2013.

In accepting the honor, Bailey made special mention of his wife of 44 years, Joan. "She put up with the long hours and the nights away from home that were part of the job. And probably the biggest thing is that many times my wife had more faith in my ability than I had in myself ... I'm receiving this award today, but quite candidly there would be no 'me' if there wasn't 'us.'"

Along with thanking his competitors for pushing him to become better at what he did, Bailey also mentioned special memories and thoughts about long-time friend Bill Baker. "It has always been my goal to receive this award," Bailey said. "Not because it's an individual award, but because it's in memory of Bill Baker; it means a lot to me and I sincerely appreciate it. Billy, mission accomplished."



BENEFITS OF AUTOMATING QC REPORTING: A Case Study of Valley Asphalt Corp.

*By Dr. Arudi (Raj) Rajagopal, INFRAME Inc.,
and Dan Crago & Mike Leicht of Valley Asphalt Corp.*



Imagine this scenario: As an asphalt paving contractor you have several asphalt plants around the state. It's the height of paving season and asphalt production is in full swing at all your plants. You are comfortably sitting in your office and able to view in real time on your desktop the quality of the asphalt mixes being produced at the plants. At one of the plants, an issue arises – the liquid asphalt is out of specification. You know that your quality control (QC) technician at the plant, plant supervisor and other QC staff at your main lab are simultaneously monitoring this test result remotely and working together to resolve the issue without anyone having to physically visit the plant. Having previously automated your company QC reporting ensures that as soon as test data is entered computations are automatically performed and viewable to the necessary persons. Also, electronic copies of all reports from each plant are ready for viewing and transmittable to concerned transportation agencies.

This is not a fairy tale. For the last three years, Valley Asphalt Corporation in Cincinnati and its subsidiaries have been monitoring the quality of their asphalt mixes through automation. Test data is viewed in real time on a computer screen, smartphone or a tablet allowing Valley Asphalt to address quality control deficiencies and instantaneously transmit professional reports. For Valley Asphalt, the company's Field Operations Supervisor's desk serves as the hub or command control. From this location the person in charge can simultaneously monitor the mix quality at all the plants, troubleshoot, communicate with plant and field personnel and ensure that everything is under control and functioning as desired.

Controlling the quality of asphalt mixes is an essential part of an asphalt paving operation. QC is a process that ensures products and services are designed and produced to meet or exceed customer expectations. In a production facility, quality control is intended to identify defects and allow opportunity for the operator to address the deficiencies before product quality is compromised. A quality-control approach can be highly effective at preventing defective products from reaching the customer. QC is about being proactive, self-checking and validation by the operator rather than the supervising agency. Specific advantages of QC include better products and services, ultimately establishing a good reputation for the company.

In the case of asphalt mixtures, QC pertains to monitoring asphalt mixture production and delivery of mixes that closely conform to a specific mix formulation. The mix design parameters primarily include gradation of the combined coarse and fine aggregates, percent of liquid asphalt, percent air voids, voids in mineral aggregate, specific gravities of aggregates and asphalt mixture and Marshall Stability and Flow. For Valley Asphalt Corp. the 'quality' journey of asphalt mixtures begins at the QC laboratory, which collects the materials to be used for a specific job, conducts mix design and generates a job-mix formula (JMF). Upon approval of the JMF, Plant Operations is notified and the plant supervisor assigned for the job coordinates with the QC staff to begin asphalt production. The plant supervisor is expected to ensure that the mix produced and transported to the jobsite conforms to the JMF. During the production of the mixture, an Ohio Department of Transportation (ODOT)-certified QC technician obtains representative asphalt mixture samples at the plant from haul vehicles. The QC technician initiates testing of the mixture composition and volumetric properties. The specific QC tests and the frequency of tests performed will depend on the type of mixture produced as outlined in the specifications of the purchasing entity.

AUTOMATED QC REPORTING COMES OF AGE

Documentation of test results is both a necessary and critical aspect of QC. Through the years, asphalt contractors supplying asphalt mixtures on ODOT contracts completed various forms (TE125, TE199, TE221, TE448) and AC gauge reports manually. The forms provided the means of communication by which the owner (ODOT) evaluated the composition and acceptability of the asphalt mixtures being produced. In addition to this documentation, QC technicians monitored trends in the asphalt production using control charts. All this work was done manually. As computing technology became more available, so did automation of quality control. Many company QC staffs developed Excel spreadsheets with macros which simplified the workflow to some extent.

In 2011, Valley Asphalt Corp. took plant automation to a new level, implementing comprehensive QC software developed by INFRAME Inc. that was customized and server based. Valley Asphalt uses a relational database program, developed using MS Visual Studio 2005 for the frontend and MS SQL server for the database development and operation.

