S.R. 73 in Clinton County receives national acclaim for 66 years of service with no structural overlays

Winter seminar and conference as Flexible Pavements of Ohio provided several educational opportunities for members and customers. See page 18.
State Route 73 in Clinton County received national recognition by winning the 2003 Perpetual Pavement Award from the Asphalt Pavement Alliance. Built in 1936, this 1.83-mile section of pavement has served motorists for more than 66 years with no structural overlays. See page 6.
Like Any Good Team We Have to Bounce Back

As basketball season concludes with the NCAA’s “Big Dance,” I find it easy to relate to the emotions of the players. When a team wins, spirits are high. A few days later, dreams of the championship can be dashed with an unexpected loss, or uplifted with another big victory. The term “emotional roller coaster” could not be more appropriate.

Those of us impacted by the Federal Highway Bill are now going through the same kind of thing. First we were in the emotional cellar with the introduction of the President’s Transportation Bill, SAFE-TEA; when adjusted for inflation it was actually less than TEA-21.

Our spirits were uplifted with the House proposed $375-billion TEA-LU Reauthorization Bill, and then a Senate passed $318-billion Transportation Bill.

But the higher our spirits soar, the further they have to fall. And fallen we have. The threat of a Presidential veto forced a scaled-back $275-billion bill recently passed by the House.

The season isn’t over yet. Like any great basketball team, we must put the last loss behind us, focus on winning and take to the court again! A joint House/Senate Conference Committee met in April to begin discussions on a final bill.

Now is the time to contact your congressman. Tell him/her that the minimum rate-of-return must be increased beyond the present 90.5 percent and that the scope of the minimum guarantee must be increased. Using your zip code, you can reach your member of congress via e-mail at: www.fundingfairness.com/contacts/contact_congress.cfm.

What really separates a good team from the rest is its ability to bounce back from defeat stronger than ever. We must do the same if we ever want to make it to the “big dance.”

On another note, I would like to welcome the following new members who have joined FPO since the beginning of the year. Ohio’s Hot Mix Asphalt Industry appreciates your decision to join us.

- American Highway Products, P.O. Box 640, Bolivar, OH 44612
- Rice Lake Weighing Systems, 230 West Coleman Street, Rice Lake, WI 54868
- BMG-Selttec, 222 Mountain Vista Parkway, Livermore, CA 94551
- Chase/Royston, 26 Summer Street, Bridgewater, MA 02324
- Cheetah Advanced Technologies, Inc., 155 East Boardwalk Drive, Suite 280, Fort Collins, CO 80525
- Berm-It, 10286 Rubins Road, Kenton, OH 43326
- DLZ Ohio, Inc., 6121 Huntley Road, Columbus, OH 43229

Fred F. Frecker P.E.,
President & Executive Director

4 OHIO ASPHALT SPRING 2004
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A DIVISION OF OLDCASTLE MATERIALS GROUP—AN EQUAL OPPORTUNITY EMPLOYER
The Asphalt Pavement Alliance (APA) recently announced that the Ohio Department of Transportation is the winner of a 2003 Perpetual Pavement Award. State Route 73 in Clinton County, from U.S. Route 22 to the east approximately 1.83 miles, was honored for 66 years of service with no structural overlays.

The Perpetual Pavement Awards were created by the APA to highlight asphalt pavement’s long-life attributes. To be nominated, pavements must demonstrate at least 35 years of service without structural failure and average resurfacing intervals of no less than 12 years.

Built in 1936, Ohio’s winning pavement has only required surface restoration and preventive maintenance. Most notably, a 1-inch overlay in 1971 stood up to heavy traffic and extreme climate conditions for 24 years before it was overlaid in 1995.

Dave Powers, ODOT asphalt materials engineer, accepted for the Department an engraved crystal obelisk at the APA’s Asphalt Pavement Conference in Nashville.

A statement from the APA explained why the pavement was selected. “It is apparent that
(this pavement) has served the public well with proven pavement performance and will continue to do so for many years into the future,” and that it is “emblematic” of the qualities embodied in the perpetual pavement concept.

