A Legacy of Innovation, Continuous Quality Improvement and Bold Initiatives

The Ohio Asphalt Industry

A commitment to deliver high quality journeys characterized by an unswerving commitment to excellence and environmental responsibility. It was that year that ODOT and the paving industry and the Ohio State Asphalt Pavement Associations, Federal Highway Administration, the Asphalt Institute, and academia each have a role in this proud heritage. 1976 birthed what has now become a movement and bold initiatives to construct asphalt pavements that lead to a stronghold market position and set direction for addressing environmental issues.

Asphalt pavements have provided up to 34 years of continuous service without the need for reconstruction. As a driver of the association's activities – promoting smoother pavement construction, performance-based specifications, certified asphalt plants, ensuring high quality asphalt binders and aggregates, and initiatives upon which the industry functions at asphalt mixing facilities. ODOT analysis indicates 3 to 5 year life extension. Recommendation implemented. Source controls placed on recycled asphalt pavement materials to provide assurance of quality aggregate material. To enhance pavement longevity industry proposes the use of polymer modified binders for all surface mixtures. ODOT/industry initiate pavement density provision to improve pavement life – Specification Item 846.

The Ohio Asphalt Pavement Associations members have promoted the development of better driving pavements. In 1988, Georgia Loaded wheel testing device (LWT) introduced to Ohio. Device begins use as mechanism for characterizing performance of SHRP performance graded binders, SUPERPAVE mixture design, and modified asphalt design. Southwest Ohio Test Road constructed to evaluate performance of SHRP performance graded binders, SUPERPAVE mixture design.

Gibboney publishes “Flexible and Rigid Pavement Costs on the Ohio Interstate Highway System.”

Asphalt pavements are less costly to construct and maintain than the contiguous concrete pavements. His findings:

- Asphalt pavements are less costly to construct
- They have been less costly to maintain
- They are longer lasting
- They provide superior serviceability.

And the technology continues to improve.

- In 1973 the Ohio State University introduced the Material Transfer Device (MTD)
- This device holds the promise of improved efficiency, pavement uniformity and longevity.
- MTDs enable the placement of material in such a manner that the pavement thickness is uniform and the compaction is consistent throughout.

Incentive/disincentive specification for pavement smoothness developed in conjunction with ODOT. First project try demos SMA on Union County US33. ODOT/industry craft Ohio SMA. In 1986, Gibboney publishes “Flexible and Rigid Pavement Costs on the Ohio Interstate Highway System.”

The new Strategic Highway Research Program (SHRP) is launched to give birth to revolutionary asphalt mix design system.

- Initial asphalt technology standards for good asphalt mixtures for highway pavements.
- Initial work focused on asphalt technology standards for highway pavements.
- ODOT proposes use of polymer modified binders for all surface mixtures.
- Ohio Asphalt Pavement Associations, Federal Highway Administration, the Asphalt Institute, and academia each have a role in this proud heritage.

So, what’s the future of asphalt? It’s been that way for many years with smooth, quiet and long lasting asphalt pavements.

The Ohio Asphalt Pavement Associations and Flexible Pavements of Ohio are pleased to partner in that effort. Features of a high quality pavement are:

1. Safety
2. Longevity
3. Smoothness
4. Environmental responsibility

All of these are characteristics that can be obtained with asphalt pavements. A well designed asphalt pavement is superior to concrete pavement.

Asphalt Pavement Association

Proud heritage.

THE OHIO ASPHALT INDUSTRY

A Legacy of Innovation, Continuous Quality Improvement and Bold Initiatives
REASONS ASPHALT IS "THE PAVEMENT OF CHOICE" FOR OHIO’S ROADWAYS

Fiber-polymer mix introduced and proves to be an effective high-stress treatment in Englewood and Cincinnati, where FPO modernizes a widely desired street for perpetual pavement.

Asphalt provides a higher level of expectation in the manufacture and control of asphalt mixtures. The Perpetual Pavement concept is developed through a joint effort between ODOT/industry and academia, and demos on Interstate 77 in Northeast Ohio.

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1996

Porous Asphalt is introduced at a site on Interstate 77 in Northeast Ohio.

2000

Superpave required by ODOT for all heavy traffic routes.

2007

Sustainable Pavements Initiative launched.

2009

THAT’S WHY ASPHALT PAVEMENT COVERS OVER 98% OF OHIO’S PAVED ROADS.

2009

Incentive specification for pavement density developed to enhance pavement longevity and longitudinal design and material selection.

1993

Cincinnati, where FPO modernizes a widely desired street for perpetual pavement.

1996

New Recycled Asphalt Pavement (RAP) specifications allow up to 55 percent RAP in base mixes, 40 for surfacemixes.

1998

1979

Fiber-polymer mix introduced and proves to be an effective high-stress treatment in Englewood and Cincinnati, where FPO modernizes a widely desired street for perpetual pavement.

2006

That’s why asphalt pavement covers over 98% of Ohio’s paved roads.

1973

In 1973 the Ohio Center for Asphalt Pavement Education (OCAPE) is founded to promote education and certification in asphalt related fields of study.

1999

FPO publishes the Ohio Center for Asphalt Pavement Education (OCAPE), explaining when prime coating is most appropriate.


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This is accomplished with the Ohio Asphalt Pavement Education program to Ohioans and the Ohio Center for Asphalt Pavement Education, providing $22 million in taxes, and conserving Ohio’s valuable natural resources by recycling asphalt.


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