

OHIO



HOT-MIX ASPHALT



VOL. 13 NO. 2

CURRENT NEWS

February, 2004

In This Issue:

TEA Reauthorization Progress Report

"Ohio Asphalt" Magazine Premieres

ODOT Project Selected for APA Perpetual Pavement Award

The Shelly Company a Finalist for Top NAPA Construction Award

John R. Jurgensen Co. Wins NAPA Quality awards

Barrett Paving earns the Diamond Achievement Commendation

Register for FPO's Annual Meeting

TEA Reauthorization Debate Heats Up

Since Congress returned to work on Jan 20 the debate on the content of a new 6-year transportation funding bill has become vigorous. You will recall from our previous articles that, prior to the year-end adjournment, three opposing forms of the reauthorization bill had been advanced. The Bush administration proposed SAFETEA, which generally holds transportation spending to near current levels, approximately \$256 billion over 6 years. On Feb 12 the Senate enacted its version of SAFETEA, which is funded at \$318 billion for the 6 years and provides some real increase in transportation investment. In the House of Representatives there is TEA-LU at \$375 billion and needing a gas tax increase to fund it. Action on TEA-LU appears stalled by the Bush Administration's vow to veto any measure requiring additional taxes.

TEA-LU provides transportation investment at a level close to what the Federal DOT has said is needed to begin addressing the system's needs for everything from maintenance to reducing congestion. However, it is opposed by the administration and fiscal conservatives in Congress, who are trying to keep the federal deficit down.

So, does this mean that the Senate's version of SAFETEA, (S.1072), which passed in the senate by a margin of 76 to 21, is the compromise bill that can make it into law? There is much in the Senate bill for Ohio to like. Ohio could expect an additional \$3.1 billion over the six-year period. The net result would increase Ohio's federal transportation funding levels by at least \$300 million annually. This exceeds the goal of an additional \$250 million established in Governor Taft's Jobs and Progress Plan. As hoped, the bill addresses the ethanol penalty and slowly increases Ohio's rate of return to 95 percent by FFY 2009. Ohio's Senators, Dewine and Voinovich, voted for the Senate bill.

Governor Taft has thrown his support behind the Senate bill. The Governor sent the following letter to President Bush on February 13, 2004.

" Dear Mr. President:

As work continues on the surface transportation reauthorization bill in Congress, I urge you not to veto this critical legislation that would improve safety, mobility and more importantly the nation's economy.

In August I unveiled a \$5 billion, 10-year transportation plan that rebuilds the state's highway system and opens new economic development opportunities in Ohio. It will reconstruct the state's urban interstate networks, fix high crash and congested locations and connect all regions of our state. Our plan will help create nearly 30,000 construction related jobs and support the \$1.3 trillion in freight that moves across Ohio's highway network each year. It will allow us to unclog our urban freeway systems and complete safety projects that will reduce the more than 1,300 fatalities that Ohio experiences annually.

We were successful last year in generating the state funding required to begin addressing some of our priority projects outlined in my plan. However, we cannot fully implement this plan without increased federal transportation funding to Ohio. While your proposal to increase highway funding to a six-year level of \$212 billion is commendable, it simply is not enough to address Ohio's transportation needs.

The letter sent to congressional leadership from Secretary Mineta and Secretary Snow last week outlined three basic principles that were considered during the development of the funding levels for SAFETEA. The list included keeping spending within the current federal fuel tax revenue levels, not relying upon bonding or other debt mechanisms and maintaining the integrity between the Highway Trust Fund and the General Fund of the Treasury. These principles were meant to strike the balance between increased transportation investments and spending discipline.

The measure passed by the Senate adheres to the standards outlined by the Administration and provides for an increase in transportation funding. The Senate measure, S. 1072, provides \$255 billion in highway funding for the six-year period. Under that proposal, Ohio's federal highway funding would increase by \$3.1 billion over six years. S. 1072 also allows Ohio to receive a 95 percent rate of return as opposed to the 88 percent to 90 percent rate of return we currently receive. The net result of this bill would increase Ohio's federal transportation levels by at least \$300 million annually – money that will save lives, create jobs and stabilize the economy.

