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Happy Holidays
OCAPE ANNOUNCES ITS ASPHALT PAVING TECHNICIAN CERTIFICATION PROGRAM

The Ohio Center for Asphalt Pavement Education (OCAPE) announces a program of education and certification for practicing Asphalt Paving Technicians. The program consists of education and experience requirements leading to certification at the following levels:

1) Hot Mix Asphalt Pavement Laboratory Technician I and II – for level one and two Marshall and Superpave laboratory mix design technicians.
2) Hot Mix Asphalt Pavement Field Technician – for plant production and construction placement technicians.
3) Hot Mix Asphalt Pavement Design Technician – for designers performing structural thickness design, specifying mix types and choosing rehabilitation techniques.
4) Hot Mix Asphalt Pavement Technologist – an umbrella certification for practitioners working within all of the above disciplines.

Scope of the program:
The requirements for certification in any of the areas will recognize appropriate training and experience sufficient to insure basic knowledge to perform in the certification area. OCAPE will provide educational opportunities sufficient to meet the minimum certification requirements and will maintain a list of other known training courses, which meet or exceed minimum requirements. In addition, applicants for certification will be able to apply for recognition of training and education not previously listed by OCAPE. Appropriate and adequate training from any source will be recognized as meeting the minimum training requirement upon application and approval by OCAPE. Equivalent certification from an adjacent State may be accepted. Grandfathering will be allowed for courses previously taken. In addition, certification will require minimum applicable working experience and a continuing education requirement to maintain certification.

Minimum educational and experience qualifications for certification:

1) Hot Mix Asphalt Pavement Laboratory Technician I and II
   a) Hot Mix Asphalt Pavement Laboratory Technician I must hold an ODOT Level I certification in Marshall and Superpave plus one cumulative year of relevant laboratory experience.
   b) Hot Mix Asphalt Pavement Laboratory Technician II must hold an ODOT Level II certification in Marshall and Superpave plus one cumulative year of relevant laboratory experience.

2) Hot Mix Asphalt Pavement Field Technician
   must complete NHI courses on construction and production (or equivalent with a minimum of 28 contact hours of instruction) and have 1 cumulative year of experience in HMA plant operations and or laydown operations.

3) Hot Mix Asphalt Pavement Design Technician
   must complete 3 OCAPE (or previous FPI) courses on specifying hot mix asphalt pavements, structural design of hot mix asphalt pavements, and pavement rehabilitation using hot mix asphalt (or equivalents having a minimum of 21 contact hours of instruction) plus 1 year of cumulative experience in pavement design and specification.

4) Hot Mix Asphalt Pavement Technologist must hold certifications as Laboratory Technician II, Field and Pavement Design Technician and have at least one year cumulative experience in any one or any combination of 2 or more of the of the practice areas. [Persons attaining this level of certification will be automatically recommended by FPI for membership in the Association of Asphalt Paving Technologists (AAPT)]
Continuing education requirements to keep certification current:
- Any of the technician certifications: 7 additional contact hours of instruction each year in a relevant subject listed or approved by OCAPE
- Technologist certification: 14 additional contact hours of instruction each year in relevant subjects approved by OCAPE
- Possible relevant instruction includes the following:
  - OCAPE and FPI courses and seminars
  - Technical sessions at FPI Annual Meeting
  - Ohio Transportation Engineering Conference
  - Local Transportation Assistance Program (LTAP) training courses
  - Ohio Asphalt Paving Conference
  - U.S. Hot Mix Asphalt Pavement Conference
  - NAPA courses, seminars and convention technical sessions
  - Asphalt Institute courses
  - North Central Superpave Center courses and seminars
  - AAPT technical sessions at the Annual Meeting
  - University sponsored courses and seminars
  - Equipment manufacturer sponsored seminars
  - Relevant ODOT training courses
  - Relevant FHWA training courses
  - In-house, company sponsored training

Procedure for obtaining certification:
Applicants must apply annually (before July 1) to request certification, or renewal of certification, on the form(s) provided by OCAPE, which will ask for complete information describing the courses taken along with evidence of satisfactory completion including: name, location, date, instructor and sponsor of course taken; evidence of course content (such as a program, outline, etc.); evidence of contact hours; evidence of satisfactory completion (such as certificate, attendance roster, etc.) Note, that for OCAPE sponsored courses only the name, date and location of the course will be needed.

