



HOT-MIX ASPHALT



FOR CONVENIENCE: IT'S ASPHALT

Fact: Use of asphalt in road construction is more convenient for everyone involved. This includes new construction and especially maintenance and reconstruction.

Polls and surveys of the traveling public by the National Quality Initiative, the Federal Highway Administration and many others, including a consortium of Ohio construction industry groups, all show that traffic congestion, and specifically as it relates to road construction, ranks at or near the top of their concerns and priorities. Because of this, the Ohio Department of Transportation has adopted the goal "to be second to none in the maintenance of traffic," as one of their strategic initiatives.

Hot mix asphalt (HMA) has historically been the unquestioned leader in providing faster constructed pavements. In the "old days" both asphalt and concrete pavements were built in forms. The HMA industry was the first to eliminate the need for forms when they introduced pavers with the free-floating screed. Today hot mix asphalt pavements still enjoy the speed trophy because they do not require the installation of a system to guide the paver, placement of reinforcing steel and load transfer mechanisms, tie bars, curing compounds, sawing of joints, installation of joint sealing systems and, of course, long curing times to reach required strength.

While speed is important in order to get a new roadway available to the traveling public sooner, where hot mix asphalt really shines is in its ability to keep traffic moving during the maintenance and reconstruction of an existing road. This is much more important to the traveling public because they are already using the road and must continue to use it while it is being maintained and/or reconstructed.

When we talk about the convenience of the motoring public during maintenance and reconstruction operations, there are two issues that must

be considered. The first is the frequency of repairs and the second is the scope of the repairs. In general, it is true that initial maintenance must be performed on an asphalt pavement first. Once you get past this initial surface maintenance, however, the frequency of repairs are no more than that of PCC pavements and often times less.

It is the scope of the repairs that is really the major issue. Asphalt's biggest advantage is that, when the time for repair comes, it usually entails surface restoration only. Surface restoration is something that can be done when the public is using the highway the least: at night, for instance. When repairing concrete roads, on the other hand, rehabilitation requires extensive repairs, and in some cases complete removal of the pavement. This is pointed out by the fact that the Ohio Department of Transportation has never done a life cycle cost analysis (LCCA) to select a method to rehabilitate or replace a hot mix asphalt pavement because no hot mix asphalt pavement on their system has ever needed major rehabilitation or replacement. On the other hand, ODOT has prepared many LCCAs to select methods to rehabilitate, or replace, concrete pavements. Studies show that the cost of motorist delays on these major reconstruction projects often far exceed the cost of the construction itself. Asphalt pavements on the other hand, because their maintenance typically requires only a renewing of the surface, reduce motorist delays and keep traffic moving. This truly makes hot mix asphalt pavements far superior in providing convenience to the motoring public.

Examples of asphalt's convenience abound, not only in Ohio but around the country. A recent study on Texas highways indicated that rehabilitation of an asphalt pavement can be completed 2.8 times quicker than rehabilitation of a concrete pavement. This same study also showed that the construction

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costs were about \$120,000 per lane mile for concrete as compared to \$39,000 for asphalt.

The intersection shootout by the Maryland State Highway Administration is another example. Both the HMA and the PCC industries were asked to propose solutions to construct a pavement to withstand heavy stress at adjacent intersections on US 40. The HMA folks milled up 8 inches of old pavement and laid 15,000 sy of new in 11 nights, working only from 7:00 pm to 6:00 am with very little disruption to traffic. The PCC people installed 1,800 sy of pavement, working around the clock for 12 days and nights. Lanes were closed for days at a time. In other words, it took the PCC people twice the time to do one-eighth the work of the HMA folks. By the way, the PCC pavement cost \$104.25/sy while the HMA pavement was \$36.11/sy. (In case you're interested how the shootout turned out, see "The Maryland Asphalt

versus Concrete Intersection Shootout Leaves Only One Gunfighter Still Standing" on page 5.)

A similar comparison can be made on two state routes in Kentucky. There, 2,904 sy of asphalt was laid in 2 nights, with only one lane closed each direction. The PCC, on the other hand, took 4 days to place 1,440 sy of pavement, and required that 2 of the 4 lanes be closed during the day.

The simple fact is: Asphalt is quicker at initial construction and in maintenance throughout the life of the pavement. It's simply more convenient for everyone.

This is the second in a series of three articles exploring the components of the Flexible Pavements tag line: for Cost, for Convenience, for Comfort. In the last issue we compared the cost of asphalt pavement with concrete. Next issue we will examine the comfort of driving on asphalt as opposed to other pavements.