“The recognition of such pavements dispels the notion that asphalt is a short-term paving solution,” said Fred Frecker, president and executive director of Flexible Pavements of Ohio. “Pavements like Ohio’s S.R. 73 prove that properly constructed asphalt pavements will stand the test of time. In fact, no deep strength asphalt pavement on Ohio’s highway system has ever been removed or replaced. Overlays and preventive maintenance can make an asphalt pavement last indefinitely. The same cannot be said for other paving materials that claim to be a ‘long-term’ solution.”

In 2002, ODOT removed a failed concrete pavement to build what is being called Ohio’s first “perpetual pavement” on a stretch of Interstate 77 near Canton. The project incorporates state-of-the-art design principles in a three-layer system that will force stress to the surface. While the I-77 project was the first to be billed as a “perpetual pavement,” Ohio is in fact dotted with asphalt pavements like S.R. 73 that have lasted for decades with no sign of failure. There is no shortage of Ohio pavements that meet the APA’s nomination requirement, so it’s possible this will be the first of many such honors.

The winning section of S.R. 73 was originally constructed on a gravel insulation course of 1 1/4-inch of B-11 (No. 34’s & No. 6’s). The asphalt concrete pavement build-up included a 6-inch base course of B-50, a 1-inch binder course and a 1-inch type C wearing course. It was overlaid in 1948, 1962, 1971 and 1995. Maintenance activities involved minimal crack sealing and patching. In 1964 the pavement carried just 1,800 ADT (average daily traffic), with 3.4 percent trucks. In 2000 traffic had grown to 15,630 ADT, with 8 percent trucks, demonstrating how the pavement was able to be built-up over time to carry the ever-increasing loads.

Other states recognized by the APA were Arizona, Minnesota, Missouri, Nebraska, New Jersey, Oklahoma and Toronto, Canada. Visit www.apa.com for more information on these awards and the perpetual pavement concept.
ODOT Tests the Perpetual Pavement Concept

The Ohio Department of Transportation perpetual pavement demonstration project, Wayne, U.S. 30, 11.86/16.14, Project 44 (2004), was bid on Feb. 20, 2004. The project is a four-lane divided highway relocation of U.S. 30 in Wayne County. The project begins just east of Wooster at an interchange with State Route 83 and extends east to Kansas Rd. near S.R. 57.

Despite the project being divided into two parts, a west and an east section, for bidding, The Beaver Excavating Company received the entire project for $41,934,662.08. Shelly and Sands, Inc. will be the paving sub-contractor on the project.

The project has been designed to test the concept of perpetual pavement. The thickness of the asphalt perpetual pavement design is based on a mechanistic analysis performed by Ohio University’s Dr. Sang-Soo Kim with input from a task force with representation from ODOT, AI, Heritage Group, NAPA, NCAT, FPO, and the universities of Ohio State, Ohio, Akron, Toledo and Cincinnati. The asphalt perpetual pavement will be constructed in the westbound lanes of the project. The pavement build-up consists of typical ODOT specification materials, but with a premium surface course and a density requirement on the asphalt concrete base, to ensure long life. The perpetual pavement cross section is 16 1/4 inches of...
asphalt concrete on an aggregate base with a build-up as shown in the following table:

**Perpetual Pavement Build-Up**

<table>
<thead>
<tr>
<th>Course</th>
<th>Thickness (inches)</th>
<th>Item Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surface</td>
<td>1.5</td>
<td>865</td>
<td>Stone Mastic Asphalt, 12.5mm, PG76-22 (446)</td>
</tr>
<tr>
<td>Intermediate</td>
<td>1.75</td>
<td>442</td>
<td>Superpave Asphalt Concrete, Type A, 19mm, (446)</td>
</tr>
<tr>
<td>Base</td>
<td>9</td>
<td>302</td>
<td>Asphalt Concrete Base, PG-64-22, APP</td>
</tr>
<tr>
<td>Fatigue resistant Layer</td>
<td>4</td>
<td>Special</td>
<td>Fatigue Resistant Base Layer</td>
</tr>
<tr>
<td>Aggregate Base</td>
<td>6</td>
<td>304</td>
<td>Aggregate Base</td>
</tr>
</tbody>
</table>

The project also includes construction of a long-lasting, economical concrete pavement design consisting of a 10-inch thick non-reinforced concrete pavement of special composition on three inches of asphalt concrete base, on four inches of aggregate base. The concrete pavement will be built on the eastbound lanes.

