



HOT-MIX ASPHALT



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CURRENT NEWS

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In this Issue:

| | |
|--|-----|
| Pavement Selection Advisory Council Begins Work | 1 |
| McClelland and Shively Receive Awards | 2,3 |
| Seminars Announced | 4 |
| TEA 21 Reauthorization and the NAPA Fly-in | 4,5 |
| Asphalt Base for Long-lived Pavement | 6 |
| States Trying Alternate Bids and Perpetual Pavement... | 6,7 |
| Superpave Wins in Florida | 7,8 |
| Minnesota Asphalt Long Lasting | 8 |
| Ohio HMA Current News Goes Electronic | 9 |

The Pavement Selection Advisory Council Begins Work.

The ODOT 2004-5 biennium budget bill provided for the creation of a commission to review the department's new pavement selection procedure (Pavement Selection the ODOT Way). Accordingly, the Ohio Pavement Selection Advisory Council (PSAC) has been formed to select and oversee a neutral third-party consultant in its review of "Pavement Selection the ODOT Way".

The council has begun work with an informal meeting in June and its first official meeting on July 10, 2003, although two members of the council to be named by the legislature had yet to be appointed. The first action of the council is to select a neutral, third-party consultant to make a technical review of "Pavement Selection the ODOT Way". ODOT had solicited notices of interest from firms wanting to perform this review and had received 10 responses. At the July 10th meeting the list was reduced to 5, who will be interviewed before final selection.

At the July 10th meeting Flexible Pavements of Ohio's Executive Director, Fred Frecker, challenged the Council to carry out its work in the public's interest. The full text of Frecker's address is available on the website www.flexiblepavements.org along with other articles on the PSAC.

Prior to the July 22, 2003 meeting the two additional members of the PSAC were announced as follows: Victor Baker from Investment Resource Inc; (appointed by the President of the Senate); and Byran M. Ireton from AT&T (appointed by the Speaker of the House).

At the July 22nd meeting the PSAC selected ARA/ERES as the consultant to conduct the technical review of "Pavement Selection the ODOT Way". ODOT also submitted a response to allegations made by the concrete pavement association. In that response Thomas P. Pannett, P.E., Assistant legal Counsel for ODOT, wrote "Mr. Faulkner's allegation that the process was "actually developed by the asphalt industry and was given to the department back last June" is a misrepresentation."

"Pavement Selection the ODOT Way" and current information on the PSAC is available on the web site www.ohiopavmentsselection.org

Richard McClelland Receives WILLIAM W. "BILL" BAKER AWARD



The recipient of the Flexible Pavements of Ohio (FPO) 2003 **William W. "Bill" Baker Award** is Mr. Richard McClelland, President of Shelly & Sands, Inc. Mr. McClelland (left side of photo) was presented the award at the Annual Meeting of FPO in March 2003.

Shelly & Sands was one of the original companies that made up Flexible Pavements when it was formed back in 1962. Richard (Dick) McClelland has been active in leading the Association since that time, having been elected to serve on the Board of Directors the vast majority of the years that make up FPO's history. Dick McClelland went on to serve as Chairman of the Board in 1975 and then again in 1992.

Richard McClelland has been at the forefront as the industry has changed over the years. He did Ohio's first warranty project on Route 7 in Monroe County. His company was the only bidder on that job. No one else wanted to venture into the warranty world back then. Dick's company continues to grow under his leadership, and is one of Ohio's largest asphalt producers today. It is totally vertically integrated being one of the few with its own asphalt terminal.

Richard McClelland is one of those who has made a difference in our industry and Flexible Pavements of Ohio is honored to present him with this year's William W. "Bill" Baker Award.

The William W. "Bill" Baker Award was established by the Board of Directors of Flexible Pavements of Ohio in memory of Mr. Bill Baker who served as President/Executive Director of the association from 1976 until his untimely death in 1991. Mr. Baker's commitment to quality and dedication to the Asphalt Paving Industry was well known, not only in Ohio, but also throughout the country. This award is symbolized by the American Eagle as it stands for those traits of quality, dedication and respect for which Mr. Baker was so well known. This is the highest honor the Association can bestow. The recipient is to be a person, organization, project or roadway that has had a significant and positive impact on the Ohio Asphalt Paving Industry and stands for those qualities that are synonymous with Bill Baker and the American Eagle.

Larry Shively Receives Ohio Asphalt Industry Service Award



The Flexible Pavements of Ohio (FPO) Board of Directors has instituted a new award, **the Ohio Asphalt Industry Service Award**, this year. This award is given to recognize an individual who goes above and beyond the duties of his/her job to provide service to the industry at large through their involvement in the activities of Flexible Pavements of Ohio.

Mr. Larry Shively of The Shelly Company (right side of photo) is the first recipient of the Ohio Asphalt Industry Service Award.

