‘IT WAS 20 YEARS AGO’

FPO Scholarship Program Continues to Advance Success in Quality, Workforce & Curriculum  page 14
The New Clearview FXS® fume extraction system provides greater visibility to the front of the paver hopper, to the opposite side, and down to the augers.

Paver controls are mounted to the pivoting seat station, which hydraulically swings out past the side of the machine for excellent visibility.

All functions are easily accessible, including feed system and flow gate controls.

Noise levels cut in half and improved visibility allow the operator to stay in constant communication with the rest of their crew.

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Since 1953, Columbus Equipment Company has served Ohio’s paving industry with world-class equipment backed by unmatched product support on all makes and models of equipment.

As a proud supplier of Dynapac paving and compaction equipment, the company offers a wide range of high-quality options including the new Atlas Copco Dynapac F1000 Series iT4 pavers. These machines combine high speed, power and capacity with exceptional fuel efficiency and operator comfort.
652RX Remix Paver and 662RM RoadMix MTV/Remix Paver

Remix Anti-Segregation System

Eliminate Segregation

Remix anti-segregation system evenly pulls and reblends 100% of the material from all areas of the hopper for uniform temperatures.

Uniform Mat Temperature

Innovative

In-hopper Remix augers deliver more uniform temperatures across the entire paving width to achieve spec compaction densities and maximize bonus potential.

Call today for more information!

Ohio Locations

<table>
<thead>
<tr>
<th>Location</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brilliant</td>
<td>740-598-3400</td>
</tr>
<tr>
<td>Brunswick</td>
<td>330-225-6511</td>
</tr>
<tr>
<td>Cambridge</td>
<td>740-432-6303</td>
</tr>
<tr>
<td>Dublin</td>
<td>614-889-1073</td>
</tr>
<tr>
<td>Gallipolis</td>
<td>740-446-3910</td>
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<tr>
<td>Heath</td>
<td>740-522-3500</td>
</tr>
<tr>
<td>Monroe</td>
<td>513-539-9214</td>
</tr>
<tr>
<td>North Canton</td>
<td>330-494-3950</td>
</tr>
<tr>
<td>Mansfield</td>
<td>419-529-4848</td>
</tr>
<tr>
<td>Mentor</td>
<td>440-255-6300</td>
</tr>
<tr>
<td>Perrysburg</td>
<td>419-874-0331</td>
</tr>
<tr>
<td>Marietta</td>
<td>740-374-7479</td>
</tr>
</tbody>
</table>

www.southeasternequip.com
Highway Equipment Company’s New Canton, Ohio Branch

Highway Equipment Company, a long time equipment distributor headquartered in western Pennsylvania with significant experience serving oil and gas contractors, has moved into Ohio with a new branch in Canton. Al Springer, who conducted much of the site search, will serve as the Operation Manager. Opening an Ohio facility was driven in large part to serve Highway’s midstream customers who have moved into Ohio’s oil and gas market, said Springer.

Springer added that building a new, purpose built, state of the art facility demonstrates Highway’s commitment as both an oilfield service company and as a dependable equipment distributor to Ohio’s general contractors. Highway selected a site that met their needs in that is in a great location at the intersection of two major highways (I-77 & Route 30). It also has enough acreage for their equipment. Highway’s Canton location has a fully equipped 9-bay service center, extensive square footage for a parts department, storage, and office space. Springer went on to explain that they were pleased to award the building contract to local Ohio contractor, Joseph A. Jeffries Co, Inc., a company that, like Highway Equipment Company, has recently celebrated 80 years in business.

In addition to Highway Equipment sales personnel, the facility is staffed with trained shop and field service technicians and parts personnel.

“Highway Equipment is excited to open our newest rental, sales, service and parts location in Canton, Ohio. This full service facility is located on 6 acres at the intersection of I-77 and Route 30, convenient to the center of Utica Shale activity. The new branch reflects the company’s unwavering commitment to provide superior service throughout the geography we cover. This Canton office offers a complete solution for the Ohio contractors, and it represents an important development for our 81-year old company,” said Highway Equipment President Thomas Reynolds.

Reynolds announced recently that Highway has enhanced the company’s online parts and service offerings. “Our App to rent equipment, manage maintenance, schedule service, and buy parts from any mobile device will come out later this summer. In the meantime, customers are able to purchase parts on our website not only for the manufacturers we represent, but also parts for other major brands because of our comprehensive aftermarket parts selection. Rebuilt and remanufactured components such as pumps, final drives, engines, transmissions and more are also on our shelves. Customers can speak with an aftermarket or rebuild specialist at the company’s headquarters to learn more of our capabilities.”

Established in in 1933, Highway Equipment Company said it has remained true to its core business philosophy that “Service is our best product.” Based in Zelienople, PA (which is about 22 miles north of Pittsburgh), the company has branches in DuBois, McKean (Erie area), and now this new facility in Canton, Ohio. Highway also owns Machinery Rental, a rent-to-rent business based in Pittsburgh with almost 2,000 pieces of equipment in stock for oil and gas markets and general construction. Equipment at Machinery Rental includes pumps, generators, light towers, air compressors, heaters, air tools, skid steers, mini-excavators, compaction, and a variety of other equipment. Highway Equipment Company of Ohio provides sales, rentals, parts and service to construction, sewer and water, earth moving, paving, excavation, oil and gas, mining, quarry and aggregates production, demolition, scrap, recycling, landscaping, and other industrial markets.

For more information, visit www.highway-equipment.com.
Having the right equipment and support ensures your project’s success.

Our new Canton facility is now fully open.

We constructed a 11,500 sq.ft. full-service facility with 9 service bays on 5.5 acres to support and repair all construction equipment. Easily accessible near the intersection of I-77 and Rt. 30, at exit #103 of I-77.