I hope you support passage of needed increases in transportation funding and urge you to consider the importance of this bill to Ohio.

Sincerely, Bob Taft, Governor"

This matter is certainly not settled, yet. The temporary budget extension expires at the end of February. The House of Representatives has already voted to extend the temporary measure by 4 months. Senate Democratic leader, Tom Daschle, has been publicly quoted as saying he is concerned that there may not be a highway bill enacted this year.

Your continued support for increased transportation funding is still needed. Get the information you need by attending the Flexible Pavements of Ohio Annual Meeting on March 3rd to hear Greg Cohen, American Highway Users Alliance, talk about "Federal Funding Update" and Michele Holdgreve, Deputy Director,

ODOT Office of Legislative Services, speak on " Federal Funding...What's in it for Ohio?" Attend the Transportation Construction Coalition Fly-In February 24-25, and call your congressman to explain the need.

Ohio Asphalt Premieres

The first issue of Flexible Pavements of Ohio's new magazine, *Ohio Asphalt*, has been mailed. If you haven't received your copy in the mail and would like to be added to the mailing list, send your mailing name and address to flexpave@ameritech.net or call us at 1-888-446-8649. A PDF of the magazine is available on the Flexible Pavements website at <http://www.flexiblepavements.org/newsletters/OAmagazineFeb2004.pdf>

ODOT Project Selected for APA Perpetual Pavement Award

The Asphalt Pavement Alliance (APA) has announced that an ODOT project in District 8, S.R. 73, Clinton County, from U.S. 22 east 1.8 miles has won the 2003 Perpetual Pavement award.

The Perpetual Pavement Award was created by the Asphalt Pavement Alliance to recognize asphalt pavements that have served the public well through long life, quality and exceptional performance over time. To qualify, a pavement must meet several measurable criteria. Among these are:

- Service life of 35 years or more
- Resurfacing intervals of no less than 12 years on average
- No structural failures
- Minimum maintenance throughout service life
- Exceptional life cycle cost performance

The evaluation of candidate projects was conducted by the National Center for Asphalt Technology at Auburn University. Traffic volume, climate, soil conditions, original construction, and original pavement designs were evaluated, along with other data, to ensure the criteria were met.

This State Route 73 project is one of Ohio's earliest deep-strength asphalt pavements. Since its 1936 construction, overlays have ranged from 1-2 inches, constituting only surface restoration and preventive maintenance. A 1-inch overlay in 1971 stood up to heavy traffic and extreme climate conditions for 24 years before it was overlaid in 1995. The most obvious demonstration of this pavement's fulfillment of the Perpetual Pavement promise is the fact that there have been no structural overlays in 66 years of service. In its seventh decade of service, S.R. 73 shows no sign of letting up and is likely to remain in service for many years to come.

The APA stated in their announcement that "It is apparent that S.R. 73, Clinton County, U.S. 22 to east 1.8 miles has served the public well with proven pavement performance and will continue to do so for many years into the future."

ODOT's representative has been invited to the APA's Asphalt Pavement Conference in Nashville March 15 and 16 to accept the award.

The Asphalt Pavement Alliance is a coalition of the Asphalt Institute, the National Asphalt Pavement Association, and the State Asphalt Pavement Associations. The Asphalt Pavement Alliance's mission is to further the use and quality of Hot Mix Asphalt pavements. The Alliance seeks to accomplish this through research, technology transfer, engineering, education, and innovation.

The Shelly Company a Finalist for Top NAPA Construction Award

At the National Asphalt Pavement Association convention in Phoenix it was announced that the Shelly Company, Twinsburg Division, was a Finalist for "Sheldon G. Hayes Award" for a turnpike project, 59-01-02, in Mahoning County from milepost 230.55 to 241.26. This project included the milling and overlay of approximately 11 miles of the turnpike. It required 72,500 tons of HMA placed to the turnpike's rigorous specifications and a difficult schedule. Nevertheless, Shelly's crews worked around the clock and completed the project before the October 21 deadline. The result is one of the smoothest surfaces ever measured on the turnpike at an IRI of 26.03 inches per mile against the specification of 45 inches per mile. The Sheldon G. Hayes Award is NAPA's highest construction project award.