The average bid costs per mile of the two pavement designs are:

**Pavement Construction Cost Comparison**

<table>
<thead>
<tr>
<th>Pavement Type</th>
<th>Average Bid Cost per Mile</th>
<th>% Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asphalt, Perpetual Pavement</td>
<td>$5614,665.70</td>
<td>Minus 8.25%</td>
</tr>
<tr>
<td>Concrete, long lasting, economical pavement</td>
<td>$5665,383.60</td>
<td>Plus 8.25%</td>
</tr>
</tbody>
</table>

ODOT has developed a work plan for evaluating the validity of the pavement design concepts as well as the cost and performance of the pavement designs, both during initial construction and over the long term. The items to be measured under the evaluation plan include:

- Initial construction costs
- Pavement rehabilitation costs
- Routine pavement maintenance costs, including salt usage and pavement marking costs
- Safety (accident) experience
- Pavement skid resistance
- Construction time and user delay during initial construction and any subsequent rehabilitation
- Pavement profile (smoothness)

- Pavement condition and response to loads (structural damage)
- Sub-grade moisture and weather data
- Tire noise

The pavement design validation will be performed under three research contracts awarded to Ohio University. The first project is titled “Determination of Mechanical Properties of Materials used in the WAY-30 Test Pavements.” OU will perform sampling and testing to determine the relationship between the material coefficients assumed for pavement design against those actually achieved in the project construction. The second research project, titled “Instrumentation of the WAY-30 Test Pavements” is for placing instruments in the test pavements during construction to measure the pavement response to load and environmental conditions. A load test of the pavements is to be conducted as part of this project. The final research project is titled “Validation of the Design Procedures used for the WAY-30 Test Pavements.” The tasks of this project include monitoring the construction to determine the effect of the required specification enhancements on the project and to compare, using the data from the first two projects, the actual field pavement response to that predicted by the design methodology. All of the evaluation tasks, except the long-term performance and cost monitoring, are expected to be complete by 2007. ODOT will use these results to compare lifecycle costs of the pavement designs and to adjust its design procedures if necessary.

Nationally, much work has and is being performed to prove the perpetual pavement design concept and to develop suitable design procedures. We look forward to the results of this demonstration project evaluation to show how the concept can be applied using typical ODOT specification materials under Ohio environmental conditions.

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**Northstar Asphalt Inc.**

P.O. Box 2646
7345 Sunset Strip N.W.
NORTH CANTON, OHIO 44720
Phone (330) 497-0936

Howard J. Wenger
President
FPO Members Recognized for Quality Work

2004 QUALITY AWARDS FOR ASPHALT PAVING

High quality ... safe for the environment ... long lasting; three characteristics that were celebrated at the March 4 Annual Luncheon of the 2004 FPO Annual Meeting, Equipment Exhibition and Trade Show.

Just as FPO members have always been recognized by their peers for their quality work at the Annual Meeting’s awards presentation, it became easier in 2003 for the public to recognize quality work as Asphalt Paving Award winners received a “Q” for quality sticker to don on company paving equipment. In 2004, the “Look for the Q Program” has been extended to paving crews’ hard hats.

“Just as the buckeye leaf is awarded for the great effort by an Ohio State Buckeye athlete, a ‘Q’ sticker is awarded to the paving team who’s effort to craft high-quality asphalt pavement has garnered them a quality paving award,” said FPO President and Executive Director Fred Frecker.

ODOT MULTI-LANE PAVEMENT

NEW DEEP-STRENGTH ASPHALT
State Route 33 Bypass, Lancaster

Kokosing’s work on the Lancaster Bypass called for 251,557 tons of HMA placed 11 1/4-inches deep. Kokosing paved both mainline lanes and the inside shoulder in a single 28-foot wide pass, leaving only a single longitudinal joint location at the right berm.

