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Ohioans have made their intentions known at the ballot box. The DeWine Administration inherits a well-maintained roadway system in a time of diminishing financial resources. To the credit of Ohio Department of Transportation Director Jerry Wray and his staff, they have managed to hold the condition of interstate and state routes in good shape by pinching every penny. The question rising highest in the minds of the many folks vested in ODOT’s capital program is: “How rough will be the road ahead?” I’m speaking figuratively as to the financial impact on contractors, consultants and the long chain of suppliers vested in providing smooth, safe pavements needed to keep Ohioans mobile.

ODOT’s investment in construction projects is set to decrease. Projections for state fiscal years 2019 and 2020 are (in rough numbers) $2.4 billion and $1.7 billion, respectively. We’re told, if additional funding fails to materialize, investment will cease for major pavement reconstruction and new pavement projects. Pavement maintenance projects, the likes of thinlays, smoothsealing, minor rehabilitation and surface treatments, will dominate the construction program. That’s not entirely bad news to the asphalt industry by virtue of the fact asphalt is widely used for pavement maintenance. However, to illustrate the seriousness of the matter, ODOT has already changed its eligibility requirements for chip seals, raising its potential use to more than 50 percent of the roadway system lane mileage. It’s hard to imagine! The trajectory for ODOT’s roadway surface characteristics is – dare I say – headed the way of “that state up north.”
What Will a New Administration Bring?

Here are a few observations. Historically, asphalt tons languish within the first year of a new governor’s administration, as a newly appointed ODOT director resets project priorities. Asphalt tonnage increases as the new administration gets its legs and sets a new course. The second year is stronger, and it goes from there. That’s the typical scenario as borne out by data. It’s questionable whether that scenario bears true with the next governor; if so, it’s likely to be muted. The projected $700 million (29 percent) drop in the ODOT Construction Program is the driver.

Truth is, as the construction industry has been saying these many years, there is a strong need for increasing revenue to keep roads in good shape. Otherwise, ODOT roads will go the way of counties and many local governments that were forced to defer pavement maintenance after the “Great Recession.” Their pavements have failed structurally and the cost of those repairs has a very expensive price tag — to which many will attest. If the next administration takes a “status quo” approach we can expect very Rough Roads Ahead.
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By any measure, Thinlay™ thin asphalt overlays are the answer to our nation’s immediate demand for pavement preservation. Starting at a depth of 3/4”, this armor-like suite of asphalt mixes is tailored to local needs to prolong pavement life — making roads stronger, smoother, safer and more drivable. Driver safety is enhanced and fuel consumption and noise are reduced, all while using a process that can also recycle and reuse natural resources. In fact, Thinlays are the most cost-effective pavement preservation option for ensuring the long-lasting performance drivers demand.
Originally developed and initially specified in 2016, Thinlay Asphalt concrete has seen growing use by ODOT and other agencies as a preservation treatment for select roadways. Developed as an alternative to micro-surfacing and chip seal, Thinlay Asphalt is typically applied at ¾ inch to preserve and maintain pavements in good condition.

Candidate projects for Thinlay Asphalt are pavements that are structurally sound with low(er) severity of pavement distress. When specifying Thinlay Asphalt concrete, typical pavement condition/distress should be limited to:

- Dry looking oxidized or “bony” pavements
- Pavements that have begun to ravel
- Pavements with cracking too fine or too extensive for crack sealing
- Pavements with minor rutting typically <= ¼ inch
- Pavements with low or limited structural distress or fatigue failure; if localized areas exist, ODOT Item 251 or 253 pavement repairs should be included

In 2016, construction was primarily limited to southern Ohio, including the Greater Cincinnati area, as the first five Thinlay

Wood County – ODOT S.R. 199
¾-inch Thinlay Asphalt, Type MED

Champaign County – ODOT S.R. 29
¾-inch Thinlay Asphalt Concrete, Type MED

Champaign County – ODOT S.R. 235
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Lake County – ODOT S.R. 86
¾-inch Thinlay Asphalt Concrete, Type MED as per plan, PG 70-22M
projects were built in this region. Thinlay Asphalt was first specified by Darke County Engineer Jim Surber for Arnold Road, a rural farm road. Additional projects included ODOT State Route 743, S.R. 121 and S.R. 732 in D-8, as well as a section along the Vinton U.S. Route 50 Southern Ohio Low Volume Experimental Road (SOLVER) research project in District 10. See Ohio Asphalt - Winter 2016.

The 2017 construction season saw additional projects constructed, as ODOT District 3, District 12 and the Village of Genoa in Ottawa County in District 2 specified Thinlay Asphalt for preservation treatments on several roadways. See Ohio Asphalt - Fall 2017.

In 2018, additional pavements were preserved using Thinlay Asphalt, including S.R. 199 in District 2’s Wood County; S.R. 29 and S.R. 235 in District 7’s Champaign County; S.R. 86 in District 12’s Lake County; and S.R. 93 in District 9’s Jackson County. All projects have been successfully constructed (see adjacent pictures) with one yet to be paved.

