FOR COST: IT’S ASPHALT

Fact: Asphalt is more cost-effective than concrete. This is true for initial construction, as well as for maintenance over the life of the pavement. Most construction engineers and officials involved in choosing pavement types know this already.

Interestingly enough, one of the main arguments made by the concrete industry for increased use of their product is the fact that concrete represents savings in the long run. The literature circulated by the ACPA claims that concrete lasts an average of 24 years next to asphalt’s 12. They love to say that concrete is a long-term cure for problems like potholes and orange barrels, implying that if we would just use concrete now, we’d save later.

Unfortunately, this argument is full of holes. One of the reasons over 98 percent of paved road surfaces in Ohio are asphalt is that asphalt costs less, both in the short- and long-term. This shouldn’t come as a shock to most readers familiar with road construction.

Hopefully this article will provide you with the ammunition you need next time someone tries to tell you that concrete is more cost-effective.

A 1994 study commissioned by Flexible Pavements was performed by Willis Gibboney, PE, a former interstate pavement engineer for the Ohio Department of Transportation. Gibboney looked at all Ohio highways that had alternating stretches of asphalt and concrete pavements more than 19 years old. This allowed him to compare pavements of similar age and traffic load. Gibboney looked at both the costs for initial construction as well as for maintenance over time, making adjustments for inflation. The conclusion: In every case, asphalt was both cheaper to install and cheaper to maintain over the life of the pavement, which in some cases was over 30 years.

A common trick employed lately by concrete advocates is to compare concrete’s entire life span with the time of asphalt’s first maintenance. While it’s true

For Cost: It’s Asphalt, continued on page 2

OHMA TO EXPLORE PROS OF ASPHALT IN SERIES

Asphalt: for Cost, for Convenience, for Comfort. If you haven’t already seen this line, you will soon. In fact, you should start to see it quite a bit. This is the message we’ve created to form the foundation for our communications campaign in response to attacks by the concrete industry.

It’s a message we feel offers the best explanation of why Ohio construction engineers overwhelmingly choose asphalt. When it comes to cost, both long- and short-term, asphalt saves money. And from the standpoint of the driving public, asphalt is quicker and easier to install and maintain. This translates to briefer road and lane closures, or greater convenience to the driver. And of course asphalt offers a smoother, quieter, more comfortable ride than concrete.

In following issues of Ohio Hot Mix Asphalt, we will explore these concepts in more detail. Each concept in our new “tag line” will be a source for in-depth discussion. In this issue, you’ll see the first article in our series of three, focusing on “cost.” Next issue we’ll explore the convenience of asphalt use, followed by an article on driver comfort two issues from now.

Please feel free to contact Fred Frecker at 888-4HOTMIX with examples or story ideas that may prove valuable in these discussions.
that asphalt typically requires surface maintenance before concrete, this work is cheap and quick. What the concrete people tend to leave out is the fact that at some point during the purported 24-year life span of a concrete road, rehabilitation will be necessary. This, of course, means a time-consuming, expensive process that makes the life-cycle cost of that road skyrocket over what it would have been if it were asphalt. At this point, asphalt’s lifecycle cost is not just lower than concrete’s – the two types of pavement are not even in the same ballpark. Asphalt is simply the better value from day one until the day they have to rip out the concrete pavement.

Another point we should all remember is that no full-depth asphalt base has ever failed. So, while you eventually have to reconstruct or replace a concrete road, no full-depth asphalt road has ever gotten to that point. It’s completely inaccurate to say concrete lasts longer, because it simply doesn’t.

Here are some other examples of concrete and asphalt going head to head on cost. Asphalt wins, hands down, again and again:

• In 1998, both concrete and asphalt bids were accepted for the construction of an Ohio Turnpike maintenance plaza. Asphalt underbid concrete by 40 percent.

• The same year ODOT took both asphalt and concrete bids for three different roadway projects: part of St. Rt. 35 in Greene County; I-75 near Toledo; and a bike path in Greene County. For all three projects, contractors bid only asphalt. No one bid concrete because contractors knew they couldn’t come close to the low cost offered by asphalt.

• ODOT policy requires a lifecycle cost analysis of the various repair options be performed for every major reconstruction project. Every one of these LCCAs has been for a rigid pavement. None have ever been performed for a flexible pavement because no flexible pavement has ever required major reconstruction.

These are just a few examples of how asphalt wins the cost war and why it dominates road construction in Ohio. Unfortunately, part of the concrete industry’s marketing campaign involves communicating with secondary audiences (the media, legislators and the general public), who may not know both sides of the story. This is why we need to make sure this misdirection doesn’t go unchecked. Next time you hear someone say that concrete saves taxpayers money, make sure you correct them with some of this information, and remind them that for cost, it’s asphalt.