It will be the applicant’s responsibility to keep records of courses taken, and to provide documentation of course content, and evidence of satisfactory completion.

If a person requesting to keep their certification current is not sure of the relevance of a course, pre-approval from OCAPE is available, if requested in writing, by supplying the relevant information noted above. If certification lapses, it may be reinstated by providing evidence of the required number of contact hours of instruction required during the years it has lapsed, i.e. if technician certification has lapsed for 3 years, the applicant must show evidence of 21 contact hours of instruction to obtain renewal.

Questions and comments:
Regarding the OCAPE Asphalt Paving Technician certification program may be addressed to the staff at Flexible Pavements, Inc. 1-888-446-8649 (in Ohio), 614-221-5402, fax, 614-221-0394, e-mail flexpave@netwalk.com

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OCAPE EDUCATIONAL OPPORTUNITIES ANNOUNCED

OCAPE (the Ohio Center for Asphalt Pavement Education) announces its educational opportunities for the upcoming year. The mission of OCAPE is to be an educational resource to Ohio’s HMA industry and specifiers in the design, production and placement of Hot Mix Asphalt.

This year’s curriculum is wide in variety, offering something for virtually everyone wanting education in Hot Mix Asphalt. New this year will be a school discussing the mandated use of warranties on ODOT projects. Also, an overview of ODOT’s new Pavement Design & Rehabilitation Manual will be presented for those agency persons desiring to know the state of the practice in Ohio.

The upcoming educational season is pregnant with opportunity to learn about HMA. The list provided below and the inserts to this newsletter will assist interested persons in taking advantage of these opportunities.

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ASPHALT PAVING SPEEDS CONSTRUCTION AND TRAFFIC MAINTENANCE ON CINCINNATI’S I-71, FORT WASHINGTON WAY, RECONSTRUCTION PROJECT.

On October 25, 1999 the I-71, Fort Washington Way (FWW), reconstruction project in downtown Cincinnati passed another significant milestone on its progress toward its expected August, 2000 completion when a portion of the reconstructed freeway was temporarily opened to two way traffic. Two lanes in each direction are being maintained on the intermediate course of the future westbound lanes while the rest of the eastbound lanes are completed. When completed, the freeway will be 8 lanes, 4 in each direction.

The Valley Asphalt Corp. as paving subcontractor on the project, began placing the asphalt base for the westbound lanes on October 8 and completed the intermediate course just 2 weeks later on October 22, 1999. As reported in this newsletter on October 1, 1998, the pavement consists of 200mm of 302 base, 125mm of 301 base, 45mm of type 2 intermediate course and is to be topped by a 38mm course of Stone Mastic Asphalt (SMA). Asphalt pavement was selected for the project partially because of the need for rapid construction, stage construction of the pavement, and the need for continuous working access within the tight working conditions within the “trench” on the project. The asphalt pavement has certainly proven its value during these 2 weeks in October, as work crews used the partially completed pavement courses within hours of their being placed. Don Gindling, Project Construction Engineer for the City of Cincinnati, stated that the use of asphalt pavement has been valuable for expediting the construction and providing for the early maintenance of traffic. The public too will greatly benefit from once again having two lanes in each direction available, especially as the Commonwealth of Kentucky begins work on the I-275 detour route.
Nearly 15 inches of asphalt base and intermediate course makes a stout pavement

October 25th - Westbound lanes open to two-way traffic

Artists view of completed FWW, (courtesy of Parsons Brinckerhoff Ohio, Inc.)
Brent Gerken, President of the Gerken Companies, is most proud of his company’s great emphasis on improving product quality. “The last 15 years have been a continuous challenge with ever changing specifications and quality control requirements. We’ve had to radically change how we do business, adding our own laboratories and quality control personnel. However, the results are most gratifying. We are now capable of supplying our customers with a product that rivals the longevity of any other paving material.” However, the Gerken Family has much else of which to be proud in the way that they have grown their company and prospered.