Resources and Services:
- Equipment Sales and Rentals
- Equipment Repairs & Maintenance Services
  - Performed 24/7 by factory trained technicians
  - Online parts ordering plus online service requests on our website
- Erosion & Sediment Control Products
- Rental Supplies

Associations:
- Marcellus Shale Coalition (MSC)
- Muskingam Oil & Gas Coalition (MOGC)
- Flexible Pavements of Ohio Association
- Ohio Contractors Association (OCA)
- Ohio Oil & Gas Association (OOGA)
- Ohio Valley Oil & Gas Association (OVOGA)
- Tri-County Oil & Gas Association (TCOSGA)
How the Turtle Gets on Top of the Fence Post

In 1993, under the leadership of FPO’s Executive Director Fred Frecker, the association embarked upon the development of a strategic plan. The plan was published in 1994 and has to this day guided the direction of the association in the quest to ensure high-quality asphalt pavements.

I was fortunate to be employed by FPO at the time and was privy to the board of director discussions as consideration was being given to whether a strategic plan was needed. The impetus for it was a recent tour of ODOT districts by Fred Frecker and me where we heard time and again of the dissatisfaction over the performance of asphalt pavements. “They just aren’t lasting like they used to,” was the common theme. Though the concern seemed to revolve around materials used for asphalt paving, the FPO Board of Directors saw the larger picture.

The board was comprised of 10 very capable businessmen, each of whom had in their own right attained success and embodied the qualities necessary to chart a new course for the association. Bill Burgett, founder of Kokosing Construction, was one of those men. Mr. Burgett, the “Wise Owl,” emphasized the need for trained laborers and equipment operators. In making his argument he posed this question: “How did the turtle get on top of the fence post?” Obviously, the turtle didn’t get there by its own doing. Someone had to put it there.

The implied lesson from Mr. Burgett’s remark became the core motivation for what FPO has done, and continues to do since the establishment of its strategic plan. We’re in the business of putting turtles on fence posts. That is to say, we’re in the business of providing the educational programs that build knowledge and skills of designers, constructors and inspectors for the purpose of ensuring high-quality pavements. It’s a never-ending effort. Without it, like entropy, knowledge and skills are lost and the consequence is declining pavement performance.

Certainly, training is not all that FPO does; but ensuring the success of asphalt contractors and the customers they service pivots off a well-trained workforce and well-informed customer. To that end, the association provides numerous opportunities for education; opportunities in which you may want to engage yourself or your staff.

Operating Engineers Paving School: FPO regularly partners with the Ohio Operating Engineers to provide training to apprentices on the proper method of operating an asphalt paver. This partnership ensures paving contractors have a qualified labor pool to draw from and provides the union members with working knowledge of the asphalt paving industry through the hands-on operation of equipment. FPO coordinates the contribution of equipment utilized for this training from our contractor members and the union provides the trainer, venue and their membership as students. If you’re a company that’s a union shop, we encourage you to participate in this opportunity. You can learn more about the program at www.local18training.com.
Technical Briefings: FPO has developed a catalog of technical presentations on a range of topics related to asphalt pavement technology. These Technical Briefings are provided free of charge by FPO staff and are conducted throughout the state for contractors, engineering consultants and local governments.

Field Quality Control Supervisor (FQCS) Training: FPO annually provides this training for field paving personnel who have been designated by their company as the individual responsible for quality control at the paving site. Successful completion of this course enables the individual to receive their Field Quality Control Supervisor approval from the Ohio Department of Transportation (ODOT). This training is a comprehensive overview of ODOT asphalt construction specifications and procedures. Interest in this training has grown beyond asphalt contractors, as engineering consultants and public works employees regularly attend this course and use this as an opportunity to learn about paving operations.

Level 2 Asphalt Quality Control Technician Training: FPO offers this training course to prepare individuals through classroom and practical asphalt laboratory training to successfully pass the ODOT Level 2 Asphalt Technician Exam. An individual who passes the exam will obtain ODOT Level 2 Technician approval and is eligible to perform Quality Control and Quality Assurance testing at asphalt plants and paving sites. FPO is the sole provider of this training for employees of asphalt contractors and producers, consultants and ODOT employees.

Comprehensive Asphalt Mix Design School (Level 3 Technician Training): This course provides a working knowledge of the principles associated with asphalt volumetric mix design. Individuals successfully completing this course have the opportunity to take the ODOT examination for Level 3 Asphalt Concrete Technician approval. Level 3 Approval allows individuals to perform and submit asphalt mix designs for ODOT approval. As with Level 2 training, FPO is the sole provider of this course and it is attended by employees of the asphalt industry as well as consultant and ODOT personnel.

Mid-Year Technical Seminar: The Mid-Year Technical Seminar provides a “deep dive” into asphalt technology. The educational event is provided by FPO on a variety of asphalt design, engineering and construction topics. Topics are particularly geared toward engineering consultants and local government employees tasked with development of engineered pavement strategies.

Ohio Asphalt EXPO: The Ohio Asphalt EXPO is FPO’s signature event. It is a combination of the association’s annual meeting, educational seminar and trade show. The Ohio Asphalt EXPO program typically contains 14 educational sessions featuring more than 20 presenters on a variety of relevant technical topics. It is attended by more than 400 individuals representing the asphalt industry, equipment and material suppliers, state and local governments and engineering consultants.

Technician Professional Development: This training is a new initiative of the association. The event is aimed at providing professional development at the technician level. Training will include a combination of relevant technical presentations, practical discussions on troubleshooting field issues and topics to foster a technician’s career growth such as ethics and project management.

Back to School Season

Though high school and college students have been back to school for quite some time, the education season for the asphalt industry is soon to begin. Straining the brain may not seem like the most delightful thing to do after having come off a very busy construction season. However, the “alternative education” opportunity made possible by the school of hard knocks will be both more painful and more costly when the industry fires up in 2016.

Being cued up are educational opportunities that are sure to make a difference for both you and your company in the enduring pursuit of quality asphalt pavements. How else are you going to get on top of that fence post?