TRAVEL BETWEEN CINCINNATI AND CLEVELAND GETTING SMOOTHER – FAST

I-71 getting HMA facelift

Probably you have noticed, but almost everywhere from the Ohio River to Lake Erie, Interstate 71 is getting at least a face lift and in several areas a reconstruction and widening to provide additional capacity and relieve congestion. From the widening of Fort Washington Way on Cincinnati's riverfront, through the projects just north of I-275

in Hamilton and Warren Counties, the Franklin/Delaware County project north of Columbus and the Richland/Ashland County projects to the widening project in Cuyahoga County, lanes are being added to some of the most congested areas. In between, numerous rehabilitation or mill-n-fill projects have or are being completed to restore the serviceability to the pavement surface. The result of all this construction using hot

Cinci to Cleveland, continued on page 11



Full depth HMA lane addition and resurfacing of existing full depth asphalt pavement on I-71 in Delaware County by Kokosing Construction Company.



Full depth HMA lane addition with milling HMA surface, joint repair and new HMA overlay on existing PCC pavement in Warren County by Valley Asphalt Corporation.

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Law of unintended consequences takes effect

ASPHALT PAVEMENT ALLIANCE UP AND RUNNING

On September 6th & 7th, over 200 people gathered in Dallas, Texas for the official rollout of the Asphalt Pavement Alliance (APA). Formed to counter the new marketing initiative from the American Concrete Paving Association, the Alliance is made up of the National Asphalt Pavement Association (NAPA), the Asphalt Institute (AI) and all of the State Asphalt Pavement Association Executives (SAPAE) from across the United States.

The idea for the APA surfaced about a year ago. In order for the hot mix asphalt industry to answer the challenge from the cement and concrete paving marketing offensive, it was obvious that the asphalt industry groups were going to have to coordinate and pool their resources. A steering committee was formed with representation from all groups. An outline of activities and a budget for the year 2000 were established. By June the group had agreed on a detailed marketing plan. The plan identified key audiences and their needs and developed nine broad marketing strategies. Also identified were nine major focus areas around which specific initiatives were to be developed. The September rollout showcased the Alliance theme (The New Asphalt-Absolutely), marketing materials, tool kits, videos, and ads for the nine focus areas along with trade show booths, and the Alliance website at www.asphaltalliance.com. Any and all of these materials are available for use by Flexible Pavements of Ohio and all of the other State Asphalt Pavement Associations as well as NAPA and AI.

We have been trying unsuccessfully for decades to get all the asphalt pavement industry groups to work together. Ironically, it took the concrete and cement promoters trying to take 15% of our market to make it happen and bring about what Mike Acott, NAPA President, calls "the law of unintended consequences." Mike said it best in his column in the July/August issue of *HMAT* when he wrote:

Over the last few years, we have concentrated our efforts in the areas of engineering, research and education, environment, and legislation. Our market has increased – but it is also fair to say that we have all become complacent.

Well, in the words of the infamous Admiral Yamamoto, following the Japanese attack on Pearl Harbor, "I fear all we have done is awaken a sleeping giant and fill him with a terrible resolve."

As predicted by the Admiral, the attack caused the immutable, unintended consequences law to take effect.

Quite frankly, the cement folks have done the hot mix asphalt industry a great favor. They have made us get serious about marketing, get involved in the political arena and pull together. They have literally "awakened" the whole HMA industry. They have given us a cause to rally around, something they maybe should have thought about, as did Admiral Yamamoto.

Mark Your Calendars

DIRECTOR GORDON PROCTOR ENCOURAGES ODOT EMPLOYEES TO ATTEND THE US HOT MIX CONFERENCE TO BE HELD IN CINCINNATI

Gordon Proctor, Director of the Ohio Department of Transportation, has sent a letter to all ODOT Deputy Directors encouraging ODOT employees to attend the Eighth Annual United States Hot Mix Conference which is being held in Cincinnati November 15th-17th. "This is a national conference co-sponsored by ODOT and an excellent opportunity for employees to meet and discuss the latest technology and practices in the asphalt design, construction and maintenance fields," Director Proctor states in the letter. The letter goes on to say "...I encourage you to consider sending representatives to this conference."

"We are 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.

Registration forms can be obtained from Flexible Pavements of Ohio, 888-4HOTMIX, fax 614-221-0394, or you can register online at www.hotmix.org. Conference pre-registration fee is \$175/person or \$225/person on-site.

8th Annual United States Hot Mix Asphalt Conference

November 15-17, 2000

Regal Cincinnati Hotel; Cincinnati, Ohio

Registration Form – 2000 United States Hot Mix Asphalt Conference

Please print the full name of the registrants as they should appear on the registration list. (Nicknames indicated in parentheses will appear on the name badge only.) Space is limited. Make your reservation early. Please copy this form for additional registrants.

Name _____ Nickname _____ Title _____

Company Name: _____

Address: _____

City/State/Zip: _____

Phone: _____ Fax: _____

E-mail address: _____

Register by fax: 301-731-4821

telephone: 888-468-6499

online: www.hotmix.org

or mail to:

NAPA, 5100 Forbes Boulevard
Lanham, MD 20706-4413

Pre-Registration Fee: \$175/person

On-Site Registration Fee: \$225/person

Total Registration Fee(s): \$ _____

Payment: (All funds payable in U.S. dollars.)