John R. Jurgensen Co. Wins NAPA Quality awards.

The National Asphalt Paving Association (NAPA) has honored the John R. Jurgensen Company as a quadruple winner of its 2003 Quality in Construction Award for excellence in construction of an asphalt pavement. The presentation of the awards was made at a special ceremony at the NAPA Convention in Phoenix, Ariz.

The Quality in Construction Awards serve to recognize Hot Mix Asphalt (HMA) pavements of excellence. Descriptions of Jurgensen's 4 winning projects are as follows:

- Construction of a new section of U.S. 35 in Fayette County. This was a new alignment and four-lane replacement for a very dangerous existing two-lane section of highway. The pavement design is unique in that it changes pavement thickness at various locations; this reduces the cost by reducing the pavement structure where less truck traffic is anticipated. This is a warranted pavement, which earned a very high smoothness rating from the ODOT.
- North Fairfield Road Interchange with U.S. 35 in Green County. The company rebuilt an existing intersection that had a high accident rate. Although traffic was heavy, the company maintained the existing traffic flow while building an entirely new interchange in the same location. A large existing wetland area was enlarged and incorporated into the intersection's design; so was the regional bikeway system, eliminating an at-grade crossing for bicyclists. Although paving had to be done in a piecemeal fashion, the Jurgensen Co. achieved a very high quality pavement.
- Work on Interstate 275 in Hamilton and Clermont Counties. This was a design/build project, which allowed for much faster completion of the road than conventional building methods. The company widened an obsolete inside berm, replaced most bridge decks, and improved bridge clearances. Lanes were closed only at night, with the existing three traffic lanes maintained at other times. The company worked out an innovative traffic pattern, keeping all traffic at night on one side of the bridge while it worked on the other.
- Construction of U.S. SR 35 in Fayette County. This road was the last link—between Dayton and Chillicothe—in the construction of a new four-lane road to replace an existing two-lane road with a high accident count. The company took great care in this new alignment to avoid existing wetlands and preserve possible Indian artifact areas.

Barrett Paving Earns Another Ohio Diamond

The National Asphalt Pavement Association (NAPA) has conferred upon **Barrett Paving Materials, Inc.**, Midwest Central Region, the Diamond Achievement Commendation for another of its asphalt plants, Moraine Plant #141. In the notification letter to Gerry Bushelman, Regional Manager for Barrett, Peter Wilson, NAPA Chairman of the Board, stated that "Earning the Commendation serves as a signal to your employees and neighbors that your company measures up on a national level. It exemplifies your commitment to excellence."

FPO compliments **Barrett** on their Commendation and congratulates all the companies that have earned the Diamond Achievement Commendation.

Register for FPO's Annual Meeting

On March 3 and 4, 2004 - Flexible Pavements of Ohio will be presenting its **Annual Meeting and Equipment Exhibition** in Columbus Ohio. This is the convention for the asphalt paving industry in Ohio complete with general and technical sessions, a forum for local governments, awards banquets and an outstanding equipment and trade show. The great social event is the Chairman's Reception (sometimes known as the shrimp party) on Wednesday evening. Accompanying the annual meeting will be 2 concurrent seminars and a mini conference:

- March 2 and 3, 2004, "**Quality Asphalt Paving**". OCAPE is again presenting Jim Scherocman's popular seminar on construction of quality asphalt pavements.
- March 3, 2004, "**An Overview of Pavement Rehabilitation for Pavement Managers**". Wayne Jones, PE, Asphalt Institute District Engineer, will present a condensed version of the NHI pavement rehabilitation course aimed at bringing pavement managers up to date with the latest techniques.
- March 3, 2004, **Local Government Forum**. FPO Local Agency members and the contractors and consultants who serve them are invited to meet and confer on asphalt pavement issues unique to local agencies and lower volume roads.

Obtain the registration forms for the convention and seminars on the website;
www.flexiblepavements.org or call toll free 1-888-446-8649.