Kokosing Construction Co.: Dave McGomery, paving superintendent; David Prince & Jason Schoop, plant managers; KMI: Steve Thompson, quality control; Andy Rhodes & Tony Partington, project engineers; Phil Brown, project superintendent; Dave Mattson, area manager

ODOT District 5: Keith Geiger, PE, DCE; Margaret Hatem, PE, area engineer; Lance Zimmerman & Tom Hansley, project engineers; Joe Zubovich & Mike Lohrman, project inspectors

WIDENING AND OVERLAY USING HMA
Interstate 275 from Montgomery Rd. to 1.6 miles south of S.R. 28 interchange

The design-build project had stringent requirements of maintaining traffic flow, so the Jurgensen Company worked with requirements of night lane closures only. Pavement was widened with a 15 1/2-inch asphalt pavement section and overlaying existing pavement with a 3 1/2-inch surface and intermediate course mix.

John R. Jurgensen, Co.: John Little, project superintendent; Doug Martin, project manager; Wayne Turner, foreman; Howard Schaefer, Jr., paving foreman

ODOT District 8: Joe Bassil, DCE; Kelly Wessels, project engineer; Joe Griffio, EIT
MULTIPLE COURSE Overlay  
S.R. 33 Auglaize County from mileposts 6.25 to 12.71

Shelly widened the eight-foot shoulder to 10 feet with 6 3/4-inches of 301 base, milled 1 3/4-inches of existing surface course, and placed a 1 3/4-inch course of 19-millimeter Superpave followed by a 1 1/2-inch thick, 12.5 millimeter Superpave surface.

The Shelly Company – Northwood Division: Charles Sullivan, superintendent; Jon Niebel, project manager; Jerry Hinesman, paving foreman; Todd Lowery, quality control

ODOT District 7 – William Harrison, deputy director; David Ley, construction engineer; Steve Irons, project engineer; Bob Lowery, project manager; Kim Kremer, project inspector

MULTIPLE COURSE Overlay  
S.R. 68 from S.R. 33 to Hardin County line

Shelly used a multiple course overlay comprised of a 3/4-inch leveling course of Type 1, heavy, and a 1 1/4-inch Type 1H surface course. Exposure to heavy traffic called for Shelly to use a PG70-22 polymer modified binder.

The Shelly Company – Northwood Division: Charles Carson, superintendent; Tim Rowan, project manager; Tom O’Rock, paving foreman; Todd Lowery, quality control

ODOT District 1: William Harrison, deputy director; David Ley, construction engineer; Gary Slagle, project manager; Wayne Norvell, project inspector

MINOR REHABILITATION USING HMA  
S.R. 40 & S.R. 16 in City of Bexley

This heavy-traffic, urban-planning-and-paving job called for Kokosing to patch curb lanes prior to paving. About 800 tons of existing 4-inch asphalt was removed from the brick and concrete base and replaced with 301 asphalt concrete.

Kokosing Construction Co.: Ted Mohan, general superintendent; Jerry Hite, paving superintendent; Don Morrison, milling superintendent; Clay Gallagher, plant manager; Rob VanGorder, area manager

ODOT District 6: Steve Hart, area engineer; William Turner, project engineer

City of Bexley: David Madison, mayor; Dorothy Pritchard, service director; Al Mathes, street supervisor

Continued on page 12
INLAY USING HMA
S.R. 28 in City of Greenfield

Also known as mill-n-fill and plane-and-pave, this inlay required a polymer modified asphalt binder because of heavy traffic. Shelly planed out 1 1/2-inches of pavement and replaced it with 1 1/2-inches of 448, Type 1H, PG70-22M.

The Shelly Co.: Gary Mount & Roger Rumfield

ODOT District 9: John Emery

PREVENTIVE MAINTENANCE USING HMA
S.R. 13 & S.R. 430 from east corp. line of Mansfield to I-71

Work on this both urban and rural two-lane route called for Kokosing to use Smoothseal™- ODOT Item 854 Type B, fine-graded polymer asphalt concrete.

Kokosing Construction Co.: Steve Malone, area manager; Amy Volz, project engineer; Todd Carpenter, paving superintendent; Donnie McNeil, plant manager; Travis Hazelton, quality control; Mike Fair, project engineer

ODOT District 3: Steve Holfinger; ODOT Richland County transportation manager

SPECIAL USE PAVEMENT
KIL-KARE RACEWAY
Track Restoration

The restoration of this asphalt surface included full and partial depth repairs, Petro-tack materials placed over 12,000 lineal feet of cracks, a 1-inch, 448 Type 1 mix for pre-leveling, and a 1 1/2-inch 448 Type 1 surface course.