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THE MARYLAND ASPHALT VERSUS CONCRETE INTERSECTION SHOOTOUT LEAVES ONLY ONE GUNFIGHTER STILL STANDING.

The Streets of Dodge (and Maryland) are safe again

In 1994, the Maryland State Highway Administration set the stage for a reenactment of the shootout at the OK Corral when they issued a challenge to the Hot Mix Asphalt (HMA) and Portland Cement Concrete (PCC) Industries to eliminate rutting at two adjacent intersections on US 40. The Maryland Asphalt Association and the Northeast Chapter of American Concrete Paving Association stepped out at high noon to accept the challenge.

The HMA industry was given the intersection of US 40 and MD 213. The concrete industry was given the adjacent intersection at US 40 and Landing Road. These signalized intersections were originally constructed as concrete and have had multiple resurfacings of hot mix asphalt over the years. The asphalt overlays were standard Maryland SHA mixes and the high stress from stopping trucks at the intersections had caused rutting problems. The projected design for the new pavements were to be for a 20 year life which meant 13 million ESALs from an ADT of 30,000 with 12% trucks.

Each industry was free to select their weapons of choice. The HMA industry chose milling up 8 inches of the existing pavement and replacing it with a 25mm Superpave base mix and a 19mm Superpave surface. Both mixes used a PG 76-22 liquid binder. The PCC industry chose a 6 1/2-inch whitetopping treatment.

The HMA folks laid 15,000 square yards of new pavement in 11 nights, working only from 7:00 pm to 6:00 am with very little disruption to traffic. The PCC people installed 1,800 square yards of pavement, working around the clock for 12 days and nights. Lanes were closed for days at a time. In other words, it took the PCC people twice the time to do 1/8th the work of the HMA folks. And the PCC cost more. A whole lot more. Without even counting in the cost of user delays, the PCC pavement cost \$104.25 per square yard. For HMA, it was only \$36.11.

The only thing left was to see who was still standing when the sun went down and the gun smoke cleared. Well, it didn't take long! Cracking began in the concrete in 1998 and the pavement had completely failed by July 2000, when it was removed and replaced with hot mix asphalt. The Superpave intersection, on the other hand, is still performing well.

This shootout sponsored by the Maryland State Highway Agency demonstrates once again that not only does asphalt out perform concrete, it is less expensive to construct and quicker to install.

**Asphalt – for Cost,
for Convenience,
for Comfort.**

TECHNICAL BULLETINS AID SPECIFIERS

Current News Debuts New Feature

Flexible Pavements of Ohio is pleased to announce a new effort to aid specifiers in obtaining asphalt pavements that are cost effective, convenient and comfortable to the driving public. Drawing upon the vast experience of the Technical and Operations Committees of FPO, its contacts in highway departments, the National Asphalt Pavement Association and Asphalt Institute, FPO will be publishing various technical bulletins pertaining to asphalt pavement design and construction.

The bulletins are intended to shed light on some of those confounding issues specifiers encounter everyday. Also, we will go where others have not ventured before, defining and documenting what is common knowledge to some, for the edification of others. We will explore the use of prime coat materials, HMA solutions for high stress locations, crack sealing prior to paving, and other such topics.

Bulletins will provide introductory and general background information pertaining to a particular topic. Discussion of techniques, causes,

contributory factors, things to look out for, etc. also will be included. Cures, fixes, accepted practices will be discussed. Lastly, valuable references for further investigation by the initiated will be included.

The inaugural bulletin, *Use of Crack Sealing Prior To Placement Of Hot Mix Asphalt*, discusses the timing of crack sealing and how to ensure your overlay results in a smooth pavement. Smoothness is one of asphalt's most appreciated attributes. To maximize this attribute, careful planning and execution of maintenance work must occur prior to construction of the overlay. This bulletin will detail the issues pavement owners should consider in the planning process, and make recommendations for dealing with those occurrences when planning may run afoul.

LET US KNOW. If there are issues you feel deserve the attention of a technical bulletin, please let us know. You can contact us on the web at www.flexiblepavements.org or by e-mail at flexpave@netwalk.com.

WARRANTY REQUIREMENTS DRIVE UP PRICES ON FIRST ODOT CONCRETE PAVEMENT PROJECTS

HMA price virtually unaffected by warranty

Warranty requirements for Portland Cement Concrete (PCC) pavements have resulted in higher prices on ODOT's first rigid pavement projects. On the other hand, it appears that warranty requirements have had little, if any, impact on the price of Hot Mix Asphalt pavements.

ODOT has let to contract four PCC projects, which have required the contractor to provide a warranty for his work. Two of these projects were design/build resulting in lump sum bids that make it impossible to tell what square yard unit price was used for the concrete pavement items. However, the other two projects were conventional design and bid jobs.