Follow the FPO calendar for educational opportunities at www.flexiblepavements.org/calendar.
Pavement markings can represent a significant cost on a paving project. Choosing the best pavement marking material for your asphalt pavement can be confusing, as there are seven different materials referenced in the Ohio Department of Transportation (ODOT) Construction and Material Specifications (C&MS). Each of these pavement-marking materials has different applications, performance and price attributes. Fortunately, for those of us who are not pavement marking experts, thorough application guidance can be found in ODOT’s Traffic Engineering Manual (TEM). The TEM has been updated as of July 17, 2015, to define current practices. In this article, we intend to describe the various pavement marking materials; summarize the application guidance from the ODOT TEM; and provide some typical cost information that may help in choosing the most appropriate marking material for your project.

APPLICATIONS: The decision as to which marking type should be specified entails consideration of whether the markings are longitudinal lines or auxiliary markings, whether the application is on new construction or maintenance, the condition of the pavement surface, the traffic counts and cost effectiveness. The descriptions of the various materials below summarize guidance found in the C&MS and TEM.

Item 642, Traffic Paint, is the most commonly used material. This work item consists of furnishing and applying fast-dry water-based traffic paint (Type 1) or fast-dry water-based traffic paint for cold weather applications (Type 1A) according to Item 641, 740.01, 740.02 and glass beads per 740.09.A. Traffic paint is routinely used for both temporary and permanent markings for both construction and maintenance. Paint is least costly, but has the shortest life of the various pavement-marking items.

Item 643, Polyester Pavement Marking, consists of furnishing and applying polyester pavement markings according to Item 641, 740.01, 740.03 and glass beads per 740.09.B. Polyester pavement marking costs more than paint, but is longer lasting. Polyester markings are primarily used for striping maintenance on aged asphalt pavement surfaces where its greater life can be realized.

Item 644, Thermoplastic Pavement Marking, consists of furnishing and applying screed extruded thermoplastic pavement markings according to Item 641, 740.01, 740.04 and glass beads per 740.09.C. Thermoplastic markings are typically used on new asphalt surfaces. Thermoplastic is
not recommended for use as long lines on asphalt pavements that may ultimately be chip sealed, as these markings would have to be removed prior to a chip seal. Thermoplastic markings are not used with rumble stripes.

Item 646, Epoxy Pavement Marking, consists of furnishing and applying epoxy pavement markings according to Item 641, 740.01, 740.03 and glass beads per 740.09.D. Epoxy markings are typically used on new concrete pavement surfaces or new polymer-modified asphalt surfaces. Surface preparation by sand or water blasting is required. Also, this marking is not for use on low-volume pavements that may be chip sealed.

Item 648, Spray Thermoplastic Pavement Marking consists of furnishing and applying spray thermoplastic pavement markings according to Item 641, 740.01 and Glass beads per 740.09.C and 740.10. Spray Thermoplastic is commonly used as a maintenance treatment for re-tracing existing thermoplastic markings.

Items 645, Preformed Pavement Marking Type A, and 647, Heat-Fused Preformed Thermoplastic Pavement Marking, are typically only used for auxiliary markings where Item 644 thermoplastic will not adhere or be durable – such as bridge decks.

Tables 397-1, a, b and c in the TEM (see page 12) provide more detail on the recommended uses of the various pavement marking materials. Close attention should be given to the notes of the tables (page 13) for exclusions and conditions applicable to the uses of the various specification items.

**COSTS:** A comparison of recent bid prices for 4-inch edge lines reveals relative costs of the various specification items:

<table>
<thead>
<tr>
<th>ITEM</th>
<th>LIFE YRS</th>
<th>COST/MILE</th>
<th>ANNUAL AVG. COST/MILE</th>
</tr>
</thead>
<tbody>
<tr>
<td>642-Waterbased Paint</td>
<td>1</td>
<td>$400</td>
<td>$400</td>
</tr>
<tr>
<td>643-Polyester</td>
<td>2</td>
<td>$545</td>
<td>$273</td>
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<tr>
<td>644-Thermoplastic</td>
<td>4</td>
<td>$2,175</td>
<td>$544</td>
</tr>
<tr>
<td>646-Epoxy</td>
<td>4</td>
<td>$2,395</td>
<td>$599</td>
</tr>
<tr>
<td>648-Spray Thermoplastic</td>
<td>2</td>
<td>$808</td>
<td>$404</td>
</tr>
</tbody>
</table>

However, the cost of the item itself is not the only economic consideration. Using a longer-lasting material may reduce lifecycle costs. It is ODOT’s policy to use longer-lasting materials where warranted as stated in the TEM, 301.02, Selection of Pavement Marking Materials:

“The use of pavement marking materials which are capable of longer service lives than that of traffic paint can result in benefits of reduced frequency of renewal, less exposure of the public and workers to the hazards of the pavement marking operation, and a higher percent of time markings are present on the roadway.”
### TABLE 397-1. MATERIAL SELECTION FOR PAVEMENT MARKING AND EXPECTED MARKING LIFE** IN YEARS

#### A. LONG LINE PAVEMENT MARKING – 2 LANE OR GENERAL SYSTEM

<table>
<thead>
<tr>
<th>Remaining Pavement Surface Life*</th>
<th>Asphalt</th>
<th>Concrete</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ADT &lt; 5,000</td>
<td>ADT &gt; 5,000</td>
</tr>
<tr>
<td></td>
<td>Type</td>
<td>Years</td>
</tr>
<tr>
<td>0-2 years</td>
<td>Traffic Paint Type 1</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Traffic Paint Type 1</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Traffic Paint Type 1</td>
<td>1</td>
</tr>
<tr>
<td>3-4 years</td>
<td>Polyester</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Spray Thermo</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Traffic Paint Type 1</td>
<td>1</td>
</tr>
<tr>
<td>&gt; 4 years</td>
<td>Thermo</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>Polyester</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Spray</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Traffic Paint Type 1</td>
<td>1</td>
</tr>
<tr>
<td>New Surface</td>
<td>Traffic Paint Type 1A</td>
<td>1</td>
</tr>
<tr>
<td>i) 35º to 50º</td>
<td>Traffic Paint Type 1</td>
<td>1</td>
</tr>
<tr>
<td>ii) &gt; 50º F</td>
<td>Traffic Paint Type 1</td>
<td>1</td>
</tr>
</tbody>
</table>