The Gerken companies were founded in 1978 by Julian Gerken after 17 years experience in the asphalt paving business. From that start with 3 asphalt plants and one paving crew, the company has steadily grown to its present size of 9 companies with 13 asphalt plants, three limestone quarries, and two sand and gravel mining operations, employing approximately 300 people in a season, and with annual sales in the range of $60 million. Five years ago the company constructed a new corporate headquarters and laboratory at Napoleon, Ohio. Additionally, they have a divisional office at Port Clinton, Ohio. This growth has all been accomplished by adding or upgrading a facility about every other year. In general, all the facilities have been built by the company, with only 2 asphalt plants having been acquired from prior operators. All of this has been aided by stable company leadership.

Many of the company’s original staff from that 1978 start are still active with the company. Julian Gerken, the original president, continues to serve as vice-president. Mike Gerken, manages the aggregate production operations, while brother, David Gerken, manages the company’s information systems. John Myers has been secretary treasurer since 1978. The company’s original chief engineer, Joe Miller, still serves the company as a consultant, averaging 25 hours a week. Asphalt Plant superintendent, Jan Vajen, has also been with the company since 1978. While enjoying the support of the original leadership, the company has had to continuously add staffers as operations have expanded. Dean Breese, chief engineer, came onboard in 1991. Quality control manager, Jan Creque, started in 1990. This need for larger staff in a tight labor market resulted in the Gerken Companies starting a Human Resources Department 2 years ago. The goal for the HR department is simple. “We want to prove to the employees that Gerken is a special place to work” Brent says.
This increased capacity has resulted in Gerken taking on more and larger projects than previously. The company now serves a wide market in both northwest Ohio and southeast Michigan. While the company’s bread and butter remains the $50,000 to $500,000 local government projects that comprise the largest part of the 92% of the company’s business that is done with government agencies, they have completed 5 Ohio Turnpike Commission projects, 4 ODOT interstate projects, an airport runway, a rail yard and their largest ever project, an $18 million ODOT project on Ottawa, SR 2. The company also innovates in its production and use of asphalt by regularly recycling waste shingles into the HMA and by use of the licensed process “Streetprint,” a process of imprinting asphalt pavement to simulate brick or tile pavements. In 1998 the Company completed a large “Streetprint” project in the City of Toledo on Adams Street past the County Courthouse. The City is still very happy with the results.

In the course of this work the company has received many project awards. Including: awards for the construction of the Norfolk Southern auto mixing center in Fostoria 1997, the Toledo Express airport runway 7-25 widening and multiple course overlay in 1998, the smooth pavement award for ODOT project 842-94, Hancock I-75 from SR 235 to Findlay, and the quality award for paving Snyder Rd. (TWP Road # 92) Huron county, Peru and Bronson Townships.

This effort on major projects does not mean that they are neglecting their commercial sales. The company has one person who works full time coordinating sales and service to their mix customers. Brent says that their strategy is to “serve, not compete in this market.” With the rapid private development continuing in the greater Toledo area, he believes this market is their greatest area of opportunity for continued growth of their company.

The Gerken Companies participate in many local and business associations, but are very modest about their charitable contributions. Brent prefers to keep their participation private. “We do it for the satisfaction, not recognition.” In addition to all local Chambers of Commerce, the Gerken Companies belong to the following trade associations: the Ohio Contractors Association, the Ohio Aggregates and Industrial Minerals Association, the National Stone Association, the National Asphalt Pavement Association, as well as Flexible Pavements, Inc.

The Gerken Companies, begun as a family enterprise, now under the leadership of a second generation, and after 21 years of steady growth, stand poised to continue their record of continuous improvement.
PAVEMENT PRESERVATION: A ROAD MAP FOR THE FUTURE

The following article is the second of a series of articles about “pavement preservation” and “preventive maintenance”, based upon the U.S. DOT/Federal Highway Administration report, “Pavement Preservation: A Road Map to the Future” which resulted from a national workshop held in Kansas City in 1998. Contributing to this article are: Jim Sorensen, Senior Construction and Preservation Engineer in the Office of Asset Management, FHWA, Washington D.C., and Bob McQuiston, Pavements Engineer, Ohio Division, FHWA.

In the previous article (FPI Newsletter, Vol. 8 No. 3, October 15,1999) we defined and explained the concepts of “pavement preservation” and “preventive maintenance.” The national workshop went beyond defining the concepts to developing strategies for improving the state of the practice of these programs. Much of the information available about “pavement preservation” and “preventive maintenance” practices comes from the states that have implemented programs such as Georgia, Kansas, Michigan and Pennsylvania, and who are now beginning to accumulate data regarding the effectiveness of various techniques and strategies. Their experiences in establishing their programs have proven helpful in identifying barriers to be overcome and in developing strategies and recommendations for promoting programs of “pavement preservation” and “preventive maintenance”.