The first of these was project 323(00) in Summit County, District 4, which was bid June 13, 2000. It contained 15,480 sy of 310mm (12.2") plain PCC pavement and 176,276 sy of 350mm (13.8") plain PCC pavement. In order to determine the cost of non-warranted plain PCC,

Current News went back through all the PCC projects from January 1996 to July 2000 to find bids on similar quantities of the same relative thickness. The only 13" plain PCC pavement of any quantity that ODOT built in this timeframe was 58,638 sy on project 295(99) at a cost of \$26.90/sy and the only 12" was 45,342 sy on project 305(96) at a cost of \$26.70/sy, for an average of \$26.80 for the two projects. On the other hand, the warranted 310mm cost \$31.98/sy and the 350mm cost \$30.52/sy, for an average of \$30.93/sy. This is \$4.13, or 15.4%, higher than the non-warranted PCC.

The other job was project 248(00) on I-77, Washington County, in District 10. Let to bid on June 10, 2000, it contained 15,494 sy of 11" plain PCC pavement and 64,472 sy of 8" plain PCC pavement. (Project also included 37,609 sy of variable thickness PCC shoulders.) Going back through the records we find three

Warranty Requirements, continued on page 7

Warranty Requirements, continued from page 6

projects containing 11" plain PCC with somewhat comparable quantities (see Table 1). The average cost is \$27.73 sy. The cost for the warranted 11" plain PCC was \$30.00/sy, an increase of \$2.27/sy or 8.2% over the 11" non-warranted pavement.

For the 8" plain PCC pavement, there are 3 projects that are somewhat comparable (see Table 1) with an average cost of \$25.29/sy for the non-warranted pavement. In this case, the cost for the warranted pavement at \$21.05/sy was considerably less than the non-warranted, which runs contrary to the other data. Interestingly, a closer look at the bids on this project reveals the second and third bidder's price for this item was \$26.25/sy and

\$28.00/sy, which is consistent with the price increase reflected in the other projects.

On the hot mix asphalt side of the equation, ODOT's Summary of Contracts Awarded for calendar year 1998 (latest data available) shows the cost for Item 302 Bituminous Aggregate Base at \$40.76/cy, Item 446 Asphalt Concrete Intermediate Course Type 2 PG 64-28 at \$50.90/cy and Item 446 Asphalt Concrete Surface Course Type 1H at \$54.23/cy. A list of the hot mix asphalt pavements let to date with a 7-year warranty are shown in Table 2 and have an average cost of \$49.94/cy.

Unquestionably, Hot Mix Asphalt pavements remain your best value, with or without a warranty.

Table 1

Thickness	Project	Year	Sq. Yd. Quantity	Cost/SY				
				Non-Warranty	Average	Warranty	Average	Difference
350mm (13.8")	323	2000	176,276			\$30.52		
310mm (12.2")	323	2000	15,480			\$31.98		
							\$30.93	
13"	295	1999	56,638	\$26.90				
12"	305	1996	45,342	\$26.70				
					\$26.80			+\$4.13
11"	248	2000	15,494			\$30.00	\$30.00	
11"	86	1997	8,891	\$25.20				
	563	1997	37,079	\$30.00				
	368	1998	23,473	\$28.00				
					\$27.73			+\$2.27
8"	248	2000	64,472			\$21.05	\$21.05	
8"	645	1996	47,624	\$16.96				
	123	1999	40,032	\$32.00				
200mm	106	2000	33,185	\$26.92				
					\$25.29			-\$4.24

Table 2

Project No.	Year	County	Bid Date	Quantity Unit	Unit Price
0004	2000	Franklin	01/25/2000	425,873.00 cy	\$47.00
0023	2000	Erie	01/25/2000	76,921.88 cy	\$51.66
0037	2000	Ashland	02/23/2000	166,562.27 cy	\$47.59
0091	2000	Greene	03/08/2000	69,879.00 cy	\$52.69
0136	2000	Muskingum	03/29/2000	57,471.00 cy	\$58.00
0151	2000	Richland	04/12/2000	211,848.75 cy	\$50.19
0239	2000	Medina	05/24/2000	283,653.00 cy	\$52.75
Weighted Average					\$49.94

Member Spotlight

MILLER BROS. GROW FROM TWO-MAN OPERATION TO MULTI-STATE CORPORATION



Mr. Dean Miller

Mr. Robert Miller

The Miller Bros. Companies is a family owned business that dates back to the 1940s when brothers Dale and Floyd Miller started a company that specialized in excavating and removing debris from ditches. They worked 15–18 hour days to build what is now a group of companies offering a complete package of construction skills and premium materials for clients in Ohio, Kentucky, Indiana and Michigan.

The Miller Bros. “family” of companies operate under the umbrella of a parent company, MBC Holdings, led by Dean Miller, son of Dale, and his cousin Robert Miller, son of Floyd. Dean is president of Miller Bros.’ construction and asphalt paving operations. Robert is VP of construction and president of Miller Bros. Coal, Inc., which operates in Leburn, Kentucky.