#### B. LONG LINE PAVEMENT MARKING – MULTILANE OR PRIORITY SYSTEM

<table>
<thead>
<tr>
<th>Remaining Pavement Surface Life*</th>
<th>Asphalt</th>
<th>Concrete</th>
</tr>
</thead>
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<tr>
<td></td>
<td>ADT &lt; 5,000</td>
<td>ADT &gt; 5,000</td>
</tr>
<tr>
<td></td>
<td>Type</td>
<td>Years</td>
</tr>
<tr>
<td>0-2 years</td>
<td>Polyester</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Traffic Paint Type 1</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Traffic Paint Type 1</td>
<td>1</td>
</tr>
<tr>
<td>3-4 years</td>
<td>Polyester</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Spray Thermo</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Traffic Paint Type 1</td>
<td>1</td>
</tr>
<tr>
<td>&gt; 4 years</td>
<td>Thermo</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>Polyester</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Spray</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Traffic Paint Type 1</td>
<td>1</td>
</tr>
<tr>
<td>New Surface</td>
<td>Traffic Paint Type 1A</td>
<td>1</td>
</tr>
<tr>
<td>i) 35º to 50º</td>
<td>Traffic Paint Type 1</td>
<td>1</td>
</tr>
<tr>
<td>ii) &gt; 50º F</td>
<td>Traffic Paint Type 1</td>
<td>1</td>
</tr>
</tbody>
</table>

#### C. AUXILIARY PAVEMENT MARKING – 2 LANE AND MULTILANE OR PRIORITY SYSTEM

<table>
<thead>
<tr>
<th>Remaining Pavement Surface Life*</th>
<th>Asphalt</th>
<th>Concrete</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ADT &lt; 5,000</td>
<td>ADT &gt; 5,000</td>
</tr>
<tr>
<td></td>
<td>Type</td>
<td>Years</td>
</tr>
<tr>
<td>0-2 years</td>
<td>Traffic Paint Type 1</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Traffic Paint Type 1A</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Traffic Paint Type 1</td>
<td>1</td>
</tr>
<tr>
<td>3-4 years</td>
<td>Heat-Fused Preformed Tape</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>Polyester</td>
<td>1-2</td>
</tr>
<tr>
<td></td>
<td>Traffic Paint Type 1</td>
<td>1</td>
</tr>
<tr>
<td>&gt; 4 years</td>
<td>Heat-Fused Preformed Tape</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>Polyester</td>
<td>1-2</td>
</tr>
<tr>
<td></td>
<td>Traffic Paint Type 1</td>
<td>1</td>
</tr>
<tr>
<td>New Surface</td>
<td>Traffic Paint Type 1</td>
<td>1</td>
</tr>
<tr>
<td>i) 35º to 50º</td>
<td>Same as used for long lines</td>
<td>Same as used for long lines</td>
</tr>
<tr>
<td>ii) &gt; 50º F</td>
<td>Same as used for long lines</td>
<td>Same as used for long lines</td>
</tr>
</tbody>
</table>
Therefore, such pavement marking materials shall be used on ODOT maintained highways wherever pavement conditions permit the material to achieve its expected service life while providing comparable economy to alternative materials.”

**SUMMARY:** For new asphalt surfaces with greater than 2,500 ADT, use Item 644, Thermoplastic. Maintain with Item 648, Spray Thermoplastic, until pavement conditions indicate otherwise.

For new asphalt surfaces that may ultimately be subject to chip seal, use Item 642, Traffic Paint. Maintain with Item 643, Polyester, until pavement conditions indicate otherwise.

**TROUBLESHOOTING:** A literature search reveals alternate references that contain useful information on materials, applications and troubleshooting pavement-marking performance issues not specific to ODOT specifications. Links to the Texas DOT Pavement Marking Handbook and the California DOT’s, pavement-marking guidelines are provided in the list of references as sources of additional information.

---

**NOTES FOR TABLE 397-1 A, B AND C:**

* Remaining pavement surface life is the life before resurfacing, reconstruction or before crack sealant will cover the pavement markings.

** The expected life of edge line pavement marking is typically 20 to 30 percent longer as compared to center line and lane line pavement markings expected life as shown in this table.

1. Spray thermoplastic works well for retracing existing thermoplastic. For other materials, check with material suppliers.
2. Auxiliary markings not regularly run over by traffic will last 1.5 to 2 times longer.
3. Surface preparation may be required to remove old markings as recommended by supplier.
4. Remove curing compound completely from new concrete surfaces - follow C&M Item 641.05.
5. Polyester pavement marking material is addressed in C&M Item 643. Since it adheres best to a worn surface, polyester is not to be placed until new asphalt pavement has been open to traffic at least 14 days. Polyester pavement marking material shall only be used on C&M Item 446 or 448 pavements. This material shall not be used on the following asphalt concrete surfaces due to poor bonding qualities: open graded courses, slurry seal, Supplemental Specification (SS) 805 Rubberized Sand Asphalt, and SS 807 Latex Modified Emulsified Asphalt Pavement Course. Any Asphalt Concrete (Item Special) should be questioned before considering placement of polyester material on it.
6. Primer is required for thermoplastic when used on concrete.
7. Due to the high cost of preformed material, it should only be considered for use where extra-long life is needed or in certain applications, such as bridge decks where thermoplastic has not adhered well.
8. Epoxy should only be used on pavements in good condition after surface preparation has been accomplished per manufacturer recommendations.
9. Thermoplastic and epoxy pavement marking materials are not recommended for striping long line markings on routes with 2,500 or less ADT since these materials must be removed before a chip seal coat can be applied to the pavement.
10. Since thicker pavement markings may reduce the effectiveness of rumble stripes, preformed pavement markings (C&M Item 645) and heat-fused preformed thermoplastic (Item 647) shall not be used for rumble stripes, and thermoplastic (Item 644) should not be used with rumble stripes.
11. Thermoplastic (Item 644) and Spray Thermoplastic (Item 648) pavement marking materials shall not be used on Microsurfacing pavements (Item 421).
“It was 20 years ago …” is both a famous music lyric of the Beatles and also when the first Flexible Pavements of Ohio (FPO) Asphalt Pavement Industry Scholarships were awarded in 1995.