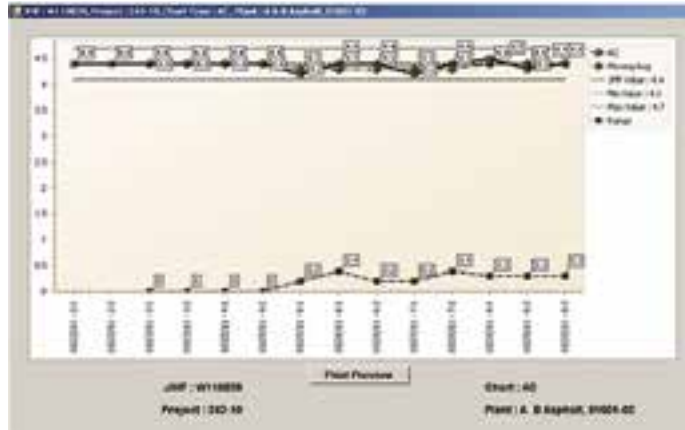
The software has a modular structure and offers flexibility to changes and additions. At the heart of the software is a "Control Sheet" into which the technician records the test data as it becomes available. As test data is entered, the software checks for errors and omissions and prompts the user to verify the data entered. Trained personnel provide the verification. Calculations are instantaneously made in the background and key information is displayed on the screen. The software populates all the forms and generates test reports. Control charts are simultaneously generated and updated.

The software underpinning Valley Asphalt's QC system was customized by inputting data such as aggregate sources, plant locations, asphalt binder sources, mixture formulations, technician names and other information important to company QC and plant operations. Menus are provided for project creation, data entry, data display and retrieval of reports. The software is deployed on the company's server and made available to the technicians through the secure Intranet. When a change or update is made to the program or database it is applied across the board. The software is designed to automate QC computations and reporting for any asphalt mixture specification – including all ODOT specifications.

THE BENEFITS OF AUTOMATING QC REPORTING

The benefits of automation are realized by both the contracting entity and the contractor. High-quality

and durable asphalt pavements are best assured when QC is functioning in such manner as to provide test results that are correct, prompt and pertinent to the quality issue being encountered. Real-time data made possible by automation accomplishes this and can help a contractor avoid costly penalties resulting from exceeding specification requirements. For Valley Asphalt Corp., automation has resulted in a higher level of communication and efficiency. When quality is compromised or running close to specification limits, QC automation facilitates communication between the QC field operations supervisors, the plant QC technician and others to resolve the issue at the appropriate level.



Better documentation and data control have resulted in considerably less time spent by the employees getting access to critical information.

Automation saves time. Valley Asphalt's experience indicates QC technicians spend significantly less time creating and filling out paperwork. The company has been able to save 15 percent of technicians' time by reducing the burden of manually calculating test

results and charting production history. This has allowed more time to monitor mixture production and ensure the quality of Valley Asphalt's mixes. Added time savings is banked through the elimination of staff time spent checking and correcting plant reports. Costs are further reduced by the efficiency of testing and reporting in real time. This minimizes the chance of placing out-of-spec material on a project. Replacing rejected asphalt pavement is an expensive proposition for an asphalt contractor since he has incurred the full cost of producing, transporting and placing that material.

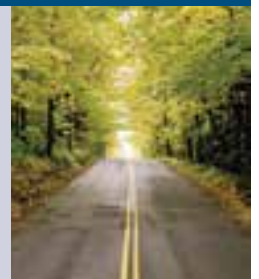
Jim Jurgensen II, chief executive officer of Valley Asphalt Corp., says the software took a complicated process and manual calculations and condensed it to a few inputs ... it works.

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The Ohio Transportation Engineering Conference (OTEC) is a two-day event attended by more than 3,000 transportation professionals from throughout the nation. OTEC is co-sponsored by the Ohio Department of Transportation and The Ohio State University.

FPO is organizing an Asphalt Technology session on Tuesday, October 28. Visit the OTEC website at www.otec.org for up-to-date conference information as well as archived material from previous conferences.

International Conference on Perpetual Pavement 2014 Oct. 30-31, 2014

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The International Conference on Perpetual Pavement has been scheduled for October 30-31 at the Columbus/Polaris Hilton in Columbus. The previous International Conferences on Perpetual Pavement in 2006 and 2009 brought together more than 250 experts from more than a dozen foreign countries and from at least 33 states, including representatives from 19 state departments of transportation. This conference will review progress in the research and implementation of perpetual pavements, including the design concept, modeling and performance since the previous conference in 2009.

Visit the conference website at www.ohio.edu/icpp/ for additional information regarding this event.



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Visit FPO's website at www.flexiblepavements.org for more information regarding this event.



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The Asphalt Expo is Ohio's premier asphalt pavement event with multiple, concurrent educational sessions and an indoor and outdoor trade show and exhibition. If you construct, inspect, manage or maintain local or private transportation infrastructure, the Ohio Asphalt Expo has the information you need to ensure a successful, long-lasting asphalt pavement.