Dean’s son, Brad, is carrying on the family tradition as VP of operations for Miller Bros. Construction. Other top MBC execs helping to guide the company into the future include Dennie Hines, VP of engineering and estimating, and Steve Everhart, CFO.

In addition to Miller Bros. Construction, Inc., Miller Bros. Coal, Inc., and Miller Bros. Paving, Inc., MBC Holdings companies include:

- Melco, Inc., a company that creates solutions for environmentally sensitive construction projects. Mark Murray is president of this operation, which is located in Archbold, Ohio.
- Hillsdale Sand & Gravel, which has provided quality material to Ohio area contractors for over 20 years. Owned by Dean Miller, his three brothers, Victor, Denny and Carl, and their cousins, Robert Miller and Roger Johnson, this operation is located in Waldron, Michigan.
- Harper Structures, Inc., also located in Archbold. This company is led by John Isola and has specialized in the quality construction of bridges for over 50 years.

MBC Holdings employs over 550 people, including 75–80 involved in asphalt paving. Miller Bros. Paving has asphalt plants in Sylvania, Clay Center, Archbold and Pioneer, and a portable asphalt plant currently operating in Southern Michigan.

In 1972, Miller Bros. opened its first asphalt plant. “We wanted to get into the asphalt business because we feel it’s a quality product and there’s a lot of asphalt work to be done in Ohio,” said Dean Miller. “Asphalt is everywhere in Ohio because in most situations it makes sense.”

Miller Bros. asphalt projects have been recognized statewide for quality. In 1997 the company won a Quality Pavement Award for smoothness from the Ohio Turnpike Commission. It has also won Quality Pavement Awards for work done for the Toledo Zoo and Owens Corning.

“Quality is a must,” Dean Miller said when asked to explain the company’s success over the years. “We make sure our people do quality work. We’ve built our business on referrals, so the quality of our work is what drives new clients to our company. We’re not all about high-speed production. We do quality work with quality people.”

Key employees of Miller Bros. Paving include Robert White, operations manager; Curtis Wyrick, chief estimator; Kurt Clark, quality control manager and Dale Bernath, plant superintendent.

With over \$125 million in revenue over the past year, the future looks bright for Miller Bros. “We’re in a controlled growth pattern,” Dean Miller said of the future.

Challenges for this company are primarily the same faced by other companies in the industry. “Maintaining a well-trained labor force is an ongoing effort,” Miller said. “It’s hard to find young people who either know what they’re doing or are willing to learn.”



Miller Bros. was one of six firms involved in the creation of an organization called the Transportation Advocacy Group of Northwest Ohio (TAGNO), formed to address growth issues for Northwest Ohio. The company has been represented on the TAGNO board of directors since its inception. TAGNO now has 40 member companies.

“It is very important to support the political grassroots of our working area and the State of Ohio,” said Dean Miller. “By educating and guiding our legislators on the important issues involving highway construction we can have an impact on the amount of work that will be generated for our businesses. Many of our employees are involved in some way with the grassroots effort and are making important contributions to our local legislators.”



Miller Bros. has always faced its challenges through proactive involvement. The company’s heavy involvement with industry, community and political organizations demonstrates



this proactive philosophy. In addition to Flexible Pavements of Ohio, Miller Bros. belongs to the Ohio Contractors Association, the Association of General Contractors, the Ohio Aggregates and Industrial Minerals Association, Indiana Constructors, Inc., the Kentucky Association of Highway Contractors, the American Road and Transportation Association, Knott-Letcher, the Perry County Coal Association and several of the local Chambers of Commerce of the communities in which it operates.

Miller Bros. is also heavily involved in the Archbold community, its home for the past 54 years. “Community service from the Miller Bros. firm has always been an important part of the role we have in the construction industry,” Miller said. He even finds time to serve as a member of the Board of Directors for one

of the larger banks in Archbold.

A valued member of all the communities in which it operates, Miller Bros. is moving into the future like a well-oiled machine. The Miller family tradition continues to provide high-quality service and materials in four states. Dale and Floyd Miller would be proud to see that their two-man operation has grown to gain the admiration of multiple industries. For more information on any of the Millers Bros. Companies, visit www.millerbroconst.com.

UPCOMING CONFERENCES

Ohio Transportation Engineering Conference
October 30-31, 2000
Greater Columbus Convention Center, Columbus

Ohio Aggregates & Industrial Minerals
Association Annual Meeting
November 8-9, 2000
Hilton Columbus Easton Town Center, Columbus

Eighth Annual United States Hot Mix Conference
November 15-17, 2000
Regal Cincinnati Hotel, Cincinnati

Ohio Contractors Association Winter Conference
December 4-5, 2000
Hyatt Regency, Columbus

Flexible Pavements of Ohio Annual Meeting &
Equipment Exhibition
March 21-22, 2001
Ramada Plaza & Conference Center, Columbus

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OCTOBER 30-31, 2000

Greater Columbus Convention Center
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HAMM offers a full line of double-drum compactors with rolling widths ranging from 58" to 87.5". All five HD models offer infinitely variable hydrostatic drive to both drums, dual frequencies of up to 3,480 VPM with infinite control of frequency and dual amplitudes of .014" and .026", controlled from the operator's station which reduces the number of passes to reach density.