Many of the 2015-16 FPO scholarship recipients aren’t familiar with the Beatles, as the group disbanded in 1970 – only three years after their release of “Sgt. Pepper’s Lonely Hearts Club Band” album – and more than 20 years before this year’s scholarship recipients were born. However, just as the Beatles’ cover song has endured so has the importance of the FPO Asphalt Pavement Industry Scholarship Program.

Along with the importance of the program for this year’s 17 recipients, the same is true for the industry that has supported the awarding of 408 scholarships over the past 20 years. Since the program’s inception a total of $538,000 in scholarships have been awarded

It was 20 years ago – in accordance with the association’s 1994 Long Range Strategic Plan – that FPO began recognizing Ohio college students pursuing civil engineering and construction management degrees through the Asphalt Pavement Industry Scholarship Awards Program. Until the mid-1990s, no universities in Ohio offering civil engineering and construction management degrees provided coursework in flexible pavements technology.

The growth of the scholarship program has not only encouraged Ohio’s 10 institutions offering civil engineering or construction management degrees to advance their curriculum in asphalt pavement technology, but has also complemented the flexible pavement industry’s continued quest for quality in pavement and the future work force.

Since its inception, the FPO Asphalt Industry Scholarship has promoted the following objectives:

- Provide an incentive for students to gain knowledge in asphalt pavement technology by requiring scholarship recipients to take at least one asphalt pavement course
- Provide an incentive for colleges/universities to offer asphalt pavement coursework
- Establish a relationship between the asphalt industry and universities to raise awareness of asphalt pavement in the academic community
- Provide a workforce trained in asphalt pavement technology

For the 2015-16 academic year, 17 students representing six universities will receive $2,000 scholarships to help pave the way toward their academic and professional success. Of this year’s scholarship students, five are repeat recipients of FPO Asphalt Pavement Industry Scholarships.
The 2015-16 scholarship recipients were announced and honored earlier this year during the Ohio Asphalt Expo in March.
The following companies and individuals have contributed to endow the Ohio Asphalt Pavement Industry Scholarship Fund through the National Asphalt Pavement Association Research & Education Foundation (NAPAREF):

Osama Abdulshafi, Ph.D.
Barrett Paving Materials Inc.*
Bowers Asphalt & Paving Inc.
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In addition, the following companies and individual have made a supplemental contribution to enable additional scholarships:

Erie Blacktop Inc.
Wayne & Debbie Brassell
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Mr. Fair:

I wanted to thank you for the opportunity to receive the Erie Blacktop Inc. scholarship this past week.

The ability to not only meet and see some of the top professionals in the asphalt industry but to also attend the Flexible Pavements of Ohio Asphalt Expo was a very unique and interesting learning experience. I also wanted to thank you for choosing me as a recipient of the $2,000 award to help pay for my education that will enable me to join the construction field on a full-time basis one day. I look forward to learning more about the Industry throughout my educational career and especially taking the course that Ohio State offers on Asphalt Technology.

Thanks again.

Sincerely,

Ed Patriarca
The Ohio State University
Flexible Pavements of Ohio (FPO) is now accepting nominations for the 2015 Quality Asphalt Paving Awards, the Ecological Award and the Master Craftsman Award.

Nominations for the Quality Asphalt Paving Awards, for work performed during the 2015 construction season, are being accepted for Ohio Department of Transportation/Ohio Turnpike Projects, Local Roads or Streets, Commercial Parking Facilities, Special Use pavements and Airport Pavements.

The FPO Ecological Award was established to recognize asphalt production facilities that best demonstrate safe and responsible environmental practices. Facilities will be judged on design layout, clean operation, maintenance-performance practice and community awareness activities.

The Master Craftsman Award recognizes contractors whose work has stood the test of time. The winner of this award will be acknowledged for a commitment to quality workmanship, exhibited by exemplary pavement performance. The award recipient will be selected from pavements with an existing surface course having given acceptable service for 15 years or more and continues to provide exceptional service.

Go to www.flexiblepavements.org for additional information, including award nomination forms and eligibility requirements.

Nominations for all award categories must be received at the FPO office by Friday, October 9 with a final cutoff date of Friday, November 6.

Please contact Andrew Gall at (614) 791-3600 or by e-mail at andrew.gall@flexiblepavements.org with any questions regarding the awards program.
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Many in the construction industry are familiar with the importance of mechanic’s liens, but are not as familiar with their creation and history.

When George Washington was still president of the United States of America, the young country was planning to build a new capital city on the Potomac River. President Washington chose the site and a federal commission was formed to oversee construction in the newly created capital that would become the District of Columbia. In 1791, Thomas Jefferson, James Madison and other members of that commission suggested to the Maryland General Assembly that it enact a statute “for the encouragement of master-builders to undertake the building . . . within the city, by securing to them a just and effectual remedy for their advances.” Late in 1791 — at almost the same time as the Bill of Rights was adopted — the first mechanic’s lien law was enacted.

Early lien laws were primarily focused on protecting the laborers and material men who actually performed the work, and tended to be limited to particular cities or areas. But the idea spread until almost all states enacted mechanic’s lien laws covering their entire jurisdictions.

Approximately a century ago there were some due process assaults on mechanic’s liens laws, but mechanic’s liens and their constitutionality prevailed. Many states, including Ohio, enacted constitutional amendments that specifically barred any statute from interfering with mechanic’s lien rights.

So the next time you are faced with nonpayment and considering whether or not to take action to protect your mechanic’s lien rights, remember your patriotic duty. The Founding Fathers would approve.