This article is first in a series of three, examining the components of the Flexible Pavements “tag line” message: Asphalt: for Cost, for Convenience, for Comfort. In the next issue of OHMA we’ll take a closer look at the convenience that comes with using asphalt.
The Association has contracted with Jerry Wray, past Director of the Ohio Department of Transportation, to serve as Vice President of Government Relations. Jerry has been out and about inoculating folks so they are not infected by the ACPA campaign. He has been our first line of defense in making sure ODOT officials get both sides of the story. We are really pleased to have someone of Jerry’s caliber join our team.

In an effort to take the high road, FPI has initiated some public relations efforts aimed at simply focusing on the positive aspects of asphalt. One example is a major effort executed by FPI, in conjunction with the National Asphalt Pavement Association (NAPA), timed to coincide with Earth Day. Media was approached with a pre-packaged story on the recyclability of asphalt. As a result, we received television coverage in Columbus, Dayton, Youngstown and Zanesville along with numerous newspaper and Internet articles. NAPA did an excellent job providing us with information and leading the effort with national news groups.

Within the next few weeks, you will be seeing a new brochure from Flexible Pavements of Ohio designed for legislators, city councils, county commissioners and other more technical decision-makers. These are free to any Flexible Pavements member who would like to distribute them to their customer base.

To fund our efforts, the membership voted a temporary dues increase for the asphalt producer/contractors. No dues increase is to be placed on the associate members.

These are exciting times! We will keep you posted on developments in the asphalt/concrete war as it progresses. We may lose a battle here and there, but we are not going to let someone take 15% of our market just because they started a media, lobbying and public relations campaign. Our biggest ally is hot mix asphalt itself. It is still the most economical, both initially and over its life; the fastest and easiest to construct and maintain; and provides the most comfortable ride!
FLEXIBLE PAVEMENTS, INC. TO BE REPLACED BY FLEXIBLE PAVEMENTS OF OHIO

Flexible Pavements of Ohio will become the new name for Ohio’s hot mix asphalt trade association, formerly known as Flexible Pavements, Inc. The new name was suggested by FPI’s public relations consultant and approved by the Board of Directors at their June 8th meeting. The name change will be effective July 1, 2000.

In 1962, the Bituminous Concrete Producers Association and the Macadam Pavements Association merged to become Flexible Pavements, Inc. The name was appropriate as both bituminous concrete and macadam pavements are flexible pavements from an engineering standpoint. The problem with the name Flexible Pavements, Inc. is that it appears to be a hot mix asphalt producer/contractor rather than an association that represents the industry. “We constantly get calls and literature from companies trying to sell us products,” said Fred Frecker, Executive Director of FPI. “From the name, they think we are in the business rather than being a trade association that represents the industry.”

Across the country, all the state HMA trade associations go by the name of (State) Asphalt Pavement Association or The Asphalt Pavement Association of (State). Besides Ohio, there are only two other exceptions; The Plantmix Asphalt Industry of Kentucky and The Flexible Pavements Council of West Virginia.

“As we get more involved in public relations and legislative activities, people need to recognize the name as that of an industry, not an individual firm,” said Dean Wikel, Chairman of the Board. “However, in changing the name, we were concerned that we did not lose all the name recognition we had built up over the last 38 years. We think the name Flexible Pavements of Ohio accomplishes the objectives.”

The year 2000 not only starts a new millennium, but a new era for “Flexible Pavements of Ohio.”

OHIO MOVES FORWARD WITH SUPERPAVE IMPLEMENTATION

The ODOT (Ohio Department of Transportation) recently held a meeting of its Superpave Implementation Committee to refocus on implementation efforts. ODOT found itself last year spending most of its time tending to compliance with warranty legislation. Little time was left for monitoring Superpave implementation efforts around the State. Now, sights are set for full implementation on Ohio’s heavy pavements by 2002.

Progress to date – ODOT has made significant progress to date. A total of 60 projects have been let to contract using the Superpave mix design method. Those 60 projects represent 2,045,388 tons of Superpave HMA (Hot Mix Asphalt). The projects have all been successful, however, not without challenge as contractors try to understand how to mix, place, and compact mixes designed using the Superpave Technology.