Larry Shively's service to the Technical Committee and its endeavors is unparalleled. He has been an integral part of every subcommittee that was put together to address a technical issue. Whether it was developing specification changes to improve the quality of our medium traffic mixes to implementing Superpave, Larry is always the first to volunteer and take a leadership role. The improved performance that our product enjoys today is due in no small part to the contributions of Mr. Shively.

Larry's reputation and experience in the technical area is just as apparent in the environmental arena. Larry is a key member of the Environmental Committee. Again, always willing to put forth the effort to be

involved. Whether its water quality or air quality, permitting or compliance, Larry steps out time after time to help solve the problems with our industry and the regulators.

Whether it's involvement in our student mixture competition, sharing his expertise as an instructor in our educational activities, or making samples for our Smoothseal campaign, Larry is always willing to help the Association achieve its goals. It is this unselfishness and willingness to be involved with Flexible Pavements of Ohio that makes Larry such an asset to the entire industry. Flexible Pavements of Ohio also acknowledges and thanks The Shelly Company for allowing Larry Shively to be so involved. On behalf of all our members, we thank you.

Flexible Pavements of Ohio is proud to name Mr. Larry Shively, the distinguished first recipient of the Ohio Asphalt Industry Service Award.

Flexible Pavements of Ohio Seminars Announced:

- **Smoothseal Demonstration**

August 12, Englewood Government Center, Englewood, Ohio

This free, half-day workshop will introduce participants to the thin surfacing material called Smoothseal (ODOT SS 854) and will include a field trip to see it being placed on city streets. RSVP to FPO required.

- **Introduction to the 2002 AASHTO Guide for the Design of Pavement Structures**

August 27, Ramada Plaza Hotel and Conference Center, Columbus, Ohio

This course is designed to give participants an introduction to the mechanistic-empirical pavement thickness design method to be contained in the upcoming American Association of State Highway and Transportation Officials (AASHTO) design guide. This course will be an essential first step in adopting the latest design technology. Instructors Harold Von Quintus and Jagannath Mallea of ERES Consultants, one of the principal contractors for the development of the new design procedures, will discuss topics including: the basis of the 2002 Design Guide methodology, design inputs required and using 2002 Design Guide software.

- **Specifying Hot Mix Asphalt Pavements**

September 24, Holiday Inn, Richfield, Ohio

This course provides participants with the knowledge to select appropriate asphalt paving specifications for variations of loading and environmental conditions and to select alternative quality control/quality assurance systems. Presentations will include an update on ODOT specification changes for the 2002 Construction and Materials Specifications book. Learn to select appropriate grades of binders, understand the content and intent of ODOT specifications and changes in the 2002 spec book and select appropriate mix types and layer thickness.

Registration forms for all events are posted on the Flexible Pavements of Ohio website:

www.flexiblepavements.org. You can also call 1-888-446-8649 to ask for a registration form. .

TEA 21 Reauthorization and the NAPA Fly-in

The pot is really starting to boil in Washington D.C. as congress attempts to brew up a new transportation act. Part of Ohio's infrastructure needs were addressed earlier this year, when the Ohio Legislature voted to increase the state gasoline tax over the next 3 years to fund additional transportation maintenance and construction. The next great concern is what eventually happens with respect to federal funding levels for

the next 6 years. TEA 21 expires September 30, 2003. A new transportation authorization act is needed to replace it. There are at least 2 conflicting approaches being put forth for the next transportation act, which will be discussed briefly below. The outcome of this process will have a most profound effect on the future of the construction industry as well as the economy as a whole.

The Bush administration has proposed an act known as SAFETEA, the Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003. This proposal would actually decrease highway spending (in terms of constant dollars) below current levels. The bill would set total transportation spending at \$247 billion (\$193 billion for highways) for the 6 year period. The Act places an emphasis on reducing highway crashes. The President specifically ordered that the Act include no increases in taxes or spending. It does, however, propose to eliminate those "ear-marks" (read: park barrel projects) for which Congress has such great affection.

The opposing view is represented by a proposal offered by Representative Don Young (R-AK), the Chairman of the House Transportation and Infrastructure Committee, to increase highway spending from 40 billion in 2004 to \$60 billion in 2009 with a total funding level of \$375 billion over the 6 years. The proposal includes a two-cent per year increase in the federal gasoline tax.

