



Pavement Type Selection “Kentucky Style”

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Hatfield-McCoy Feud

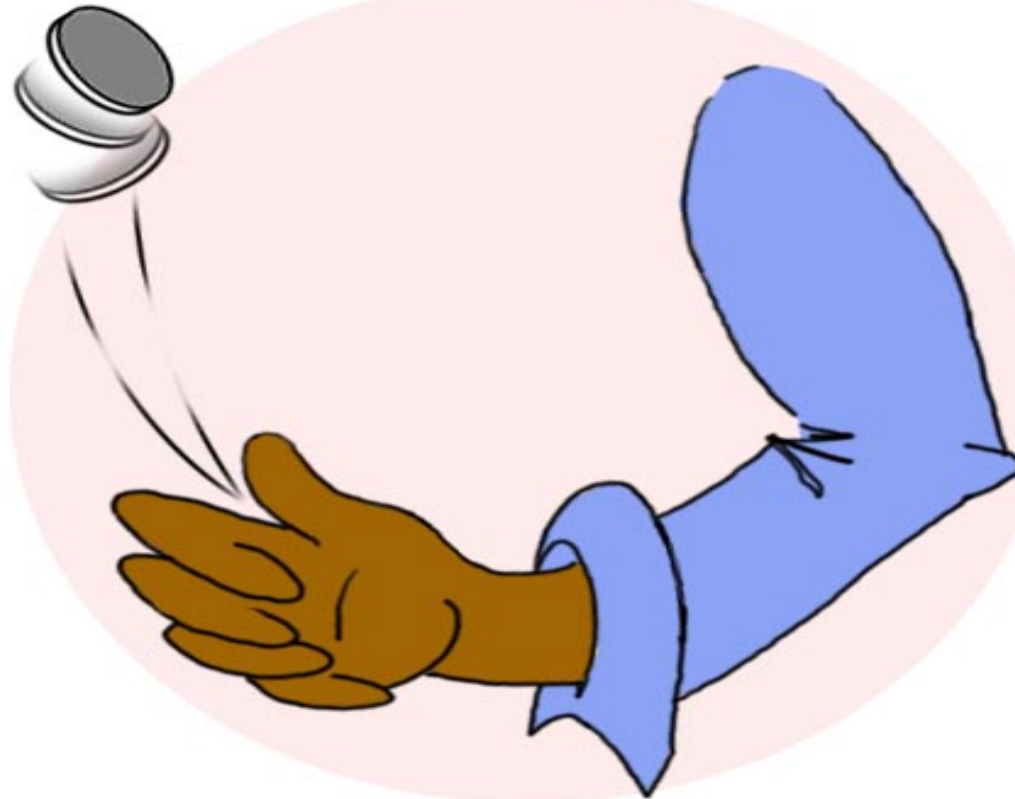
- Dispute between the Hatfields (West Virginia) and the McCoys (Kentucky) began in 1878 after a dispute about the ownership of a hog



Hatfield Clan (1897)

Kentucky Style?