The success seen in Ohio can be attributed to the “cautious optimism” ODOT exercised as it implemented the method. When other states were throwing out the baby with the bathwater, relative to their experience with HMA mixes, ODOT’s Bituminous Concrete Section chose to build off experiences they already knew worked. Keeping asphalt binder contents high, local aggregate resources viable, and pavement densities impervious has been the goal of the Bituminous Concrete Section in delivering a durable and cost effective product.

Is it Soup Yet? – Superpave is still in the refinement stage in Ohio. Although significant progress has been made there are still some issues that need to be worked out.

To ensure ODOT maximizes the durability of Superpave mixes it continues to evaluate the mix design requirements. The amount of compactive effort (i.e. “gyrations,” in Superpave lingo) used in the mix design phase of a project is one such area being further reviewed. The number of gyrations directly impacts the amount of asphalt binder needed in a mix. ODOT’s goal is to get as much “juice” (i.e. asphalt binder) in the mix as possible, to make it as durable as possible and still maintain the needed strength to resist rutting.

Superpave, continued on page 5
RAP (Recycled Asphalt Pavement) is another area being investigated by ODOT. In a research contract with The Ohio State University, ODOT is looking at an innovative approach for determining the amount of RAP that can be successfully incorporated in Superpave mixes. Using a retained energy principle the optimum RAP content can be determined and durability verified. The best part about this method is that it can be done with equipment currently used in Level II testing facilities. Currently, nationwide, RAP content has primarily been based upon stiffness of the blended binder.

Density! Density! Density! Superpave mixes have been illusive to contractors trying to compact the mixes to their needed densities. ODOT, realizing the importance of density, has adjusted the gradation requirements of its specification to allow for well (uniform) graded mixes. These mixes will allow consolidation under the roller without exhibiting mix tenderness. Also, ODOT permits some flexibility in adjusting mix temperatures during the manufacturing process. These measures have been beneficial in ensuring density, density, density!

**On The National Scene** – Strength testing moves forward. The missing link in the Superpave evolution, strength testing will provide the performance prediction capability longed for. The industry awaits the announcement of the method this June. Until such time as this becomes available, ODOT will continue to utilize the Loaded Wheel Testing device for verifying the adequacy of mixes to resist rutting.

A revision to the PG binder specification is forthcoming. The need for revision is fueled by the need to satisfactorily characterize modified binders and to address the practice of bumping grades. ODOT is holding firm with its current binder specification and anticipates no changes in the near future.

A work in progress, Superior Performing Asphalt Pavements is the ultimate goal of the Superpave technology.

![Superpave being placed on S.R. 2 in Ottawa County by Gerken Paving, Inc. Gerken has placed twice as much Superpave in Ohio as any other contractor.](image)

**OHIO LOSES TO WISCONSIN IN FIRST INTERSTATE RUNOFF OF THE ASPHALT MIXTURE PERFORMANCE COMPETITION**

Flexible Pavements, Inc. first started the inter-university asphalt mixture performance competition for Ohio in 1996. In 1998 the Wisconsin Asphalt Pavement Association started a similar competition for universities in their state. And last year, for the first time, we held a runoff between the winners from each state.

Ohio was represented by Ohio University while Wisconsin was represented by the University of Wisconsin – Madison. The National Center for Asphalt Technology (NCAT) in Auburn, Alabama, did the judging, which was based on the rut depth, a written report, and a presentation by the team. The rut depth from the loaded wheel tester was about the same for both universities, and the written reports from both schools were very good. The presentation, however, carried the day for Wisconsin. The Wisconsin competition requires each university to submit a video for their presentation, while in Ohio, we require each university to do a live presentation followed by a question and answer period. We attempted to video the live presentation and it simply did not match the quality of the Wisconsin video. Next year we will remedy that situation.

Our congratulations to the University of Wisconsin – Madison on a job well done.
The Ohio Center for Asphalt Pavement Education (OCAPE) is pleased to announce the first recipients of the Hot Mix Asphalt Pavement Technician certifications.

Gary L. Behnke, PE, has been certified as a Hot Mix Asphalt Pavement Laboratory Technician I and II. Gary is employed by Shelly Materials, Inc.

Robert W. Bostelman has been certified as a Hot Mix Asphalt Pavement Field Technician. Robert is an employee of the Defiance County Engineer.

Charles A. Hecht has been certified as a Hot Mix Asphalt Pavement Laboratory Technical I and II. “Chuck” is employed by Resource International, Inc.

Mark J. Kachenmeister has been certified as a Hot Mix Asphalt Pavement Laboratory Technician I and II. Mark is an employee of Ohio Department of Transportation, District 2.