As if this weren't enough potential conflict, Ohio along with a coalition of other "donor" states is pursuing a strategy of "Ethanol and Equity". Gasohol (gasoline mixed with ethanol) is extensively used in Ohio and receives a hefty federal tax subsidy. Ohio loses millions of dollars in federal transportation funds because of the gasohol tax subsidy and the fact that Ohio gets back only about 90% of the federal gas tax dollars that are collected in this state. Senator Voinovich (R-OH) has introduced a bill to ensure that every state receives at least 95% of its collections back as federal transportation funding. This would make for a sizeable increase in revenue for Ohio. Interestingly, House Majority Leader Delay (R-TX) has introduced similar legislation to the Voinovich bill, but opposes any increase in the gas tax. Representative Young (R-AK) who favors increased transportation funding has said he would support the 95% provision if revenue is increased to facilitate the re-distribution.

As a side note, House Democrats have introduced HR 2615, the Rebuild America Act of 2003, which would provide \$50 billion (including \$5 billion for highways) for infrastructure improvements short term.

How will it all turn out? It is imperative that the construction industry support efforts to increase federal transportation funding. There are several things that you can do. Tell your congressman and senator, how important increased transportation funding is to the Ohio economy. Support The American Road and Transportation Builders Association (ARTBA) in its campaign called Transportation Makes America Work (TMAW) to build support for increased federal transportation funding. And, attend the National Asphalt Pavement Association's (NAPA's) fly-in to Washington D.C. on September 9 and 10, 2003.

FPO will be glad to coordinate meeting schedules for any members planning to attend the Fly-in. We ask that you notify the FPO office of your intention to participate in the Fly-in and that you would like us to coordinate your meeting schedules.

For more information on these issues visit the following websites:

National Asphalt Pavement Association www.hotmix.org

American Road and Transportation Builders Association www.artba.org

American Public Works Association www.apwa.net

American Highways Users Alliance www.highways.org

Attend the NAPA Fly-in, September 9 and 10, 2003. Download the program and registration form at <http://www.hotmix.org/tcPDFs/2003Fly-In.pdf>

Asphalt Base - The Best Foundation for a Long-lived Asphalt Surface.

Asphalt overlays are often used to resurface worn-out concrete pavements and sometimes as a surface over a concrete base in new construction. While this is a frequent use of hot mix asphalt, it is not the application in which asphalt surfaces perform best.

Experience in constructing and maintaining the interstate highways in Ohio and has shown that asphalt surfaces generally perform best over asphalt bases. Pavements originally constructed as deep-strength asphalt have been shown to last longer and cost less to maintain than any other combination of materials. In addition, these pavements have generally cost less to construct initially and none of them have ever had to be removed and replaced. The surfaces on these deep-strength asphalt base pavements have generally lasted longer and provided a better level of service before needing an overlay than on pavements with concrete bases. After an overlay was eventually placed on these asphalt base pavements, the overlay has generally been long-lasting, as well.

The unfortunate reality of pavements with a concrete base is that when the concrete cracks and crumbles – which it inevitably will – the asphalt surface will degrade. Replacing the asphalt surface over the deteriorating concrete base is a short-term fix. Patching and repairing the disintegrating concrete base can be an expensive and time-consuming proposition. At some point the only real solution will be to dig up the whole road and start over. This kind of replacement has never been necessary for a deep strength asphalt pavement on Ohio's Interstate system. What this means to the owner of an asphalt base pavement is that it is easy to project the future maintenance costs. Just plan on resurfacing periodically - depending on how much traffic the pavement carries. Conversely, a failed concrete base will eventually require huge replacement costs. Sooner or later, that concrete base pavement will have to be replaced. No such time bomb is waiting on owners of deep strength asphalt pavements. Why risk it?

With recent advances in design and materials technology, asphalt base pavements can be made very long-lasting, indeed. A perpetual pavement is one whose asphalt base never fails from fatigue loading. The seven projects that won national Perpetual Pavements Awards for 2002 reflect the outstanding capability of deep-strength asphalt base pavements to provide long life with low maintenance. (For details on the Perpetual Pavements Award projects see www.asphaltalliance.com. With an asphalt base and a long-lasting, polymer-modified, renewable surface, it is now feasible to build a pavement that will provide a high level of serviceability for as long as the pavement is needed.

Conclusion: for the best performing pavement, start with an asphalt base.

For more information on the performance of asphalt base pavements and the life of overlays on asphalt base pavements visit the Flexible Pavements of Ohio web site at www.flexiblepavements.org. Click on the "Technical Documents" menu item and then click on "Economic Evaluation of Ohio's Flexible and Rigid Interstate Pavements". Also, visit the Federal Highway Administration's LTPP home page at <http://www.fhrc.gov/pavement/ltppltp.htm> to view the Tech Brief, "Performance Trends of Rehabilitated AC Pavements"

States Trying Alternate Bids Again, but with a "Perpetual Pavement" Twist.

The Ohio Department of Transportation recently announced that they would take alternate bids on the 2004 rehabilitation of Clark/Madison I-70. This is a major project that will pit rubblization and overlay of the failed concrete pavement against an unbonded concrete overlay.