Legal Corner By: Donald W. Gregory, Esq.
Kegler Brown Hill + Ritter Co.
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As a broker and aggregator, Riverside Energy was instrumental in performing electric rate analysis for use by the materials coalition of which Flexible Pavements took part to challenge the American Electric Power rate increase in 2012. Sherri Loscko, President, has over 30 years’ experience in the electric rate industry, and since 1989, with her partner Stan Loscko, has helped many businesses reduce their costs for electric service.

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THE NATIONAL ASPHALT PAVEMENT ASSOCIATION REPORTS IN THE 2009-2010 SURVEY THAT THE USE OF RECLAIMED ASPHALT SHINGLES (RAS) AMOUNTED TO 11,000 TONS. NATIONALLY, THE TREND OF RAS USE IN PAVING IS INCREASING.

The City of Columbus will use in 2015 an estimated 3,500 tons of hot mix asphalt using RAS to resurface residential, collector and arterial streets with help from a $156,775 grant from Ohio EPA.

Columbus and Ohio EPA are interested in evaluating and demonstrating the use of recycled asphalt shingles into paving, as other transportation agencies and industry organizations have observed that RAS could benefit roadway owners and maintainers by:
- Reducing rutting and deformation in heavy traffic areas
- Reducing cracking on streets paved with RAS mixtures
- Improving lifecycle costs
- Improving sustainability through increased recycling from construction activities, reducing natural resource consumption and increasing waste diversion from landfills

If the City of Columbus were to widely adopt the use of RAS in its annual paving program, it is estimated more than 6,300 tons of roofing shingles could be diverted from landfills annually.

While currently there is a higher cost per ton for RAS mixtures, Ohio EPA projects that asphalt with RAS will become less expensive in the future. The Ohio EPA grant will cover the additional cost for the RAS mixture to be paved by the city.

WHY IS COLUMBUS INTERESTED IN RECYCLED ASPHALT SHINGLES?

Columbus, the nation’s 15th-largest city and Ohio’s capital, with a population of nearly 825,000, is young, smart and entrepreneurial with a priority on sustainability, a growing creative community, diverse urban and suburban neighborhoods, quality schools, incredible health systems and short commutes.

Since its introduction in 2005, Mayor Michael B. Coleman’s Get Green Columbus environmental and sustainability initiative has been embraced by the community, and it is making increasingly significant positive change for Columbus and central Ohio. The ongoing Get Green Columbus initiative is a continuing commitment by the city and the community to reduce waste and energy use, mitigate environmental impacts and drive economic investment in Columbus.

Since its launch, the Get Green Columbus initiative has been updated twice; once in 2010 and this past January. With each five-year planning horizon, new goals have been set with the involvement and support of many stakeholders from throughout the Columbus region. The current plan recommends addressing numerous sustainability goals, or action items, including:
- Climate Change
- Energy Use
With the planning and recommendations of *Get Green Columbus*, the city has made significant strides to reducing our community’s reliance on SWACO’s landfill. More than 5,000 tons of food waste, more than 130,000 tons of yard waste, and more than a half-million tons of recyclables were diverted from the landfill in 2013. The landfill serving Columbus and central Ohio is projected to have just 25 years of life left, and the cost of closing this facility, siting a new one, or transporting the region’s garbage out of county will cost taxpayers tens of millions of dollars. The *Get Green Columbus* initiative intends to prolong the life of the landfill by increasing the diversion of reusable and recyclable materials from waste disposal.

Waste generated from construction activities is yet another component of what fills the SWACO landfill and others around the country. As of 2011, about 10-million tons of asphalt shingles were diverted from the nation’s landfills and processed for a variety of re-use purposes, mainly as an additive to asphalt binder used in Hot Mix Asphalt (HMA) concrete.

**DEMONSTRATING AND TESTING OPPORTUNITIES**

Made possible with the assistance of a grant from Ohio EPA, the City of Columbus is partnering with Ohio EPA and Flexible Pavements of Ohio to demonstrate the use of RAS in repaving city streets. The demonstration will provide valuable information as the city considers the inclusion of RAS into its paving specifications.

The Ohio EPA grant will help Columbus pay for RAS, which will be added to the approximately 3,500 tons of hot asphalt mix used to repave 34 miles of 112 roads in the North Linden neighborhood and the southwestern quadrant of the city. About 140 tons of asphalt shingles are estimated to be diverted from Ohio landfills with this demonstration.
FIGURE 1: PAVING SB GEORGESVILLE ROAD WITH RAS-MODIFIED ASPHALT

ODOT established specifications for the use of RAS in asphalt mixtures with the 2013 edition of its Construction and Materials Specifications. Columbus has its own Construction and Materials Specifications, which were last updated in 2012. As Columbus has not previously used RAS in asphalt mixtures, and without its own specifications, the city elected to use the ODOT specification for the demonstration.

FIGURE 2: PROJECT SCOPE INCLUDED COLD-MILLING AND TRACK-FREE TACK COAT

Contained in Section 401 of the ODOT Construction and Materials Specifications, ODOT specifies the use of RAS, including the percent of mix and the source of RAS. RAS may come from tear-offs – shingles removed from homes and buildings – or from the manufacturing of new shingles.
The city’s resurfacing program is the source of the RAS demonstration. Since resurfacing typically consists of milling and replacing the asphalt surface of city streets, the ODOT specification for surface mixture specifies only manufacturers’ waste to be used.

**FIGURE 3: ROLLER OPERATOR SAYS ... COMPACTS JUST LIKE regular ASPHALT**

The city selected a range of street types, with varying truck traffic volumes and traffic levels, so the RAS paving could be observed under different scenarios. Standard asphalt paving is being placed adjacent to the RAS demonstration sections as a control for the evaluation.

The city plans to observe, measure and report annually the RAS paving locations for rutting and cracking resistance over a five-year period. Crack resistance will be measured by the frequency and width of cracking in a given area and the rate at which the cracking increases and expands. Rutting will be evaluated for depth and change in depth over time.