For more information as it becomes available, visit FPO's website at www.flexiblepavements.org.

OBITUARY




Dr. Carolyn Merry died unexpectedly on June 3, 2014. Merry recently retired from her position as professor and chair of the Department of Civil, Environmental and Geodetic Engineering at The Ohio State University. She previously served as a professor of Civil Engineering at The Ohio State University and began her career as a Research Physical Scientist and Geologist at the U.S. Army Cold Regions Research and Engineering Laboratory. Dr. Merry was active in many professional organizations and served on the planning committee for the Ohio Asphalt Paving Conference and was an enthusiastic supporter of FPO's Asphalt Industry Scholarship Program.

The members and staff of Flexible Pavements of Ohio extend their sympathy to the family and many friends and colleagues of Dr. Carolyn Merry.



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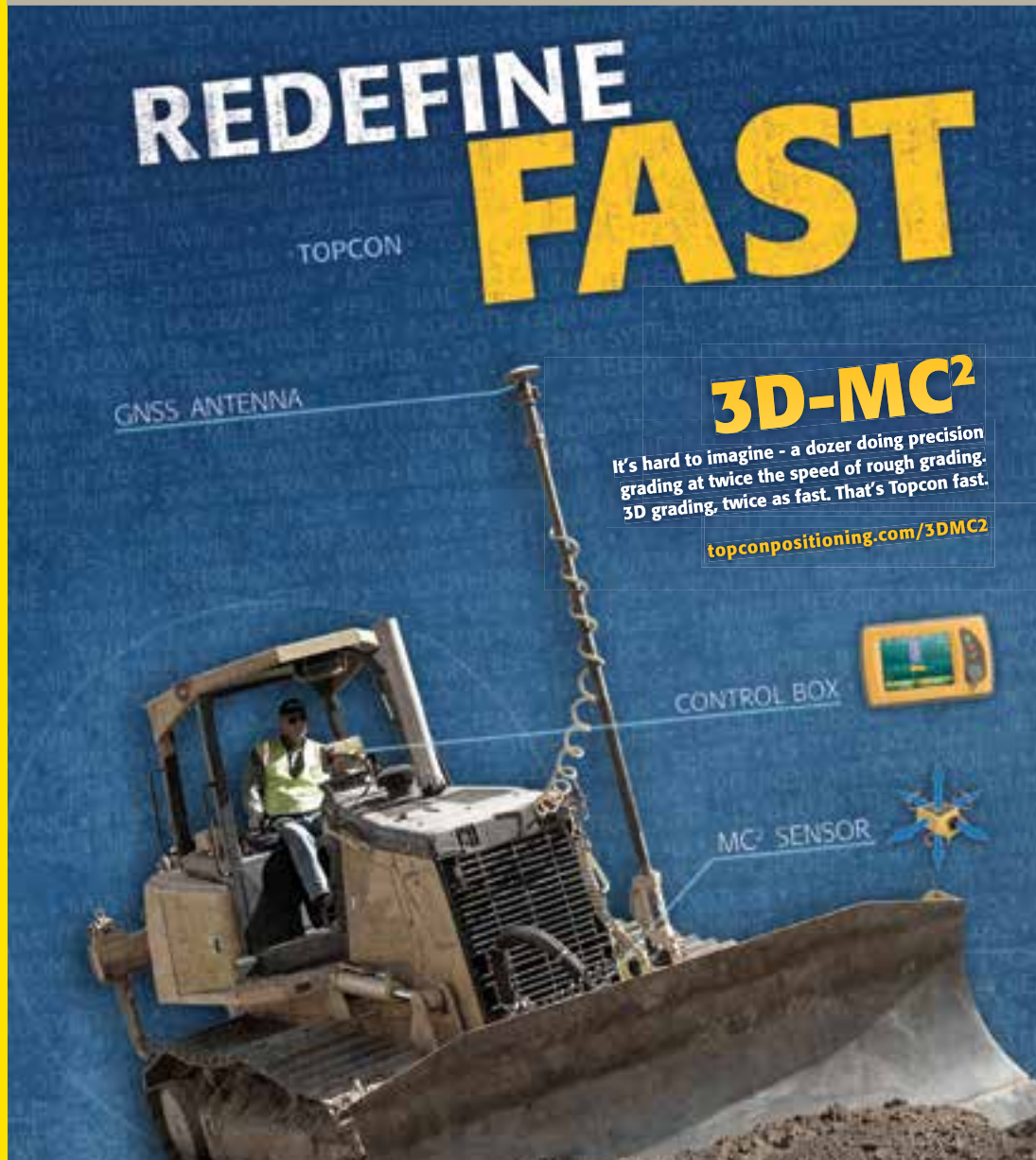
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