Ohio has done this before and it seems that other states are trying it as well.

Kentucky Takes Alternate Bids on I-65 Perpetual Pavement.

The Plantmix Asphalt Industry of Kentucky reports on an alternate pavement design project bid by the Kentucky Transportation Cabinet. The project was bid in December 2001 with alternate long-life asphalt and concrete pavement designs, each designed for 40 years of ESALS. The project was advertised with a minimum warranty of 5 years extendable (with a credit) up to 10 years. There were two bidders, one asphalt and one concrete. Both bidders chose 10-year warranties.

Long story short, the asphalt bidder was low - \$18.7M versus \$21.4M for the concrete. The job was completed June 2, 2003 and is now open to traffic. The contractor earned the maximum bonus for early completion. Ride quality is excellent. Monitoring the warranty will be performed by a committee.

Maryland Alternate Bid Project goes Asphalt.

The Maryland Asphalt Association reports that the State Highway Administration (MdSHA) recently took alternate bids for pavement type on a project incorporating a "perpetual pavement" design.

The project is an extension of MD 43 (Whitemarsh Boulevard) from US 40 southeast to MD 150. The project is northeast of Baltimore in the I-95 corridor. This large project was bid at \$42.5 million. The project features at least 3 major bridges, major earthwork, erosion control and environmental mitigation; as well as, a choice between 135,000 tons of hot mix asphalt (HMA) or 117, 000 square yards of 12 inch, non-reinforced concrete pavement. The pavement items represent approximately \$5 million of the total project cost.

The HMA perpetual pavement design for the Maryland 43 project consists of the following build-up:

- 2" Stone Mastic Asphalt surface course,
- 12" Superpave,
- 6" graded aggregate base,
- 12" select borrow for capping

There were 8 bidders for the project. Only one bid a concrete pavement. The successful HMA bidder was \$3 million below the only bid that included a concrete pavement.

Kentucky's and Maryland's experiences are similar to that previously experienced in Ohio on alternate bid projects allowing either pavement type. Whenever the Department of Transportation or Turnpike Commission has bid comparable asphalt and concrete pavement designs as alternates, one of two results have generally occurred:

- the asphalt alternative was 20 to 40% less expensive than the concrete alternate, or,
- no bids for concrete were received.

The conclusion is clear. Asphalt pavement remains your best buy. Especially, when you consider the long-term advantages of Perpetual Pavement.

Superpave Replaces Whitetopping at Florida Weigh Station.

The following report is just in from Jim Warren of the Asphalt Contractors Association of Florida:

Well, the great I-10 weigh station experiment in FL is over. The final score: Superpave 1 - whitetopping 0.

The Superpave section is still fine and the whitetopping is being removed (completely this time instead of patching). What is going in place of the whitetopping? Superpave! The Superpave section is going to be milled (1-1/2") and upgraded with a thicker overlay (2-1/2") so the sections on each side match.

A picture is worth a thousand words ... nuff said.



Minnesota Research Shows Long-lived Performance of Asphalt Pavements.

The Minnesota Asphalt Pavement Association (MAPA) recently reported on the findings of research performed by ERES Consultants on the performance of asphalt and concrete pavements on the Minnesota State highway system. Some of the findings reported are as follows:

HMA pavements

- Full-depth HMA pavements have service lives similar to HMA pavement using aggregate base.
- HMA pavements have average service lives of approximately 18 years. The data indicates that pavements constructed in recent years are performing better, showing the benefits of improved design and quality control techniques.
- HMA pavements are indeed "Perpetual Pavements". Performance data shows HMA pavements lasting 60 years with only periodic HMA overlays.

PCC pavements

- Fifty percent of PCC pavements are either overlaid with HMA or otherwise removed from service by the time they reach 20 years of age.
- Of the remaining fifty percent of PCC pavements, over 50 percent receive major repair work within the first 20 years.
- Mn/DOT's PMS data shows no increase in performance of PCC pavements with time as measured by Present Serviceability Rating (PSR).

Find additional information at MAPA's website: www.asphaltisbest.com

Ohio HMA Current News Goes Electronic

Flexible Pavements of Ohio is taking another step forward in the paper-less, electronic age. Beginning with this issue our newsletter, Ohio Hot-Mix Asphalt Current News, will no longer be distributed on paper, by mail. The newsletter will be published to the Flexible Pavements of Ohio website

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and distributed by e-mail. For those who opt for direct distribution, we will send an e-mail notification of the newsletter availability with a link to the site or send the newsletter as an attachment as you prefer.

To receive the FPO electronic newsletter, please send an e-mail to flexpave@ameritech.net with the e-mail addresses of your employees who wish to receive our informative newsletter and indicate whether you prefer an attachment or just a notification and link.