Due to the unusually cool and wet fall weather, District 9’s project on S.R. 93 has been delayed. Currently, 2018 construction is unlikely and construction is expected in the spring 2019, as temperatures become more favorable for Thinlay placement.

Note that Thinlay specifications require minimum 60°F for both air temperature and pavement temperature for placement. In addition, specifications also require the use of Minnesota DOT Pavecool software to determine the applicable compaction time available when placing asphalt concrete, especially thin lift mixes. For ¾-inch Thinlay Asphalt placement, compaction windows of less than 10 minutes are common. Therefore, it is critical that planners and designers let Thinlay projects and set completion dates, so that construction occurs in the optimum warm-weather months when ambient and pavement temperatures are most favorable.

For Pavecool information and software links – including cellphone apps – visit http://www.dot.state.mn.us/app/pavecool/index.html.

Although especially helpful with fall thin lift paving projects, Pavecool can be used for any asphalt paving project to assist contractors, engineers and inspectors with making late-season/cool-weather paving decisions.

Look for additional Thinlay updates in the 2019 issues of Ohio Asphalt, as ODOT considers additional projects. A larger project sample and longer history will allow for the development of performance curves with the intent of including Thinlay Asphalt as an official and approved treatment strategy in ODOT’s pavement asset management system.
NEW THINLAY GUIDANCE & ASPHALT SPEED OF CONSTRUCTION CALCULATOR AVAILABLE

An ongoing partnership between the National Asphalt Pavement Association (NAPA) and state asphalt pavement associations has resulted in the release of new Thinlay pavement guidance and research on the benefits of asphalt’s speed of construction. These projects are two of 10 that have been completed since 2013, and many more are in development or scheduled for the future. For more information on this research visit NAPA’s webpage at http://www.asphaltpavement.org/PDFs/NAPA_Research_Update_2018.pdf.

Guidance on Thinlay Design & Construction
A thin asphalt overlay — or Thinlay — is a durable, long-lasting pavement treatment that restores smoothness and improves ride quality. Nationally, Thinlays are defined as a suite of thin-asphalt overlays designed specifically for pavement preservation and maintenance. In Ohio, Thinlay is the name of a specific asphalt mixture designed for thin, ¾-inch minimum, placement. A specification for Thinlay Asphalt Concrete can be found at http://www.flexiblepavements.org/sites/www.flexiblepavements.org/files/thinlayspec23feb2016_rev19sept2017.pdf (see also ODOT SS 860). Thinlay joins Ohio’s catalog of thin asphalt overlays, which includes 404 LVT and Smoothseal (ODOT Item 424).

NAPA recently released “Thinlays for Pavement Preservation (Information Series 141).” This guide provides comprehensive guidance on the proper use of Thinlays, including when and how they should be used based on existing pavement condition; how Thinlay mixes should be developed and specified; and best practices for Thinlay construction. The guide is now available through NAPA’s Online Store (http://store.asphaltpavement.org/index.php?productID=921).

Quantifying Asphalt’s Speed of Construction
Asphalt’s speed of construction is a unique attribute, which sets it apart from other paving materials. To quantify this benefit, Auburn University researched to identify the costs of traffic delay, work zone crashes and interruptions to local business operations due to roadway construction.

This research resulted in the first comprehensive tool to quantify the impacts associated with asphalt’s speed of construction. This tool is an Excel format and is fully customizable to project location, road type and season. This tool can quickly, and in a statistically significant manner, calculate the cost impacts of construction time, and run scenarios to improve work zone planning. The research report can be found on Auburn University’s webpage at http://eng.auburn.edu/files/centers/hrc/napa-lamondia.pdf.
Preservation for the LONG HAUL

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(Editor’s note: This is a continuation of our Technical Seminar series on Composite Pavement Rehabilitation. In Part 1 (Spring 2018), we addressed the importance of conducting a Pre-Design Pavement Investigation and emphasized the benefits of implementing a pavement coring program. In Part 2 (Summer 2018), we defined and described the various types of milling items of work available when incorporating ODOT milling specifications into the design of your composite pavement rehabilitation project. In Part 3 (Fall 2018), we defined, described and provided tips on how to best utilize the various types of ODOT planing items of work.)
In Part 4, we discuss various types of pavement repairs commonly used when rehabilitating a composite pavement. We will also provide suggestions on how to best specify and utilize those repairs to achieve a successful project.

Assuming asphalt concrete is planed to expose the concrete-base pavement, ODOT Item 255 – Full-Depth Pavement Removal and Rigid Replacement is the most-common repair item used on many ODOT projects where thick highway pavements are constructed with doweled joints to handle high(er) volume and heavier traffic. But, for smaller agencies without heavy-traffic demands, concrete-base pavements are often constructed using JPCP (Jointed Plain Concrete Pavement) without dowels or other reinforcing steel.