Strategies/Recommendations

The goal of the Lead States Team for Pavement Preservation (that group of states which are collaborating on developing implementation models) is to have all States recognize by the year 2000 that pavement preservation is an important philosophy and essential program in managing the Nation’s highway investments. The highway community needs a better understanding of the concepts of “pavement preservation” and “preventive maintenance”. In turn these concepts need to be explained and marketed to the public. Without public awareness and support, budgetary decisions will be based on political pressures and misperceptions, rather than factual data. Thus, successful implementation of “pavement preservation” and “preventive maintenance” programs will depend upon the effective use of pavement management and/or asset management systems.

Integrating Pavement Performance Data

Determining which is the most cost-effective treatment for a specific set of road conditions is the fundamental challenge of having a cost-effective pavement preservation program. A lack of comprehensive field data on the timing, performance, and cost-effectiveness of pavement preventive maintenance treatments makes it difficult to develop guidelines for best practices. It is not enough to collect “success stories” about preventive maintenance techniques. Documented performance histories must be collected and disseminated to help agencies reach consensus on best practices and to evaluate the effectiveness of various treatments for their pavements.

But determining the right road, the right treatment, and the right timing for preventive maintenance activities requires that you have the right information to make the decision. “And that means you need a pavement management system,” says Pennsylvania DOT Chief Engineer, Gary Hoffman. The Pennsylvania DOT is convinced that there is a direct relationship between pavement roughness and deterioration of the pavement: as the pavement gets rougher, heavy trucks impart more of a dynamic load, and the increasing dynamic load hastens the deterioration of the pavement. Thus, says Hoffman, “We determined that our primary focus in pavement preservation was going be on addressing roughness.” Mike Lackey of the Kansas DOT agrees, “You can’t talk about pavement maintenance without talking about pavement management systems.”

Data on timing, performance, and cost-effectiveness will also add credibility to preventive maintenance programs, as well as encourage agencies to select the most effective treatment or strategy. The data can serve to eliminate any unintentional bias toward a particular process or product line, which could hamper selection of the best treatment or process. Agencies should be encouraged to document their pavement preservation experiences in their pavement management systems. Without such documentation, agencies cannot effectively develop maintenance schedules or pavement life-cycle costs. Documentation of pavement preservation activities will not only buttress future budget requests, but will also ensure that funds are distributed to areas where they will do the most good overall. The documentation can also be used as a basis for determining the remaining life of a pavement and the health of the road network.

In a future article we will explain some of the specific actions which have been proposed on the national level to help promote the development and availability of factual information on the cost-effectiveness of various “pavement preservation” and “preventive maintenance” strategies.
SENATOR ROBERT SMITH TO SUCEED CHAFEE AS CHAIR OF ENVIRONMENT AND PUBLIC WORKS COMMITTEE

Senator Robert C. Smith (R-N.H.) will serve as the new Chairman of the Senate Environment and Public Works Committee replacing the late Senator John Chafee (R-R.I.). Smith had been the committee’s second ranking Republican member in seniority until earlier this year when he renounced his Republican affiliation to run for President as an Independent. Now back in the Republican camp, he has been chosen to lead the Senate Committee that is responsible for highway and transportation legislation.

Passing away in late October, Senator Chafee had served as the committee’s long standing Chair and was responsible for the framework of TEA-21, the six year transportation bill that substantially increased highway funding.

Lincoln Chafee, Mayor of Warwick, Rhode Island, and the son of the late Senator John Chafee has been appointed by the Governor of Rhode Island to fill his father’s unexpired term which runs until January 1, 2001.

BARRETT PAVING MATERIALS’ ROSENBARGER AND BARTON EARN COMMENDATIONS

Congratulations are in order for Barrett Paving Materials’, Midwest Central Region, employees Don Rosenbarger and Bonnie Barton.

On Wednesday, October 20, Donald G. Rosenbarger, P.E., Construction Manager for Barrett Paving Materials Inc. Midwest Central Region, was selected “Executive of the Year” by the International Association of Administrative Professionals (IAAP).