HEADS - ASPHALT

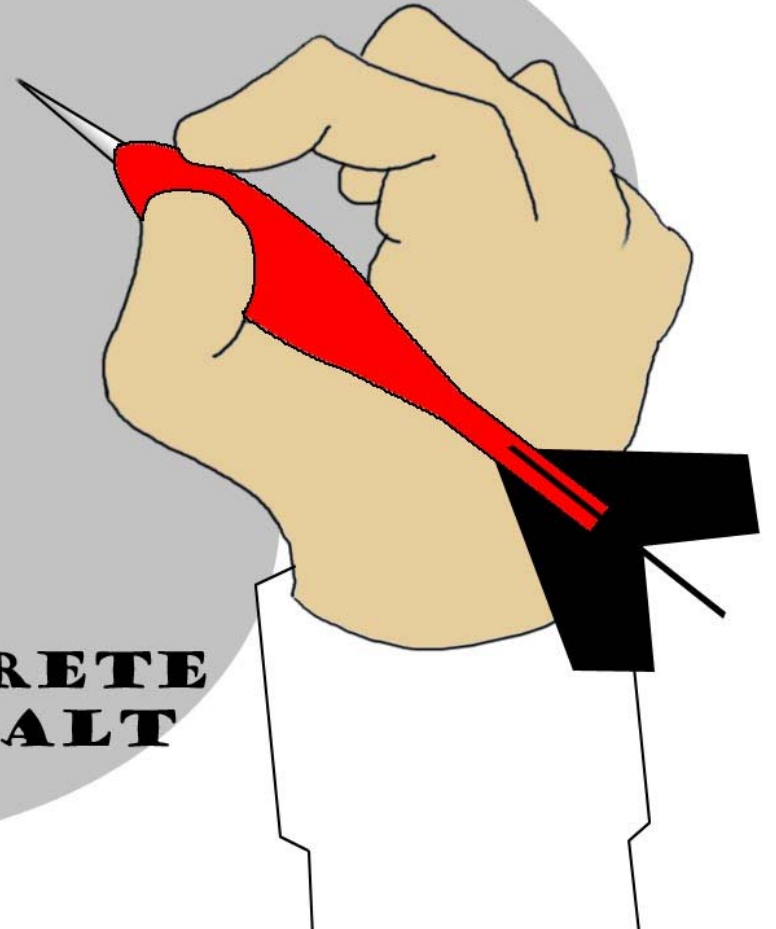


TAILS - CONCRETE

Kentucky Style?



Kentucky Style?



WHITE - CONCRETE
BLACK - ASPHALT

Presentation Outline

- **6 P's of Pavement Type Selection in Kentucky**
 - Past
 - Present
 - Process
 - Policy
 - Politics
 - Projects

Outline

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Kentucky's Pavement History

- Kentucky is generally a rural state where asphalt has always been the preferred pavement type
 - Roughly 95% of paving dollars in Kentucky spent on asphalt bid items
- Over 130 asphalt plants serving all 120 counties
- Small handful concrete paving contractors

Old Policy

- Old policy was implemented in June 1999
- Provided general guidance but lacked specifics
- 40-year analysis period
- Recommends Rehabilitation Cycles for Asphalt and Concrete (PCC) Pavements
 - 10-year resurfacing cycle for asphalt
 - 40-year with only cleaning & sealing joints on PCC at years 15 and 30

Old Policy Continued...

- High-volume projects utilize more detail and sophisticated analysis techniques than lower volume roadways.
- The 1999 Policy resulted in the selection of asphalt pavement in most instances
- Concrete pavements typically did not “win” in the policy & process but were selected for other reasons

History of ACPA in KY

- In 2000, the American Concrete Pavement Association formed a local chapter in Kentucky with the stated goal of taking 25% of the market share from the asphalt industry
- Hired staff and lobbyists to aggressively promote the use of concrete pavements

Past Alternate Bids

- Given the pressure from the concrete industry, Kentucky pursued a few alternate bid projects
- From 2000 through 2005, Kentucky let 5 alternate bid projects (with pavement warranties)
- 4 of the 5 projects went asphalt