All the recipients are congratulated on having demonstrated their completion of the educational and experience requirements for obtaining certification in the respective areas of practice of Hot Mix Asphalt Pavement Technology. The Association is certain that the quality of asphalt paving will be improved by having such qualified individuals practicing in the industry.

OCAPE is the educational unit of Flexible Pavements, Inc. (FPI) and was created to formalize the educational activities of the Association in the area of hot mix asphalt (HMA) technology. The technician certification program was created to give structure and recognition to education and experience in specific areas of HMA technology including laboratory, design and field areas of practice. For complete information about the certification program, visit the OCAPE section of the FPI website: www.flexiblepavements.org or call OCAPE at 1-888-446-8649.
The FPI Board of Directors elected Mr. Dean Wikel, President of Erie Blacktop, Inc., as the Chairman of the Board at the Annual Meeting and Equipment Exhibition. Joining Dean as co-Chairman is Paul Scala, President of Highway Asphalt Company. The newly elected treasurer is Mike Thompson, Regional manager for Barrett Paving Materials.

Newly elected Board Members are Wayne Brassell, Vice President of Kokosing Construction Company, Inc., and Pete Alex, President & COO of The Osterland Company. They join Richard McClelland, President of Shelly & Sands, Inc.; Brent Gerken, Vice President of Gerken Paving, Inc.; Jim Tharp, Vice President of The L.P. Cavett Company; Don Weber, Regional Manager of S. E. Johnson Companies, Inc.; and Jim Jurgensen, President of Valley Asphalt Corporation.

Retiring from the Board were Chuck Rauh, The Northern Ohio Paving Company and Bill Heffner, Agg Rok Materials. Both will be missed as they were true advocates for the industry at large.

Mr. Jim Tharp (right), 1999 FPI Chairman of the Board, congratulates Dean Wikel as he assumes the duties of FPI Board Chairman for the year 2000.

Miller, The Cat Rental Store, a subsidiary of Ohio Machinery Company, announces the opening of a new store at 7700 Medusa Road in Oakwood Village, Ohio. With the opening of the new centrally located store, Miller, The Cat Rental Store will consolidate and close operations in two of its existing locations, Bedford and Northfield, Ohio.
The ODOT has bid the reconstruction of Interstate 70 in Franklin county between I-71 and the Fairfield county line. This project is especially notable for many reasons, including the size of the contract, quantity of Hot Mix Asphalt (HMA) and the use of the ODOT’s new 7 year warranty specification.

This section of I-70 was originally constructed as concrete pavement under projects let in 1964 and 1966 and subsequently patched and overlayed with 2 1/2 inches of asphalt in 1979. Since 1990 the project has had various interim treatments (such as mill and fill) to try to maintain minimum serviceability. In 1994 a decision was made to replace the original pavement with an asphalt pavement. As originally designed and advertised the project provided for removing the original concrete pavement and replacing it with an asphalt pavement consisting of 301 and 302 bituminous aggregate base with a 446 type 2 intermediate and Type 1H surface course on 4 inches of asphalt treated free draining base (AFTB) on a lime-soil stabilized subgrade. The original proposal called for 1,039,187 tons of HMA. An addendum to the proposal deleted the lime-soil stabilized subgrade, changed the AFTB to 304 aggregate base, and changed the asphalt items to 425,873 cubic yards of item 880, Asphalt Concrete with Warranty.

The project was estimated to cost $73.6 million. The successful bidder was Kokosing Construction Co with a low bid of $69.1 million. The Asphalt Concrete with Warranty item was bid at $47 per cubic yard.

The project was originally specified to be built in 2 sections and 3 phases with traffic maintained on the pavement in each direction. Kokosing submitted a value engineering proposal to change the maintenance of traffic to crossovers, maintaining 2 way traffic on the existing and widened east bound lanes, so as to be able to perform full width construction on the proposed west bound lanes. Kokosing says the change will provide productivity savings by keeping the hauling trucks out of the traffic and the full-width construction will make it easier to achieve the quality the warranty specification requires. The proposal identifies a total savings of $61,000.

Kokosing begins reconstruction of I-70 in Columbus with removal of the west bound lanes, while 2 lanes of traffic in each direction are maintained on the existing east bound lanes.
ASCE PARTNERS WITH PBS FOR FIVE-PART ENGINEERING AND CONSTRUCTION SERIES; EDUCATIONAL OUTREACH

In an unprecedented effort to promote engineering literacy among teens and adults, the American Society of Civil Engineers (ASCE) will sponsor “Building Big,” a Public Broadcasting Service (PBS) documentary series on engineering and construction, and an extensive educational outreach program for schools across the U.S.