The Executive of the Year award recognizes an executive who has encouraged and supported the advancement and effectiveness of secretaries, administrative/executive assistants, and related office professionals. Don possesses the distinguished qualifications and excellent support capabilities that made him a winner in everyone’s eyes.

Bonita Barton, CPS (Certified Professional Secretary) was selected Secretary of the Year 2000 by The Wings Chapter (Dayton) of the IAAP at its monthly meeting in November. Bonnie is executive secretary/administrative assistant for Barrett Paving Materials Inc.

After being nominated by her peers, Bonnie competed by giving a speech and answering questions posed by a panel of judges. The panel was comprised of executives from local businesses.

IAAP assists its members in becoming better administrative professionals through educational, personal, and professional development. Members develop initiative, organizational skills, and leadership abilities by participating in various projects, monthly meetings, seminars, and networking with office professionals throughout the community and the country.

FPI wishes to extend its congratulations to both Don and Bonnie.
ASHLAND INC. ACQUIRES DENMARK’S SUPERFOS

The Biggest Gets Bigger

APAC, Ashland’s road building arm and already the largest highway paving contractor in the U.S., just got bigger with Ashland’s purchase of Superfos from Denmark. Superfos’ $481 million U.S. asphalt business is located primarily in the southeast. Charles Potts, APAC President, says the acquisition will add 33% to 40% additional revenue to APAC. Neither APAC nor Superfos have any operations in Ohio.

Ashland, long known as an oil company, appears to be moving away from its roots and more into the hot mix asphalt manufacturing and paving business. Although they recently merged with Marathon where they have a 38% interest in the combined company, Engineering News Record recently quoted Paul Chillgren, Ashland CEO, as saying they hope to sell their interest in Marathon Ashland Petroleum. Ashland has already sold off its oil exploration and production business and is reportedly looking to unload its share of Arch Coal. Arrangements have already been made to sell Superfos’ packaging and chemical business.

In addition to Superfos, Ashland recently purchased asphalt companies in Texas, Oklahoma, and North Carolina, making 29 companies it has acquired since 1996. Ashland’s APAC unit is now close to a $2 billion business.

In other oil company news, the Federal Trade Commission just approved last year’s $81 billion merger between Exxon and Mobil. Consolidation appears to be the trend with the merger of British Petroleum PLC with Amoco; BP-Amoco PLC’s proposed merger with Atlantic Richfield; and other companies such as Shell Oil and Texaco combining refining and marketing operations.

NORTH CENTRAL ASPHALT USER PRODUCER GROUP TO HOLD TECHNICIAN WORKSHOP

Regional Technician Workshop

Prior to its annual meeting, the North Central Asphalt User Producer Group will be sponsoring a workshop for agency and industry technicians across the ten States, which includes Ohio, and two Canadian Provinces that are a part of the North Central Asphalt User Producer Group region. The open forum format will allow participants the opportunity to exchange information on Superpave problems and solutions. Topics to be covered include national issues, binder, aggregate, mixture design, construction practices, QA/QC procedures and technician development. The workshop begins January 18, 2000 at 12:30 p.m. and continues until noon, January 19, 2000. The location for the workshop is the Kansas City Airport Hilton, 8801 NW 112th Street (I-29 at NW 112th), Kansas City, Missouri.

A detailed description of the meeting agenda, speakers and registration information can be obtained from the FPI web site (www.flexiblepavements.org). Click on LINKS and look for the North Central Superpave Center.
Sparkling like the Diamond Achievement Commendation it received, Valley Asphalt’s Plant #14, becomes the second Ohio HMA facility to be recognized for operating in an exemplary manner. The Fall issue of Hot Mix Asphalt featured Osterland’s Plant #1 as the first Ohio facility to be so honored.

Valley Asphalt Plant #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 they are running night shifts.

The company has invested approximately $100,000.00 in upgrading the facility, grounds and entrance-ways. Valley Asphalt is proud of the response that has been attributed to the upgrades.

Valley Asphalt has chosen to take a leadership role in demonstrating responsible environmental practices. In the words of Jim Jurgensen, II, General Manager, “our vision is to be a responsible and respected industry leader in protecting our environment. The Diamond Achievement Commendation is one indication of our commitment. We have a tremendous amount of pride in the way our plants are viewed by our customers and the public.”
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