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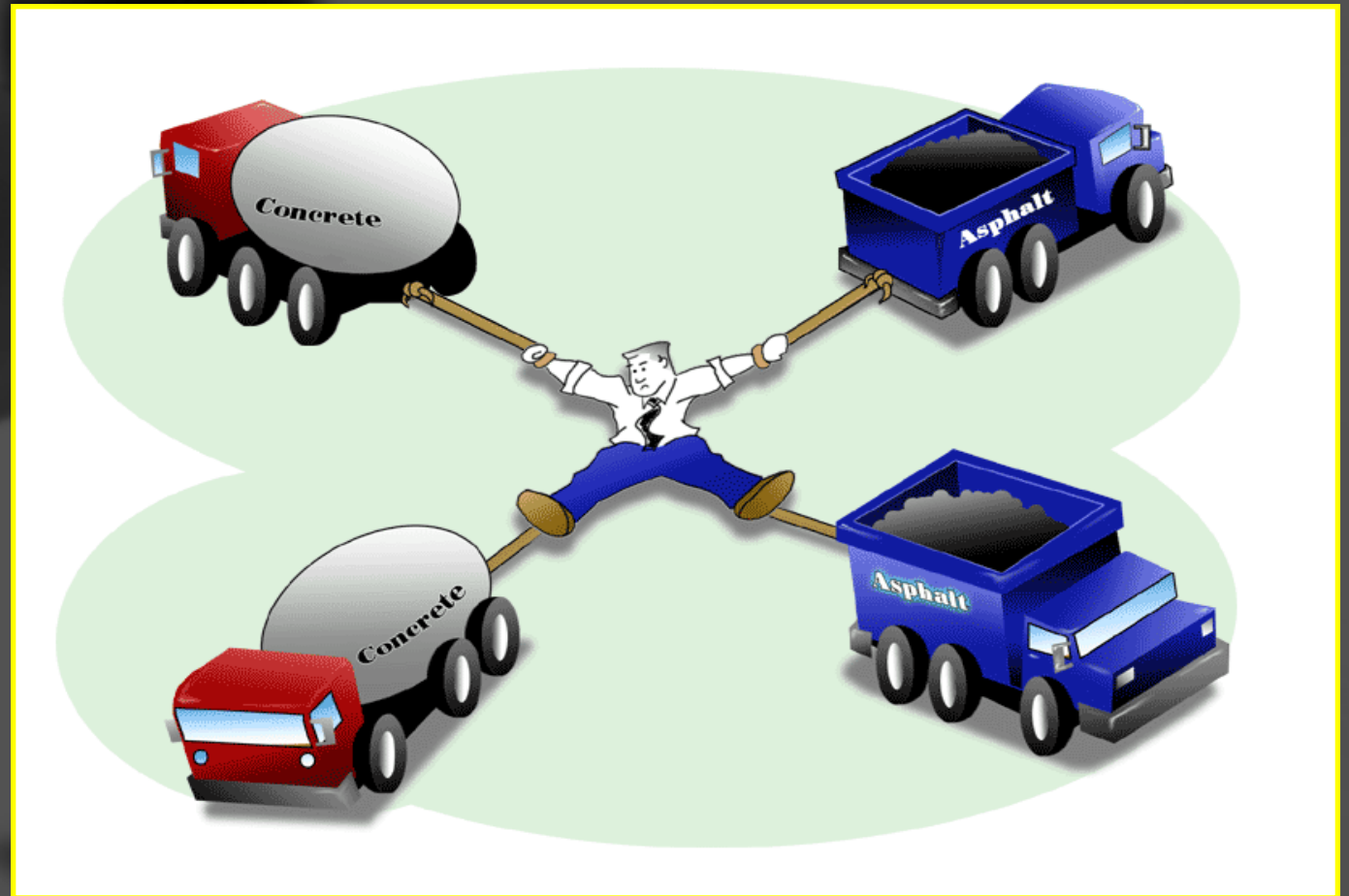
Present Climate in KY

- New Governor/Administration
- New Transportation Cabinet Officials
- New ideas

PTS Process

- Changes in the Governors office (and party) resulted in all new appointed officials in the Kentucky Transportation Cabinet
- Concrete industry ramped up it's efforts to influence new Cabinet officials
- Ongoing meetings and discussions with both industries resulted in a decision to reevaluate the existing policy

Tug of War Begins



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PTS Process Continued...

- In the Fall of 2005, the Kentucky Transportation Cabinet assembled the following groups to review and revise it's policy
 - Federal Highway Administration (FHWA)
 - University of Kentucky Transportation Research Center at UK (KTC)
 - Asphalt Industry (PAIKY)
 - Concrete Industry (KCPA)
 - Kentucky Transportation Cabinet (KYTC)

Head-to-Head Meetings

- First time both industries were asked to be in the same room at the same time
- KYTC utilized a professional facilitator
- Both Industries made presentation on their issues and/or concerns
- Opposing industry had the opportunity to ask questions of the opposing industry

KYTC Draft Policy

- KYTC, KTC, and FHWA had already developed a draft PTS policy but did not provide that information to the industries at that time
- Wanted to get industry input before releasing first draft of new policy

Asphalt Industry Input

- Policy Issues
 - Initial Cost
 - Life Cycle Cost
 - Rehab Cycles
 - Bid Adjustments
 - Smoothness
 - Skid Resistance
 - Noise
 - Bidding Units
- Design Issues
 - Speed of Construction/Traffic Control
 - Subgrade Strength
 - Break & Seal Vs. Rubblization
 - Thickness Design

Concrete Industry Input

- Kentucky does not have a healthy “two pavement” system
- Concrete creates competition and lowers asphalt prices
- LCCA should be the one and only factor in pavement selection
- When the LCCA is close (within 10%) alternate pavement types
- The Transportation Cabinet has an obligation to “insure that the smaller industry survives.”
- Revert back to AASHTO 93 for thickness design

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Draft Policy Released

- Draft Policy Released to Industry in December
- Applies to new construction or rehab of Interstates, Parkways, routes with more than 5 million ESALs
- Division of Design provides analysis and data – Commissioner of highways makes final decision

Pilot Projects

- In addition to the draft policy, KYTC provided details and designs for the 3 projects that they plan to “test drive” under this new policy
 - Interstate widening and rehab of I-65 near the Tennessee State Line
 - Extension of the Breathitt Parkway in Western, Kentucky
 - Construction of a bypass around the city of Shelbyville