To find out more about the HAMM HD line and the superior job they can do on superpave and HMA mixes call the nearest branch of Cantwell Machinery Company. You'll see for yourself, the band sounds much better when you're in front of it.

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Over
50
Years

VALLEY ASPHALT EARNS SECOND DIAMOND ACHIEVEMENT COMMENDATION

Dayton Plant Sparkles

The Valley Asphalt Corporation's Dryden Road Plant #6 in Moraine has received the National Asphalt Paving Association's Diamond Achievement Commendation for excellence in hot mix asphalt plant/site operations. The commendation is designed to annually recognize HMA production facilities that operate in an exemplary manner. This is the second of Valley Asphalt's plants to be so honored. Last year, and again this year, Plant #14 in the Village of Newtown received the commendation.

The Diamond Achievement Commendation is earned through a self-assessment process, which is open to all in the Industry regardless of whether they are NAPA Members. The self-assessment process addresses six aspects of the plant/site: appearance, operations, environmental practices, safety, permitting and compliance, and community relations. Participation is voluntary and is on a plant/site by plant/site basis. Nominations are verified by members of the local community and are evaluated by a nationally known independent assessment firm.

"We are very happy to have another one of our facilities receive the Diamond Commendation" said Jim Jurgensen II, Valley's General Manager. "We put a lot of effort into improving the plant and site in order to make it happen." That effort included painting the entire facility including plant, silos, cold feed bins, etc.; resealing all roads & parking areas (they were already paved) and placing new pavement markings; landscaping, tree plantings, flowered traffic islands and planting shrubs; a new sign at the entrance and on the plant; and placing a white 2-rail fence around the property. When the Miami Conservancy District, who is the adjacent property owner, saw all the improvements, they mowed and spruced up their own property.

Valley also got an extra bonus when the City of Moraine presented them with a plaque at their September 14th Council Meeting signifying they had won the City's Neighborhood Spirit Award.

Valley Asphalt Corporation is to be congratulated for their efforts to help give hot mix asphalt manufacturing facilities a better public image.

Cinci to Cleveland, *continued from page 2*

mix asphalt (HMA) is that I-71 is getting to be a pretty smooth ride from one corner of the state to the other.

Even in the construction areas, traffic is moving remarkably well. Attribute this to the policy adopted by the ODOT to maintain adequate capacity through its construction areas and the constructability advantages of HMA. Most travelers appreciate the fact that this heavy construction is being accomplished while in most cases maintaining at least the number of lanes that existed prior to the construction. While a lot of money and effort is being spent to accomplish this, it is well spent and has drawn favorable comment from the media and the public.

Of course, all of this is possible because of the additional Federal gas tax revenue that is being returned to Ohio as a result of the TEA 21. Were it not for TEA 21, Ohio would likely be in a mode of only funding maintenance by now. These widening projects are among the most expensive projects the DOT has ever let.

The Richland/Ashland, I-71, 20.220/0.000 project is indicative of the scope of these projects.

Bid at over \$41 million as project 151(2000), in April, 2000, the project stretches over 10 miles from just north of US 30 at Mansfield to just north of US 250 at Ashland. Shelly and Sands/Mansfield Asphalt is widening the pavement in the median to provide extra lanes and repairing, replacing, upgrading or resurfacing the rest of the highway. The project includes 212,181 cubic yards of Item 880, Asphalt Concrete with Warranty, 9200 additional cubic yards of miscellaneous asphalt concrete items, 667,000 square yards of 4-inch asphalt treated free-draining base and 48,000 square yards of temporary pavement. The project is scheduled to be completed by the fall of 2003.

The pavement widening design is remarkable. While the project does include a 7-year warranty to insure short term performance of the pavement, the design, consisting of 13 1/4 inches of asphalt concrete over 4 inches of asphalt treated free-draining base and 6 inches of crushed aggregate base, insures the long term performance of the pavement.

We'll all enjoy the results of these projects, as the added lanes become open for the use of traffic. In the meantime, it is easy to see our tax dollars at work.

FLEXIBLE PAVEMENTS OF OHIO MEMBERS VISIT WASHINGTON, DC

Congressional Delegation Brought Up-to-date

On September 12, 2000, ten members and staff of Flexible Pavements flew to Washington to visit Ohio's Congressional Delegation. Other states also took part in the fly-in which was coordinated by the National Asphalt Pavement Association and the National Aggregates and Stone Association.