The Shelly Co. – Southern Ohio Paving Division: Matt Arledge, estimator; Mike Maggard, paving foreman

Kil-Kare Motor Speedway: Bill Chrysler, owner
SIMON KENTON BIKEPATH
Phase II

The six-mile long paving project required Barrett Paving Materials to excavate 10,000 cubic yards of earth before applying a crushed aggregate base and 6,400 tons of HMA.

Barrett Paving Materials, Inc. – Midwest Central Region: Gerald Bushelman, division manager; Jeffrey Lamb, assistant regional manager; Grant Johnson, estimator/project administrator; Paul Walter, project manager; Jeff Sebring, paving foreman; Jeff Miller, grading foreman; Jim Meckstroth, plants manager

Champaign County/Simon Kenton Pathfinders: Nancy Lokai-Baldwin; Lynn Geuy; Pat Richards

WESTBROOK GOLF COURSE
Cart Path Rehabilitation

Play was not interrupted as Kokosing cleaned, prepped, stabilized poor subgrades and placed a 2-inch-thick overlay of 404 on three miles of 6-foot-wide golf cart paths.

Kokosing Construction Co.: Steve Malone, area manager; George Shaw, project engineer; Matt Culler, paving superintendent; Donnie McNeil, plant manager

Westbrook Country Country Club: Mark Figurella

COMMERCIAL PARKING FACILITY
NEW DEEP-STRENGTH ASPHALT
Target Store – Colerain Ave., Cincinnati

After remediation of a former dump site, Barrett Paving Materials placed a pavement section of 8 to 10 inches of 304 base and 4 to 6 inches of HMA. A total of 5,250 tons of 301 and 2,650 tons of 404 were used on the parking lot project.

Barrett Paving Materials, Inc. – Midwest South Region: Dan McAdams, engineer; Donald Cash, project manager; Mark Barnes, superintendent; Ron Campbell, paving foreman; David Jones, project manager

Elford, Scott Maynard: project superintendent

Continued on page 14
MINOR REHABILITATION USING HMA
Eastgate Mall, Newtown

Following milling, relocation of sewer and water lines and curb repair, Jurgensen Co. used a 1 1/2-inch HMA overlay. A total of 4,000 tons of 301 and 30,200 tons of 404 were used on the project.

John R. Jurgensen Co.: Doug James, project manager; Terry Stacy, paving superintendent

LOCAL ROAD OR STREET
NEW DEEP-STRENGTH ASPHALT
East Main St. Reconstruction, Village of Berlin Heights

Erie Blacktop removed the existing pavement and replaced it with a build up of 10 inches of aggregate base, 2 inches of 301 bituminous aggregate base, 2 1/2-inches of 448 Type 2 and 1 1/2-inches of 448 Type 1.

Erie Blacktop, Inc.: Rodney Downing, paving foreman; Larry McGee, site foreman; Christopher Schaeffer
Poggemeyer Design Group: Timothy Bock, PE
Village of Berlin Heights: Kelly Moon, mayor

WIDENING AND OVERLAY USING HMA
Orange Rd. Improvements at Glen Oak, Delaware County

In performing this full-width leveling and widening project, Decker Construction used a 6-inch aggregate base, 9-inch bituminous aggregate base, 1 1/2-inch intermediate course and 1 1/2-inch surface course mix. A total of 2,506 tons of HMA were used.

Decker Construction Co: Rick Rickett, foreman; Jim Hill, superintendent
Dominion Homes: Jeff Thompson, land development project supervisor; Scott Clubs, land development operations manager
MINOR REHABILITATION USING HMA
Green & Middle streets, City of Fairborn

Jurgensen’s work required milling, placement of a stress absorbing membrane and polyfill joint repair in order to repair existing joints before overlaying deteriorated concrete pavement.