In five one-hour programs to air on more than 300 PBS stations this October, the “Building Big” mini-series will explore how engineers use technology and ingenuity to create monumental dams, tunnels, skyscrapers, bridges and domes. Hosted by David Macaulay, author and illustrator of the best-selling book, “The Way Things Work,” the series will teach the public about engineering principles, as well as trace the history of each type of structure and how modern technologies have influenced design and construction. The estimated audience for the initial broadcast is 17 million.

“Building Big” offers us an extraordinary opportunity to educate and inspire young people and to increase public understanding of engineering. This initiative will target middle school students, especially women and minorities, which are dramatically underrepresented groups in engineering. Middle school is a critical point at which students make decisions about their academic directions.

Be sure to watch for the series this October on PBS.

U.S. HOT MIX CONFERENCE TO BE HELD IN CINCINNATI

The Eighth Annual United States Hot Mix Conference will be held in Cincinnati November 15-17, 2000. “We are very pleased to get this first rate national conference to come to Ohio” said Fred Frecker, Executive Director of FPI. “It’s an opportunity for our local industry and customers to experience quality speakers and presentations without having to spend a lot of money and time traveling out of state.”

The conference, which will be held at the Regal Cincinnati Hotel, 150 West Fifth Street, will focus on alternative contracting specifications, hot mix asphalt for urban applications, practical lessons from award winning pavements and the latest in Superpave.

Be sure to mark your calendars and watch for conference flyers and registration forms. Or, you can register on line at www.hotmix.org. Conference pre-registration fee is $175/person or $225/person on-site.
Thirty years ago three men saw a need, took a risk, and started a business to fill a void in the southern Ohio community they call home. The year was 1969. The men were Monroe Cunningham and his sons, Karl and Glenn. The need was for another paving company to service the Wheelersburg, Ohio, area.

The Cunninghams, who were in the excavating field, decided the “only way to get in the asphalt business,” was to acquire a plant of their own. They bought a Littleford 1/2-ton asphalt plant from a company in Alabama, traveled there, tore it down and brought it back to Wheelersburg where they reassembled it themselves. “It was a jewel to run,” according to Karl, and it provided the asphalt the company needed to pave driveways and parking lots. In 1973, the Cunninghams incorporated their business, purchased a larger plant, and moved to their current location.

With a background in excavating since World War II, Monroe headed the family-run company until his retirement in 1981, but still provides input in the company’s operation. Karl currently serves as president, doing the estimating and scheduling work. His brother Glenn, as vice president, takes care of all the grading, site preparation, and stone application and oversees the maintenance operation. Their sister Sandy Cline is secretary, while Karl’s son John is a foreman on the paving crew, and Glenn, Jr. works at the plant site.

The company does about $2 million annual business with the asphalt plant producing between 35,000 – 50,000 tons a year. Cunningham Asphalt works a three-county area, doing 90 percent of its work within 20 miles of Wheelersburg as well as some work in nearby Kentucky. During peak season, the company employs 15 people and does about 150 small and several major jobs a year. “Most of the time, we work as a subcontractor doing the aggregate base and paving,” said Karl. “It’s very important for a paving contractor to do his own aggregate base because he has more control over the grade and has a better chance of warranting his work,” added Glenn. About half of Cunningham Asphalt’s jobs are commercial; the other half are government jobs. “We do some small ODOT jobs, such as paving the approaches to bridges, but most of our government jobs are for townships and villages,” said Karl.

Two years ago the company did all the expansion of the parking lots and repaving of the existing lots at Shawnee State University. The company has also done the paving for the Wal-Mart Shopping Center in Boston, a shopping center in Flatlands, Kentucky, and a local Lowe’s store. They specialize in rubber running tracks and did one for the City of Portsmouth, which was patterned after ones at The Ohio State University and the University of
Notre Dame. Cunningham Asphalt is the only contractor in the area who produces HPM, which the state buys and uses to patch potholes.

Because of rainy spring weather, the company doesn’t start up its plant until the beginning of May. “We wait till the rainy season’s over and the ground is firm before we call the men back to start working without missing too many days,” said Karl. “A big portion of our work is new work and in the rainy season the soil wouldn’t be firm enough to pave it.” Besides the rain, some jobs can be particularly challenging because of the hills in the area, but the company is resourceful and works through them.

Except for the drawback of long hours, the Cunninghams enjoy what they do. “We’re proud of the quality of our work,” said Karl, adding, “we have a very good reputation for quality. We’ve gotten jobs from people before that we weren’t the low bidder on, but they wanted us because of the quality of our work.” Glenn agrees, noting “we always try to give our customer exactly what they pay for.” They also give to the community, supporting local schools and other groups with donations of materials. One such project involved paving figure-eight tracks for several day care centers so the preschoolers could ride bikes.