Follow-up Policy Meeting

- The same group met again in December to discuss the draft policy
- The highway Commissioner addressed the issues (one by one) brought up by industry in the previous meeting and provided a response/justification of their position on that issue
- Asked Industry to present follow-up comments regarding the policy and projects

Asphalt Industry Response

- Excessive Pavement Thickness
- Bid Adjustments
- Ride Quality
- Pavement Rehabilitation Cycles
 - Asphalt is stuck on a 10-year resurfacing cycle despite Superpave, polymer modified Binders, MTV's, etc.
 - Concrete assumes some patching and grinding in years 15 and 30 but there is no true rehab in the 40-year analysis

Concrete Industry Response

- The concrete representative read a prepared statement/letter criticizing the Transportation Cabinet and their process
- As similar letter was faxed to the Governors office that day
- The felt as if their suggestions were not considered in the process and that the outcome was not fair to their industry

Final Policy

- Signed by the FHWA and KYTC in late February
- FHWA letter allows this policy and projects to utilize the Special Experimental Project No. 14 on a programmatic basis for federally funded projects
- FHWA request that the policy be re-evaluated after one year

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Politics

- Concrete industry letter to Governor's office created a stir
- The Transportation Research Center at the University of Kentucky has been asked to evaluate the projects and policy after the three test projects have been awarded
- Attempted "asphalt-only" language for federal interstate projects in the state budget bill

Response to Budget Language

KENTUCKY GENERAL ASSEMBLY

Loss of federal dollars may doom asphalt-paving requirement

By Tom Loftus
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The Courier-Journal

FRANKFORT, Ky. — A House budget provision that would require using asphalt instead of concrete for interstate construction projects in Kentucky appears dead because it puts federal highway dollars at risk.

In a letter sent Friday to the Transportation Cabinet, the Federal Highway Administration said the single sentence added to the budget “will

jeopardize the federal-aid funding of all Interstate projects in Kentucky.”

Rep. Rob Wilkey, chairman of a House budget subcommittee that initiated the amendment, said yesterday that “we need to take it back out” if it jeopardizes the federal money.

Senate President David Williams, R-Burkesville, said he wants the Senate to remove the provision.

“I don’t think that language is appropriate,” Williams said. “That’s a professional engineering decision that the legislature ought not be in-

ON THE WEB

Find full coverage of the session, reader forum and lawmaker contact information at courier-journal.com/legislature.

involved in.”

The highway administration letter said that requiring one type of surface for interstate projects violates a federal regulation that says the surface must be selected on each project based on safety, durability and cost.

During a four-hour meeting March

3, the House budget committee made hundreds of changes to the budget proposed by Gov. Ernie Fletcher — including the single sentence added to Page 178 of the 541-page bill to require asphalt on federally funded interstate projects.

Wilkey, D-Scottsville, said at the meeting that asphalt “seemed to be a preference” of the cabinet and local governments.

The provision was added, he said,

See **ASPHALT**, B2, col. 3

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Pilot Projects

- All three projects will utilize “bid adjustments” which penalize the asphalt bidder
 - Kentucky has had warranties in the past but never bid adjustments
 - Bid Adjustments are calculated as the difference in future maintenance costs
- Ride standards are NOT equal – asphalt is held to a higher standard than concrete

Breathitt Parkway

- 2-mile extension of an existing parkway in western, Kentucky
- \$175,000 bid adjustment (penalty)
- 12" PCC thickness versus 14.25" of HMA (40 Million ESALs)
- Advertised for the March 31, 2006 highway letting (this week)

Shelbyville Bypass

- New construction of a bypass around Shelbyville
- \$471,000 bid adjustment (penalty)
- 10" PCC thickness versus 14.75" of HMA (7 Million ESALs)
 - CBR=2... no subgrade stabilization
- Advertised for the March 31, 2006 highway letting (this week)

I-65 in Simpson County

- 6-mile rehabilitation and widening of I-65
- \$420,000 bid adjustment (penalty)
- 11" PCC thickness versus 14" of HMA on rubblized PCC (87 Million ESALs)
- Adjacent section had an 11" HMA overlay with a 10-year warranty
- Expected in the April Letting

Policy Evolution

- Following the lettings for these three projects, KYTC will re-evaluate the policy
- The Kentucky Transportation Center at UK will be involved in the review
- Per the FHWA, the policy will undergo another evaluate in a year

Wrap-Up

- Kentucky made a quick attempt to revise the Pavement Type Selection policy
- Both industries have serious concerns
- What will the future hold?
- Stayed tuned for the results of these three projects...



Any Questions?

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