John R. Jurgensen Co.: Pete Flora, Hutch Rogge
City of Fairborn: Michael Duncan, Bruce Chwalek

PREVENTATIVE MAINTENANCE USING HMA
Smoothsealing of Overla Blvd., City of Englewood

Barrett Paving Materials worked with the City of Englewood in using asphalt as a cost-effective, preventive-maintenance tool.

Barrett Paving Materials, Inc. – Midwest Central Region: Gerald Bushelman, division manager; Jeffrey Lamb, assistant regional manager; Thomas McCarty, estimator/project administrator; Ken Wilson, general superintendent; Robert Kinney, paving foreman; Jim Meckstroth, plant manager; Dave Scruggs, quality control supervisor
City of Englewood: Eric Smith, city manager; Al Butler, city superintendent

MAJOR ARTERIAL
MINOR REHABILITATION USING HMA
Columbia Pkwy from Taft/Torrence to Delta Ave., City of Cincinnati

Barrett Paving Materials performed a 2-inch milling of 100,000 square yards of pavement and replaced it with a combined 2 inches of Item 448 Type 1 intermediate and surface courses. Some areas of the project called for an additional 3/4-inch-thick rubberized open graded asphalt friction course, ODOT Item SS 803. Nearly 14,000 tons of asphalt were used on the project.

Barrett Paving Materials, Inc. – Midwest South Region: Mike Miller, paving foreman; Earl Payne, paving superintendent; Wayne Breitenstein, estimator; Doug Thomas, plant operator
City of Cincinnati: Joe Hinzman, project engineer

Continued on page 16
2004 QUALITY AWARDS

Continued from page 15

MASTER CRAFTSMAN

WARRENSVILLE CENTER ROAD
From S.R. 422 to north corp. line of Shaker Heights

Providing uninterrupted service since 1980

This mix of rubber 404 has served nearly 32,000 vehicles daily and provided 22 years of uninterrupted service.

Northern Ohio Paving Co.: Doug Rauh
The Shelly Co. – Twinsburg Division

Cuyahoga County: Robert Klaiber, Jr., county engineer

Highway Rubber Products: Patrick Welsh, president

WARRENSVILLE CENTER ROAD
Village of Walton Hills

Providing uninterrupted service since 1984

Half of this original Rubber 404 surface remains in service after 18 years of uninterrupted service.

The Schloss Paving Co.: Ray Schloss Jr., president

Cuyahoga County County Engineers Office

Highway Rubber Products: Patrick Welsh, president

ASHTABULA S.R. 20
From mile post 21.86 to 26.26

Providing uninterrupted service since 1985

This 4 1/2 miles of ODOT Supplemental Specification 805 – a precursor to Smoothseal™ Type A – provided uninterrupted service for 17 years.

Koski Construction Co.: Donald Koski, president

ODOT District 4

Highway Rubber Products: Patrick Welsh, president
2004 QUALITY AWARDS

ECOLOGICAL AWARD

PLANT No. 29
Morristown

Shelly & Sands, Inc. – MarZane, Inc.: Jerry Taylor, vice president, plant operations

NAPA, QUALITY IN CONSTRUCTION AWARDS

JOHN R. JURGENSEN CO., CINCINNATI

- S.R. 35
  Harmony Rd. to Palmer Rd., Fayette County

- New Alignment of S.R. 35
  Rattle Snake Creek Bridge to Harmony Rd., Fayette County

- Intersection reconstruction of S.R. 35 & North Fairfield Rd
  Fayette County

- Widening & Overlay of I-275
  Hamilton & Clermont Counties

NAPA, SHELDON G. HAYES FINALIST

THE SHELLY CO.
Twinsburg Division

Multiple course overlay of Ohio Turnpike’s eastbound & westbound lanes from mileposts 230.55 to 241.26, southeast Youngstown to Pennsylvania state line

ASPHALT PAVEMENT ALLIANCE, 2003 PERPETUAL PAVEMENT AWARD

S.R. 73
Clinton County, from S.R. 22 to east 1.8 miles

Also honored at the awards ceremony were Jorge Villacres, Tom Letizia, Sr. and Wayne Brassell.

Villacres (top photo) was presented with an Industry Service Award, which recognizes individuals making a significant contribution to the asphalt industry and advancing HMA paving in Ohio.