Randall J. Bouman, P.E., serves as the assistant director of Public Service for the City of Columbus.

https://www.youtube.com/watch?v=iDNhLXBCxTs&feature=youtube
https://www.youtube.com/watch?v=JfvEhybYOAY

Randall J. Bouman, P.E., serves as the assistant director of Public Service for the City of Columbus.
Some Ohio villages and cities embrace vigorous growth as the key to creating a healthy and economically sound community. A few, like the historic city of Hudson in Summit County, take a very different tack to arrive at the same high standard. Since the city and township merged in 1994, Hudson has protected its reputation and desirability with comprehensive land-use planning.

Proximity to Cleveland and Akron drove the process, as back in the 1980s the attractive Western Reserve village and surrounding township looked to be an ideal bedroom community with plenty of room for development.

Becoming a city in 1990 was Hudson’s first step toward getting control of what otherwise promised to be runaway growth, in which the area’s needs would outstrip its ability to provide services. Merging with the township came second. The third step was adoption of a Comprehensive Plan. With more than 70 percent of Hudson residents moving in between 1990 and 2009, these steps came in the nick of time.

Balancing growth with maintaining the natural beauty and historic character of the city, along with its ability to deliver quality community services, has driven Hudson’s city management ever since. The results have been impressive. Nearly 80 percent of its housing is owner-occupied, with about three-quarters valued at $200,000 to $500,000, as Hudson’s household income is well above that of Summit County as a whole. The school district is highly regarded statewide, and the Western Reserve Academy attracts pupils from all over the world. Hudson also is within 25 miles of seven universities. Corporations such as Little Tikes and Jo-Ann Fabrics call the city home.

Hudson attracts a largely white collar population who may work at the local light industries, professional services and commercial businesses, or may commute to professional and management jobs in the nearby bigger cities. The educational level of its residents is high. Maybe Hudson citizens are just used to running things, or perhaps the city still reflects its populist New England roots, but Hudsonites are a particularly active citizenry. “We always have residents involved in decisions,” said City Engineer Thomas Sheridan.

Many are passionate about the historic character of the city and its New England architecture. Some 20 percent care strongly about sustainability and maintaining plenty of green space. The volunteer fire department has 150
volunteers. With this kind of involvement, nothing happens without citizen input. Never was this more evident than in 2004 with the First and Main redevelopment of a former downtown industrial site. Some people feared the new would detract from the old. But today it is considered a successful expansion of downtown retail and entertainment opportunities – an attraction, not an eyesore.

Hudson residents are aging in place. This reflects well on the city’s amenities, but it means a decline in population. That reality has called for a new look at the Comprehensive Plan to encourage the kind of controlled growth that will attract young families and other new residents and sustain a superlative school system and infrastructure.

Which brings us to an important part of the infrastructure: Hudson’s roadways. The comprehensive plan has limited new home builds to 75 a year, so sprawling developments have not been a big issue. But as Sheridan points out, as a result of the merger, the city inherited some pavements not of the highest quality from the early rapid-growth years of the 1980s and 1990s. While the village streets had been historically of high quality, the township roads did not stand up well to traffic as they had only 2½ to 3 inches of asphalt surface over 7 inches of cement-stabilized base – with no underdrains.

The city of Hudson launched a $400,000 a year roadway reconstruction project in 1999. In 2013, city council heard that reconstruction was expected to continue another 13 years. Thanks to a Triple-A bond rating and a 2 percent income tax, “They decided to bond that and get it done in less than three years,” Sheridan said. “In fact, we’re getting it done [this year] in less than two-and-a-half years.” The accelerated program spent $2 million each year in the last two years to finish up major reconstruction.

Currently, street pavement design standards call for underdrains and 12 inches of cement stabilized base with a 4-inch layer of Type 304, 3 inches of Type 301 and a 1½-inch surface course. In Sheridan’s estimation, this present design is so effective “you could land planes on it.”

Asphalt allows city crews to handle repairs and maintenance while pretty much be “non-disruptive” to residents. The city annually spends $750,000 on maintenance. In addition to $75,000 a year of crack sealing, this may involve spray patching and cold patching. Streets ready for resurfacing have the top 2 inches milled off and replaced. With the exception of
some full-depth spot repairs, asphalt pavements need only surface maintenance.

Of its total 350 lane miles of roadways, Hudson has 50 lane miles in concrete, about half of them in residential side streets. While it is a small portion of the lane miles, concrete is very expensive to maintain and repair. Because of the expense, the city chooses to cut out and repair failing concrete rather than replace whole panels. Sheridan said, “Concrete is nice, but with salt, when it fails it’s a very expensive fail. A lot of our maintenance budget of $750,000 a year is concrete panel replacement, mostly on State Route 8.”

Sheridan attributes Hudson’s successful pavement program to three things: 1) good communication; 2) a pavement rating system; and 3) the diligence and hard work of Charles Schnoor (construction coordinator) and his staff. Educating city officials about what it takes to maintain the city’s streets and roads is a no-brainer, the basis of council support for the roadway program. An annual road tour familiarizes officials with the city’s roadway needs. And in a city like Hudson, where citizens are fully engaged, ongoing communication is another key to a happy road system.

For its pavement rating system, Hudson uses the U.S. Army Corps of Engineers Pavement Condition Index (PCI). Sheridan is proud of Hudson’s 71 rating. “I’m at the top end of most of my fellow engineers in the area,” he said. Having a rating system tends to take the politics out of maintenance planning. If anyone says he thinks this street road improvements over the years and a chart of the city’s capital improvements, including, of course, road repairs.

That isn’t all. The educational packet includes a short course on “Typical Pothole and Pavement Repair Methods,” with some of the clearest explanations imaginable for terms such as “throw-and-go,” “throw-and roll,” “soil stabilization,” and other jargon essential to understanding what’s going on under their citizens’ feet and tires.

What with both receiving the information and seeing it in action, no new or seasoned council member could leave the Road Tour without a pretty good sense of what the city is paying for.

“It’s very helpful, especially for rookie council members,” Sheridan said.