Implementation of the new Hours of Service Rules for truck drivers is another point. These new rules were made for over-the-road truckers and do not recognize the construction industry. A provision in the Senate version withholds funding for implementation of the rules for one year, allowing time for the industry to offer some alternate proposals.



Congressman Dennis Kucinich (left) was unexpectedly called to the Capitol for a vote at the time of his scheduled meeting with FPO members Ray Schloss (center) and Jeff Lansky (right) of Schloss Paving. However, the Congressman left instructions with his aid to personally escort Ray and Jeff to the Capitol where he met them on the Capitol steps.

Members of Congress were made aware of the importance of getting the Transportation Appropriations Bill passed by September 30th, which is when the old one expires. The Senate and House have passed their versions of the bill, both of which fund transportation at TEA 21 levels for Fiscal 2001. However, the bill needs to go to Conference Committee on other issues and the House has yet to appoint their conferees. One of the sticking points is a provision in the Senate version that imposes sanctions on states that fail to enact blood alcohol levels of .08. While we do not oppose lowering the blood alcohol level, we certainly feel that using transportation funding as the club is totally counter productive as it reduces the amount of money states have to make the roads safer.

The last issue is the Smart Growth Debate. Members of Congress were given a CD which outlines some often ignored facts on this issue. Smart Growth, or Quality Growth as we prefer to call it, does not equate to no growth.

Those who attended the fly-in were: Jim Jurgensen, Valley Asphalt Corporation and Chairman of the FPO Legislative Committee; Jim Tharp, L.P. Cavett Company; Paul Rice, The Shelly Company; Bill Heffner, Agg Rok Materials Company; Ray Schloss and Jeff Lansky, Schloss Paving Company; Dan Montgomery, Northwood Stone & Asphalt Company; Cliff Ursich, Bill Fair and Fred Frecker of Flexible Pavements of Ohio.

Full Depth Asphalt Works It's Magic

U.S. 35 ONE STEP CLOSER TO A DREAM COME TRUE

In 1996, the Route 35 Corridor Committee was founded with the mission of getting US 35 completed as a 4-lane highway across the State. The committee was made up of individuals from the various political jurisdictions along the corridor from Dayton east to the Ohio River.

US 35 across southwest Ohio was primarily a 2-lane roadway with various 4-lane sections and by-passes around the cities and towns along its route. Then Greene County Commissioner Del Bone realized that US 35 must be completed as a 4-lane facility if that area of the state was to move ahead economically. Commissioner Bone was the prime mover in establishing the US 35 Corridor Committee, which elected him as its President. It took many years of hard work and political pressure, but

his dream for US 35 is coming true. On Friday, September 15th, the latest section around Jamestown in Greene County opened to traffic. Only two more sections remain to be completed. One of these, in Fayette County, is presently under construction and the last section, in Ross County, is scheduled to be bid in 2002. All of these modern day projects are full depth asphalt with one exception. Some of the older by-pass sections, such as the Xenia by-pass, which were originally built as concrete in the 1970's and 1980's have now failed and are being rubblized and also turned into hot mix asphalt.

Ohio has one of the finest transportation systems anywhere thanks to the leadership and hard work of the Ohio Department of Transportation, counties and local jurisdictions.



Relocated US Route 35 in Greene County looking west from SR 72. Prime contractor was Smith and Johnson with FPO member Valley Asphalt as the subcontractor placing the full depth asphalt pavement.



Del Bone, President of the Route 35 Corridor Committee and retired Greene County Commissioner, addresses those gathered for the Ribbon Cutting Ceremony of the latest section on relocated US 35.

ODOT REVIVES BREAK AND SEAT METHOD TO REHABILITATE DETERIORATED PCC PAVEMENT

SR 126 Changed From Rigid To Flexible

ODOT Project 631-99, Ham-126-23.1734, rehabilitation of the eastern section of the Ronald Reagan, Cross County Highway through the cities of Montgomery, Blue Ash, Amberly Village and Reading is under construction and includes the first rehabilitation of a concrete pavement by the break and seat and asphalt overlay method that the ODOT has done in many years.



Antigo multiple head breaker is used to break and seat existing PCC pavement.

The project is an old project originally designed by the Woolpert LLP consultants working for the Hamilton County Engineer. The nearly completed plans were “shelved” for a number of years because the County lacked the resources to fund the construction. Several years ago the project was taken over by the ODOT when the Reagan Highway was added to the state highway system as SR 126. In the process of completing the plans, ODOT made a decision not to change the pavement rehabilitation scheme to conform with current policy because it would have affected so much completed structure design. Thus, the pavement treatment was kept as break and seat with a more modest thickness of asphalt overlay than would be required by current design policy.