Tom Letizia, Sr. (center photo) received the William W. “Bill” Baker Award, the highest honor FPO can bestow. Letizia is founder and president of Hy-Grade Corporation, which was among the first companies in the nation to apply rubberized asphalt, driveway sealers, emulsion chip seals and other industry innovations. He created the cold patching product HPM, which is now referred to as “Permanent Pavement Repair Material.”

“It is these products that give asphalt pavements their reputation for ease of maintenance and make them the preferred pavements of private and public sector customers at all levels,” Frecker said.

Wayne Brassell, a Kokosing Construction Co. Inc. vice president (bottom photo), was presented a plaque for his service to FPO in 2003-2004 as chairman of the board.
Winter is Seminar and Conference Season

Winter is the seminar and conference season for the construction industry and we at Flexible Pavements of Ohio are no exception. The Association was very busy providing educational opportunities for our members and customers.

The season kicked off on February 18 with the Ohio Asphalt Paving Conference, which was attended by 314 representatives from all levels of government, asphalt producers, contractors, material suppliers, consulting engineers and educators from several universities. Along with industry related exhibits an outstanding technical program was presented, covering many of the hottest, current topics affecting the Hot-Mix industry.

(left) Gordon Proctor, ODOT director, was the keynote speaker for the OAPC Annual Luncheon, describing ODOT’s Transportation Plan.  
The big show of the season was the Flexible Pavements of Ohio Annual Meeting March 3 and 4. Committee, Membership and Board meetings, the equipment and trade shows and two excellent general sessions made this the industry event of the year in Ohio.

(right) Jim Moyer, Sandusky County engineer, chairs the first Local Government Forum meeting at the FPO Annual meeting.

(left) Ohio Senator Jeff Jacobson spoke at the Scholarship Award Breakfast on the challenges of providing leadership in a term-limited legislature.

(right) Wayne Brassell, FPO chairman of the board, reports to the association membership at the Annual Membership Meeting.

(left) The Trade show and Equipment Exhibition are a vital part of the FPO Annual Meeting.

(right) Industry leaders socialize at the Chairman’s reception.

(left) Greg Cohen, American Highway Users Alliance, discussed the legislative process of reauthorizing the Federal Transportation Act.

(right) Michelle Holdgreve, ODOT deputy director for legislative services, explained what Ohio needs from the Federal Transportation Act.

(left) Jerry Wray, FPO vice president for government relations, reported on the development of the ODOT Pavement Selection Process.

(right) Dr. Ray Brown, director of NCAT, discusses his presentation on Warm Mix Asphalt technology with Pete Alex.

(left) Dave Powers, ODOT asphalt materials engineer, presented his annual update on ODOT specification changes.

FPO also presented four important seminars this winter and worked with the Operating Engineers Union to provide four other training sessions for operators.

(right) On March 3, Wayne Jones, district engineer with the Asphalt Institute, presented “An Overview of Pavement Rehabilitation for Pavement Managers.”
(left) Jim Scherocman presented his dynamic two-day seminar, “Quality Asphalt Paving,” March 2 & 3. In his presentation, Scherocman takes the mystery out of producing quality pavements by showing the economical ways to prevent segregation and poor longitudinal joints and how to obtain density and smoothness.

(right) On March 10, FPO presented a workshop on “Understanding Burner Tuning” for the industry. Mike Hopkins of the Ohio EPA presented the agency’s view of what will be required for burner tuning on future permits.

(left) Randy Zweibohmer of Gencor Industries spent the rest of the day explaining the plant maintenance factors that must be addressed to tune the burner for optimum performance. More than 50 industry personnel participated in the workshop.

(right) FPO cooperates with Local 18 of the Operating Engineers to provide training sessions for operators of pavers and rollers. This winter, four sessions were offered. Carlos Fuentes conducts the training for the OE’s with equipment and assistance provided by FPO member companies.