The company’s workload has remained about the same during the last five years, and Karl and Glenn are not planning to expand their business outside the area. With unemployment about ten percent in the county, “this is really a slow growing area of the state,” Karl noted, but added they will “expand along with the area if the area expands.” They would like to see the government earmark more money for their county, which they call “the orphan of the state.” Until that happens, Cunningham Asphalt is satisfied being the “small guy” who is known for quality work.
2000 HOT MIX ASPHALT SCHOLARSHIPS

Barrett Paving Materials, Inc., Asphalt Scholarship
Barrett Paving Materials, Inc., Asphalt Scholarship
The Burgett Family/Kokosing Construction Co., Inc., Asphalt Scholarship
The Burgett Family/Kokosing Construction Co., Inc., Asphalt Scholarship
Erie Blacktop, Inc., Asphalt Scholarship
Erie Blacktop, Inc., Asphalt Scholarship
Flexible Pavements, Inc., Asphalt Scholarship
Flexible Pavements, Inc., Asphalt Scholarship
Flexible Pavements, Inc., Asphalt Scholarship
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Flexible Pavements, Inc., Asphalt Scholarship
Flexible Pavements, Inc., Asphalt Scholarship
S.E. Johnson Companies, Inc., Asphalt Scholarship
S.E. Johnson Companies, Inc., Asphalt Scholarship
Highway Asphalt Co. & Northstar Asphalt, Inc., Asphalt Scholarship
Highway Asphalt Co. & Northstar Asphalt, Inc., Asphalt Scholarship
Martin Marietta Aggregates, Asphalt Scholarship
Martin Marietta Aggregates, Asphalt Scholarship
Ohio CAT Dealers, Holt Company of Ohio, Ohio Machinery Co. and Caterpillar, Inc., Asphalt Scholarship
Ohio CAT Dealers, Holt Company of Ohio, Ohio Machinery Co. and Caterpillar, Inc., Asphalt Scholarship
The Shelly Company, Asphalt Scholarship
The Shelly Company, Asphalt Scholarship
Starline Lirota Klobetanz Ohio Northern University
Starline Lirota Klobetanz Ohio Northern University
Leo William Neiheisel University of Cincinnati
Leo William Neiheisel University of Cincinnati

Vanessa Ann Beach University of Cincinnati
Ryan Patrick Marthey Ohio University
Shelly Denise Burch Ohio Northern University
Michael Frederick Obert The Ohio State University
Joshua Robert Goodwin Ohio Northern University
Joshua Michael Hoeflich University of Toledo
Troy C. B. Hargis The Ohio State University

Richard Carl Hisrich The Ohio State University
Adam Paul Nedolast Bowling Green State University
Michelle Elizabeth Niehe University of Cincinnati
John James Wirtz The Ohio State University
Nathaniel Ryan Worsick Ohio University
Kristen Ann Zimmer University of Cincinnati
Lisa Michelle Sargent Ohio University

Gerken Paving, Inc., Asphalt Scholarship
S.E. Johnson Companies, Inc., Asphalt Scholarship
Highway Asphalt Co. & Northstar Asphalt, Inc., Asphalt Scholarship
Martin Marietta Aggregates, Asphalt Scholarship
Martin Marietta Aggregates, Asphalt Scholarship

Nick W. Young Bowling Green State University
Christopher Edward Carr Ohio Northern University
Aaron Christopher Thrush University of Toledo
Megan Elizabeth Gerdenman University of Toledo
Anthony DeLong Neff The Ohio State University
Starline Lirota Klobetanz Ohio Northern University
Leo William Neiheisel University of Cincinnati

Christopher B. Tackett University of Toledo
Corey Michael Anderson The Ohio State University
Patricia Elaine Miller Ohio University
Adam Charles Coleman University of Cincinnati
Justin Dean Reed The Ohio State University
And so kicked off the 1999 Quality Paving Award Ceremony at FPI’s 38th Annual Meeting and Equipment Exhibition. This year’s ceremony once again included awards from the Ohio Department of Transportation (ODOT) and Flexible Pavements, Inc. A total of 11 pavement construction projects were selected to receive awards. The 1999 FPI Ecological Award was also presented as well as a new award, the Master Craftsman Award, recognizing extended performance of a Hot Mix Asphalt pavement.