The pavement design for the project includes break and seat rehabilitation of the existing 9 inch reinforced concrete with an overlay of approximately 5 inches of 301, 1-3/4 inches of 446, type 2 and 1-1/2 inch of 446 type 1H. The design for widening and replacement of the mainline pavement under overhead bridges is with 6 inches of 304, 10 inches of 301, 1-3/4 inches of 446, type 2 and 1-1/2 inches of 446 type 1H. New longitudinal underdrains have been installed to drain the subgrade.

The ODOT abandoned the break and seat process many years ago after publication of a Federal study which indicated that break and seat was not as effective as rubblization in preventing reflection cracking of the HMA overlay. A subsequent study of Ohio projects by the University of Cincinnati concluded that break and seat was cost effective where sufficient energy was used to break the pavement. The ODOT has made arrangements with UC to evaluate the

current project to see if break and seat using the Multiple head breaker (same equipment commonly used for rubblization) is capable of producing satisfactory results.

The contractor, John R. Jurgensen Co., submitted a value engineering proposal on the project to change the maintenance of traffic scheme to save \$87,000 and two weeks of time.

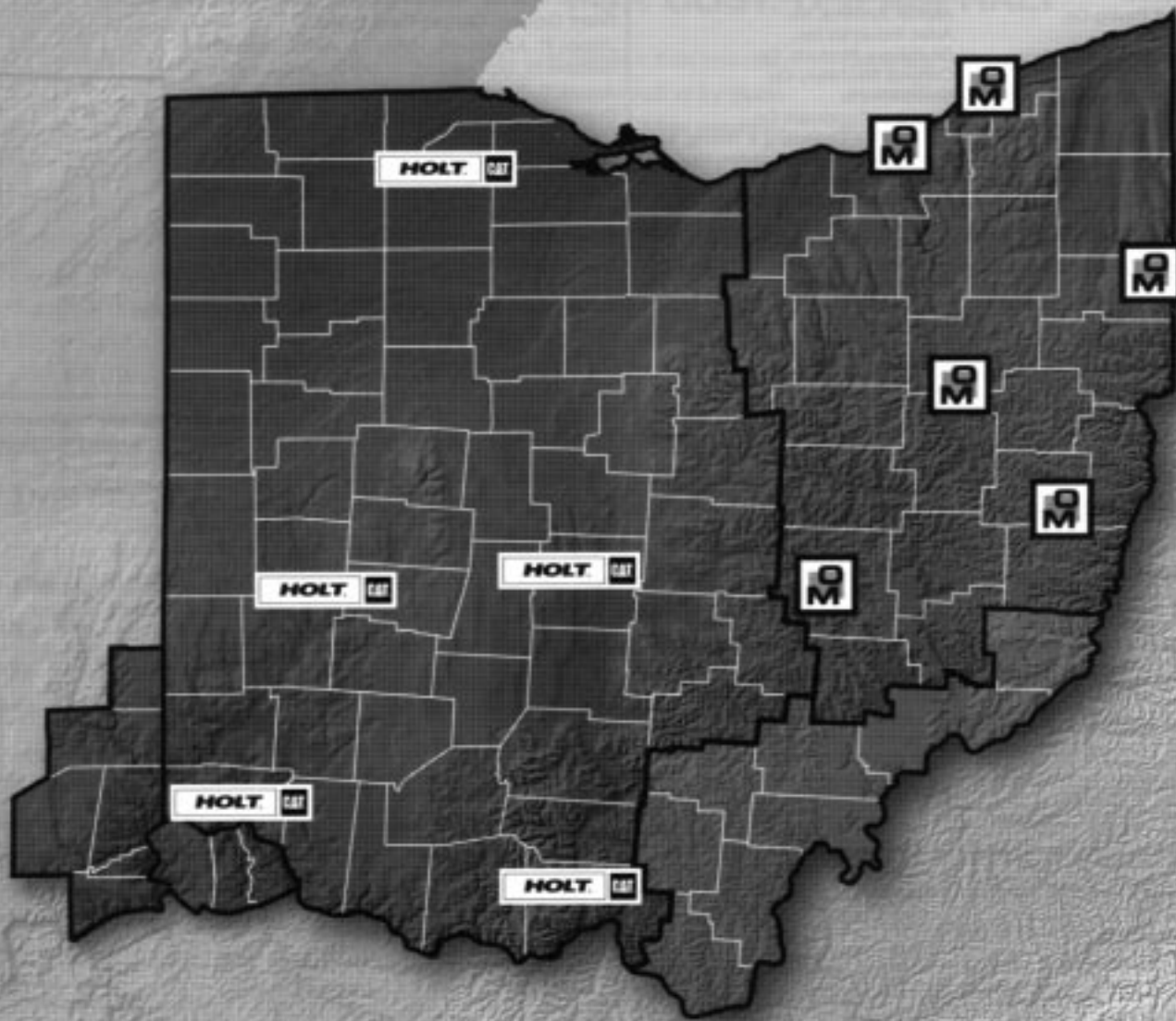


In order to maintain clearance under structures, the existing PCC pavement is being removed and replaced with full depth asphalt.

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