(left) Introducing the Comprehensive Asphalt Mix Design School Class of 2004: front row (from left) Jorge Villacres - Headmaster, Ed Gehhart, Marylynn Konowal, Bill Peggs and Ken Thompson; middle row (from left) Mitch Forst - Instructor, Joe Hebebrand, Joe Misch and Jeff Mandell; back row (from left) Michael Katz, Edward Dale and Ronald Jensen
When highway construction crews are on the job, so is Ohio CAT. In an effort to match customers’ hectic construction-season schedules, Ohio CAT is open for business from 7 a.m. to midnight, Monday through Friday, and all day Saturday. The long hours of operation mean it will be there when a key piece of machinery goes down in a night paving operation.

In a business where downtime costs money, customers find Ohio CAT’s prompt service invaluable. The company’s parts and service departments can repair or rebuild equipment in one of its many shops, or send skilled technicians to the job site to repair the problem.

If one of Ohio CAT’s 16 locations doesn’t have the part it needs in stock, it will be there by 7 a.m. the next day thanks to the company’s overnight parts shuttle. Seven 40-foot tractor trailers converge on the company’s central location in Columbus from which they shuttle urgently needed parts to all corners of the state. The goal is to get CAT equipment back into operation without disrupting customers’ tight construction schedules.

There are two reasons Ohio CAT is successful, explains Gary Gleckler, the company’s...
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sales manager for paving products. “First, we can take care of customers better than anyone else. Second, we offer a premium product. CAT is known for quality equipment and the latest state-of-the-art technology.” He points to other services that customers find convenient, like in-house financing and leasing as further evidence of the company’s desire and ability to be there for its customers when they need it.

Although Ohio CAT is one of the largest construction equipment dealers in Ohio, its name may be new to some. In April of 2003, Ohio Machinery Co. acquired The Holt Company of Ohio to consolidate all of Ohio’s Caterpillar dealerships under the name Ohio CAT. This move more than doubled the size of the company. Today, 900 employees work in all parts of the state, selling, leasing and servicing construction machinery. The company also serves counties in northern Kentucky and southeast Indiana.

Owner, Ken Taylor is the third generation of his family to operate the company purchased by his grandfather in 1961. Known as a hands-on leader, Taylor regularly leaves the company’s headquarters in Broadview Heights to visit Ohio CAT branch offices and customers in an effort to ensure his customer-oriented vision is executed company-wide.

Kelly Love, vice president of the Equipment Division, says the acquisition has not changed the company’s business principles. “It’s given us better coverage of the state in terms of number of locations, technicians and parts supply. The focus is still on our customers, and providing a stable work environment to support 900 families.”

Ohio CAT offers a full line of asphalt paving equipment. Gleckler notes that pretty much an entire paving operation could be made possible with CAT equipment. An asphalt plant powered by a CAT generator set could be charged by CAT wheel loaders. The plant may fill a truck powered by a CAT engine, which will deliver asphalt to a job site where CAT pavers and rollers apply it to a road bed. The road bed itself may have been prepared by CAT dozers, graders, scrapers and soil compactors. Perhaps the asphalt will be applied to an old pavement prepared by a CAT milling machine.

In addition to these products, Ohio CAT sells a variety of construction machinery through its Equipment Division. The company’s Power System Division sells engines used by the trucking industry and generators to power all kinds of facilities and operations. Ohio CAT’s Agri Business Division offers Lexion combines and Challenger tractors. Ohio CAT is Ohio’s Trail King trailer dealer. Its rental division, called “The Cat Rental Store,” makes renting an option for customers.

Other key leaders of the company’s Paving Division include Bob Toney and Chuck Lappert, who work with Gleckler to serve the needs of paving contractors across the state.

In addition to Columbus and Broadview Heights, Ohio CAT dealer locations or service operations can be found in Bolivar, Cadiz, Canton, Girard, Lucasville, Oakwood Village, Painesville, Perrysburg, Richwood, Sharonville, Toledo, Troy, Youngstown and Zanesville.

Company leaders are optimistic about the future, citing the implementation of Ohio’s increased gas tax. “We expect an active constructive market for the next decade,” said Gleckler. He believes CAT equipment will play a big part in the improvement and expansion of Ohio’s highway system.

For more information on Ohio CAT and its services, visit www.ohiocat.com.
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Jurgensen Named State NAPA Director

Newly named NAPA State Director of Ohio, Jim Jurgensen (left) exchanges ideas with NAPA President Mike Acott at the association’s convention in Phoenix.

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