ODOT lead off the award ceremony with presentations by Gary Angles, Administrator for the Office of Construction, and Leonard Brown, Administrator for the Ohio Division of the Federal Highway Administration. Mr. Angles noted that the Department has become very attentive to the needs of its customer, the road user, and that quality asphalt pavement construction is essential to ODOT achieving its vision of providing Ohio’s motorists with cost effective, convenient, and comfortable transportation. He also brought to light that it is the asphalt producers and contractors that set the pace for all others in the effort to build quality work. Mr. Angles closed his remarks, challenging the asphalt industry to carry the spirit of this wonderful day of recognition into this upcoming construction season.

“Service” is the key word. Providing high levels of service exemplified by smooth riding, high quality pavements is the key to ensuring our markets remain strong. External threats from competitive industries are quelled when Hot Mix pavers BUILD-IN quality to each and every project.

In Ohio we continue to enjoy healthy markets for our product. Thanks to the diligent efforts of those paving companies whom, by their commitment to BUILD-IN quality to each and every project, and the efforts of ODOT, the future demand for our product looks bright.

We salute those companies who have lifted high the quality standard, winning awards for superior workmanship and riding quality.

Jim Tharp, Chairman of the Board

The first award presented by ODOT was for their Composite Pavement Category. The winning project was State Route 49J, the Trotwood Connector, located in Montgomery County, project 245(1997). The project called for the construction of an approximate 3-mile long, new 4-lane divided facility from US Route 35, Dayton-Eaton Pike, to Free Pike. A composite pavement structure was used having a 3-inch thick asphalt overlay constructed using the Department’s density specification. The cost to build the project was approximately 19.8 million dollars and was completed in 2 years. The asphalt paving contractor performing the work was the John R. Jurgensen Company, Cincinnati, Ohio. Honoroble mention was made for work performed by the Northern Ohio Paving Company on Interstate Route 77 in Tuscarawas County, project number 695(1997).
State Route 14F & US Route 62 in Mahoning and Columbiana Counties was the recipient of ODOT’s Major Reconstruction Using Asphalt Concrete Category. This project, number 575(1998), was constructed by the Northern Ohio Paving Company, Twinsburg, Ohio.

The project called for the reconstruction of approximately 3-3/4 miles of rigid pavement. Rubblize and Roll fractured-slab technique was used on 1/2 of the project length, and joint repair and overlay was used for the remaining 1/2. The pavement is a 4-lane divided facility. Project limits extended from the 2-lane section of State Route 14 to State Route 9 in Columbiana County. The pavement buildup in the rubblized section used 8-1/2 inches of asphalt. The cost to build the project was approximately 3.1 million dollars and was completed in 1 year.

FPI’s portion of the awards ceremony began with the Special Use Pavement Category. Decker Construction Company, Columbus, Ohio was the winner for this category. The project involved the paving of a residential driveway for the Koontz family, using the Street Print process. Off-Set Brick was the pattern used, and a terracotta coating was applied.

The Airport Pavement was the next category. This year’s award is for Port Columbus International Airport’s Taxiway J project. The project is located at Executive Jet’s facility on Bridgeway Avenue, and was also constructed by the Decker Construction Company. Decker successfully completed the project, satisfying the strict demands of the FAA’s P401 specification.

Moving on to the Commercial Pavement Category, the winning pavement was Showcase Cinemas at Kings Island in Mason, Ohio. This was a newly constructed pavement requiring the use of 2500 tons of hot mix. Southern Ohio Paving was successful not only in constructing an excellent pavement, but they also met very strict completion date requirements; that being BE DONE IN TIME FOR THE STAR WARS GRAND OPENING!!
The next category for which awards were presented was the Local Road or Street – Minor Rehabilitation Category. This year multiple awards were given. The first winner was the John R. Jurgensen Company, Cincinnati, Ohio. The award was given for the resurfacing of 9 Mile – Tobasco Road, from State Route 125 to Bradbury Road in Clermont County. Work consisted of the paving of 1-1/2 inches of 404 asphalt concrete surface course, and quality control testing was performed to ensure mix proportions met agency specifications. Paving this road was so hazardous FPI President, Fred Frecker, said the crew deserved an award for “bravery in asphalt pavement construction.”

The second project receiving an award, also constructed by the Jurgensen Company, was Miami Avenue in the City of Madeira. To ensure good performance of the pavement in this high stress location, Gilsonite additive was incorporated into the hot mix. Quality control measures included testing for mix proportions and density testing of the compacted pavement. Consulting services were provided by Brandstetter Carroll, Inc.