Attractive brochures and websites cannot be underestimated, but Sheridan’s pro-active Road Tour doesn’t wait for the click of a mouse or the reading of a brochure. Old-fashioned and hands-on, the Road Tour aims to leave no mayor or council member in the dark about one of the city’s most essential programs.
should be resurfaced ahead of that street, Sheridan has only to point to the ratings to justify his department’s decisions. For instance, Sheridan said, “I will not do a cul-de-sac with three homes if I have an arterial that I need to get done.”

At the end of the day, Hudson has found that asphalt is quieter, smoother, more economical and less disruptive to residents. “Resurfacing is a new road to most laymen,” Sheridan said. “The ride quality is very good on asphalt. If we could get Route 8 to go asphalt it would help a lot with noise since they’re not doing noise walls.” Sheridan can only voice a preference about the projected replacement of this highway in 2018, as the length of S.R. 8 is under the purview of the Ohio Department of Transportation.

As part of the 2015 reconstruction program, one concrete street, Cohasset, was given a 1 1/2 - to 2-inch overlay of asphalt to seal the joints. Sheridan said, “The Cohasset residents are tickled pink with that, replacing the thumpety-thump.”

And for the 20 percent of residents who feel strongly about environmental issues, asphalt offers some clear advantages. Sheridan is able to report that the city uses 30 percent of recycled asphalt in its base and intermediate courses, and half of the asphalt ground out of the roads goes back into city paving projects like parking lots and bike paths. He also has stopped using fabric in full-depth repairs, choosing instead a leveling membrane that can be milled out and reused as virgin material.

If there are downsides to asphalt in Hudson, the citizens haven’t noticed. Complaints? Maybe, just maybe, 10 a year from a population of 22,000. “We’re an all-asphalt city,” Sheridan said.

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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 27. Visit the OTEC website for up-to-date conference information as well as archived material from previous conferences.

Ohio Asphalt Paving Conference
February 3, 2016
The Fawcett Center
The Ohio State University
2400 Olentangy River Road
Columbus, Ohio 43210

The Ohio Asphalt Paving Conference is a collaborative effort of state and local government, academia and the asphalt industry to present practical, usable technologies and strategies for the design and construction of asphalt pavements.

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

Ohio Asphalt Expo
March 30-31, 2016
Columbus/Polisar
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Columbus, Ohio 43240

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.

Visit the Expo website at www.ohioasphaltexpo.org for more information regarding this event.
HECO Welcomes New Associates

Highway Equipment Company of Ohio (HECO) recently announced the additions of Jim Cunningham, Jason Herman, Ray Leonard, Tom Lewis, John Martin and Mike Rayz to its staff.

Cunningham joins the company’s service team in its new Canton facility, where he will assist in field and shop service and the parts department. A resident of Austintown, Cunningham previously served as a supervisor of equipment maintenance in Ohio’s scrap metal and steel industries.

Herman joins Cunningham and Martin on the company’s Canton branch service team. A resident of Canton, Herman has previously worked for some of Ohio’s major heavy equipment contractors and utilities where he gained his service experience. With HECO, he will be responsible for all the branch’s shop service.

Leonard joins the Canton facility’s parts team. A resident of Medina, Leonard previously worked in the manufacturing industry.

Lewis joins the company’s Northeast Ohio sales team and is responsible for rentals and sales of heavy equipment. The Medina resident has more than 30 years of outsides sales and rental experience working with heavy construction equipment in Ohio.

Martin also joins HECO’s Canton service team, where the Akron resident will be responsible for field service. Previously, Martin worked for some of the state’s major heavy equipment distributors and rental centers.

Rayz is a returning member of HECO’s sales team, having formerly worked as used equipment manager and rental coordinator in the company’s Zelienople branch in Pennsylvania. He will remain heavily involved in helping fill heavy-equipment sales needs in Ohio’s and Pennsylvania’s Utica Gas Shale region.

Recently joining Flexible Pavements of Ohio, Highway Equipment Company has established itself as one of the nation’s leading sales, rentals, parts and service providers of construction, landscaping, demolition, oil & gas, mining, quarrying, and industrial material-handling machinery. HECO sells, rents and services equipment throughout Ohio, Western Pennsylvania and Virginia. Besides the new Canton branch, the company is also located in Dubois, McKean, Pittsburgh and Zelienople in Pennsylvania and Roanoke, Va. For more information, visit www.highway-equipment.com.

Newsmakers

Ray Leonard

Tom Lewis

Jason Herman

Mike Rayz

John Martin
New Member Welcome

Flexible Pavements of Ohio would like to welcome the following companies as new Associate Members of the association:

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The Arizona Chemical Company is a bio-refiner of natural pine-based materials established in 1950. Arizona Chemical produces products for industrial applications including SYLVAROAD™, which was developed as an additive to enable the incorporation of higher percentages of Reclaimed Asphalt Pavement into asphalt mixtures.

Arizona Chemical serves a global market with more than 1,100 employees and refineries in five countries in North America and Europe.

FORTA Corporation
FORTA® Corporation, founded in 1978, is a producer of synthetic fiber reinforcements for concrete and asphalt. Based in Grove City, Pa., FORTA produces FORTA-FI® fiber blends specially formulated to reinforce Hot Mix Asphalt, Warm Mix Asphalt and Hot/Cold Patch materials.

Highway Equipment Company of Ohio
Founded in 1933, the Highway Equipment Company is a full-service dealership for the sale, rental and service of construction, landscaping, demolition, oil & gas, mining, quarrying and industrial material-handling machinery.

Highway Equipment has six locations in Ohio and Pennsylvania.

Please join us in welcoming our new members.

Obituary: Pinckney J. “Bud” Brewer

Pinckney J. “Bud” Brewer passed away on August 22nd at the age of 89. Bud was a veteran of World War II and the longtime leader of the Brewer Company, which operated asphalt plants throughout the Cincinnati region from 1933 until the sale of its asphalt manufacturing and highway construction operations in 1987. One of the original founders of the association in 1962, Bud served as chairman of the Board of Directors in 1964 and 1982.

The members and staff of Flexible Pavements of Ohio extend their sympathy to the family and friends of Bud Brewer.

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