Many agencies have successfully utilized ODOT Item 252 – Full-Depth Rigid Pavement Removal and Flexible Replacement for repairing local composite pavements. Item 252 repairs are also appropriate when very-old suspect concrete pavement is encountered or on ODOT projects when extremely high-volume maintenance of traffic (MOT) issues require short-duration lane closures. Full-depth asphalt repairs can be open to traffic as soon as temperatures reach 150°F or less. This means that asphalt repairs can often be open to traffic in less than two hours depending upon depth of repair, ambient temperatures and magnitude of solar flux. The short-term closures associated with full-depth asphalt repairs is critical to minimize delay, inconvenience and overall impact of construction upon local business, local residents and the motoring public.

For some very-old composite pavements, Item 253 – Pavement Repair may also be a viable repair item, especially if inconsistent typical sections are encountered and/or pavement composition includes other materials such as brick.

Full-depth asphalt and full-depth concrete may be the most-common types of repair used to rehabilitate composite pavements. But additional repairs are often needed to address other types and severity of distress. In other words, a designer needs to provide his construction engineer a variety of repair items to appropriately address expected pavement conditions. This includes Item 251 – Partial-Depth Pavement Repair, which is valuable when repairing joints with light or moderate distress where load transfer has not been compromised. For most larger projects separate pay items for longitudinal Item 251 repairs and transverse Item 251 repairs is recommended. This approach will result in improved bid prices, as contractors can consider equipment and productivity rates for the different types of repair and bid each accordingly. Agencies repairing local routes often choose to include all partial-depth repairs in one bid item. This approach is acceptable, but always keep in mind that ambiguity typically results in higher costs. Therefore, designers should attempt to provide as much detail as possible, including a description of repair intent in a plan note so that contractors understand the work and can bid the item appropriately.
For Item 251 repairs, ODOT specifications also require a designer to designate material type, i.e. 441 or 442. For most projects, including many interstate routes, 441 materials (Type 1, Type 2) are perfectly acceptable and will perform as desired. For some interstate or other high-volume, heavy-traffic routes 442 materials (9.5mm, 12.5mm, 19mm) could be specified to improve durability – especially if the repairs are left exposed to traffic.

When possible, avoid specifying different materials for each repair item on a project, as this approach will be more expensive, less efficient and will minimize the disruption to the motoring public and adjacent property owners. For example, allow the contractor to use 301 or Type 2 or 19mm material for Item 251 or Item 252 repairs. All of these materials will perform as desired and this approach will allow the contractor to choose material based upon preference or availability, which results in higher productivity, efficiency and attractive bid prices.

Consider Item 254 – Patching Planed Surfaces if you expect the need for small and shallow repairs or if you expect that traffic will damage the milled-base pavement. And, when possible, contact construction personnel for input regarding the viability of Item 254 repairs as well as the proper selection of repair items appropriate for your project conditions.

And, last but not least, always be sure to include plan notes and plan details for all types of repair. Contractors need to know existing pavement composition, replacement material and typical repair dimensions – including nature of repair, i.e. transverse, longitudinal or random – so they can provide the owner/agency with quality repairs and competitive bid prices.

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Ohio Asphalt
Flexible Pavements of Ohio congratulates National Asphalt Pavement Association (NAPA) President Mike Acott, who is retiring at the end of 2018, for his long and stellar career as an advocate for the asphalt paving industry.

Acott began his tenure as NAPA chief in 1992, having been handed the gavel from then-NAPA President John Gray. During his time at NAPA, Acott has been a tireless advocate for innovation in asphalt pavements on behalf of the industry, government and academia. He has encouraged strategies that result in continued improvement in the workplace for asphalt workers and in asphalt’s long-term sustainability.

He has also worked cooperatively with counterparts at asphalt pavement associations around the world to spread knowledge and innovation. As chairman of the Global Asphalt Pavement Alliance until 2013, Acott facilitated the transfer of technologies across international borders to the benefit of asphalt producers in the United States and beyond.

In 1999, the engineering controls partnership for asphalt paving machines received the first-ever National Occupational Research Agenda Partnering Award for Worker Health and Safety from NIOSH.

Acott has also kept the industry focused on building its future. In 1994, he helped launch NAPA Research and Education Foundation’s establishment of a scholarship program dedicated to providing financial support to civil engineering/construction management students who take an asphalt technology course.

Acott has long been considered one of the asphalt pavement industry’s strongest voices. He worked to build knowledge and to accelerate the deployment of new technologies both in the United States and around the world. Working with the state asphalt pavement associations, Asphalt Institute and FHWA, new technologies were implemented across the nation, which has led to strong asphalt markets. These technologies include Perpetual Pavements, stone matrix asphalt, large-stone mixtures, rubblization and warm-mix asphalt.

Acott knows how to build a winning team. His collaboration with Flexible Pavements of Ohio, other state asphalt pavement associations and the Asphalt Institute was always positive and productive. From this collaboration arose the Asphalt Pavement Alliance, which further advocates for and supports asphalt markets across the nation.

Ohio’s asphalt industry says, “Thank you Mike Acott for your leadership these many years. We wish you well in your retirement.”
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For more information regarding these events, visit FPO’s website at www.flexiblepavements.org.
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