The widening and overlay of Raymond Road in Union County was the third award recipient. This work, performed by Northwood Stone & Asphalt, Belle Center, Ohio, extends from Fifth Street in the City of Marysville to State Route 347. This project was the first LPA project bid and completed in the State of Ohio, and required 26,000 tons of hot mix to complete.

The final project to receive an award in the minor rehabilitation category was Spring Valley Road, from Centerville east corporation line to the Greene County Line. The project was administered through the Montgomery County Engineer’s Office and was constructed by the Dayton Division of the John R. Jurgensen Company. Milling and a two course overlay was the rehabilitation strategy called for in the contract.
Bach Buxton Road is located in Clermont County and was constructed by the John R. Jurgensen Company. This pavement won an award for the New Construction Category of Local Road or Street. The project extends from State Route 32 at Elicklane to Clough Pike. The facility is a much needed connecting road in a quickly developing area of Clermont County. The project was built on an accelerated schedule and is the pride of the Clermont County Engineer’s Office.

In the Major New 4-Lane Construction Category FPI was pleased to announce the winning project to be the Michael A. Fox Highway in Butler County. Also known as Butler State Route 129, this project will final out at approximately 100 million dollars. The length of the work was approximately 11 miles.

The contract included three sections of SR 129 sold as a combined contract to the Kokosing Construction Company of Fredericktown, Ohio. Due to the large size of the contract, Kokosing in turn subcontracted the asphalt paving of the Project A and Project C sections to the John R. Jurgensen Company, while completing the Project B portion with their own forces.

Early completion was the owner’s desire. Substantial incentive payments were included in the contract to meet this objective. Further enhancements were the availability of a pavement smoothness incentive and the requirement of a 5-year warranty on the mainline surface course. This allowed the Kokosing and Jurgensen companies to exercise innovation in the design of the hot mix composition and pavement construction. One such innovation was full width paving 28 feet wide to address the centerline joint warranty.

These features produced outstanding results. Supporting this is the fact that completion and opening to traffic of the entire facility occurred 10 months prior to the contract completion date. Also, smoothness measurements of the pavement resulted in an incentive bonus of 104.7 percent of the 105 percent offered.

Consulting firms who’s involvement was instrumental to the success of the project were M-E Companies and Resource International.

A new and very important award was established and presented this year. The award – The Master Craftsman Award – is presented for excellence in craftsmanship exhibited by extended performance of hot mix asphalt pavement construction.
The award was established to communicate the fact that Hot Mix Asphalt pavements can be trusted to deliver long term pavement performance.

The contract selected to receive the inaugural award was let to contract in 1981, and has provided 18 years of uninterrupted service. The project was Ohio Department of Transportation project number 626(1981), constructed on Interstate 71 in Cuyahoga County from the Medina County Line, north to State Route 82. The Schloss Paving Company, Cleveland, Ohio, performed the construction.

The FPI Ecological Award is awarded to that Hot Mix Asphalt producer who exhibits a commitment to the quality of life of the surrounding community and has taken a lead role in environmental stewardship. Winning this year’s Ecological Award was the Valley Asphalt Corporation, Cincinnati, Ohio for Hot Mix Facility number 14, located in Newtown.

Valley Asphalt Plant number 14 is a McCarter M300 batch plant with twin 200-ton silos, five cold feed bins, and a recycle bin. The plant is located in the Village of Newtown, approximately one mile from the prestigious golf course community of Ivy Hills. Valley Asphalt has been a proactive neighbor by installing a silent burner and alternative backup system for their plant loader. Secondly, a tailgate management program has been instituted for eliminating unnecessary noise. Timely conversations are held with neighbors in the nearby community to inform them when night shifts will be run. The company has invested approximately 100,000 dollars in upgrading the facility, grounds and entranceways.

Companies winning awards from the National Asphalt Pavement Association were also recognized at the Awards Breakfast. Quality in Construction Awards were received by three FPI member companies.

➤ The John R. Jurgensen Company for Interstate Route 71 in Clinton County
➤ The Northern Ohio Paving Company for State Route 14f and US Route 62 in Mahoning and Columbiana Counties
➤ The S. E. Johnson Company for the new construction of US Route 36 in Coshocton County, and for the reconstruction and widening of Interstate Route 90 in Lorain County.

Diamond Achievement Commendations were received by:

➤ The Osterland Company for their West Third Street Facility, Plant One
➤ Valley Asphalt Corporation for Plant 14 in Newtown

Fred Frecker closed the Awards Ceremony asking further congratulations for those contractors who through their endeavor to excel had received Quality Paving Awards.
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