



HOT-MIX ASPHALT



OHIO ABOUT TO BECOME THE NATIONAL LEADER IN USING WARRANTIES

H.B. 163 To Mandate Warranties

When ODOT's Biannual Budget Bill, H.B. 163, was introduced on February 10, 1999, little did anyone realize what was about to happen. The supposedly non-controversial bill was pretty much a continuation of the last 2-year ODOT Budget Bill. However, in exactly 2 weeks to the day, it cleared the House Finance Committee with a provision to catapult ODOT to the nation's number one spot in the use of warranties for highway work.

probably the nation's leader in using warranties, has done a total of 25 projects to date.

In addition, at least 10% of ODOT's dollar program shall be for projects requiring a pavement warranty. Considering a construction-/maintenance program of about \$1 billion, this translates to \$100,000 worth of work.



S.R. 7 in Monroe County, the first ODOT project to include a warranty, was constructed by Shelly & Sands in 1997.

IN THIS ISSUE:

- Warranties.....1*
- Legislative Update.....2*
- Ohio Air Quality.....3*
- Voinovich to Chair
Transportation
Committee.....3*
- National Quality Awards.4*
- Paver School Update.....5*
- Member Spotlight.....7*
- Applications Accepted.....9*
- FPI Website.....9*

The bill mandates that, each year, at least one-fifth, or 20%, of ODOT's projects shall be bid requiring a warranty. Considering the number of ODOT contracts, this amounts to around 150 to 200 projects for Fiscal 2000, which starts on July 1st. To put this in prospective, Michigan, who is

The bill goes on to define the warranty periods as follows:

- Not less than 7 years for pavement in the case of new construction.
- Not less than 5 years in the case of pavement resurfacing and rehabilitation.
- Not less than 2 years in the case of pavement

Continued on page 11

Legislative Update

LEGISLATION INTRODUCED WITH INTEREST TO FPI MEMBERS

- HB11** (Hood, R) Increases to 65 mph the speed at which motor vehicles weighing more than 8,000 pounds empty and noncommercial buses are permitted to travel on certain state highways.
January 20, 1999 Referred to House Transportation/Public Safety
- HB20** (Hood, R) Repeal the prevailing wage law.
January 20, 1999 Referred to House Commerce/Labor
- HB144** (Williams, B) To increase from 55 to 65 miles per hour the speed at which motor vehicles weighing more than 8,000 pounds when empty and noncommercial buses are permitted to travel on certain freeways in this state.
February 10, 1999 Referred to House Transportation/Public Safety
- HB159** (Ogg, W) To create a North-South Turnpike Authority with all authority necessary to construct and operate a north-south turnpike system.
February 10, 1999 Referred to House Transportation/Public Safety
- HB163** (Core, E) To make appropriations for programs related to transportation and public safety for the biennium.
February 10, 1999 Referred to House Finance/Appropriations
- HB170** (Healy, W) To exempt from the motor fuel tax sales of motor fuel sold for use in school buses.
February 18, 1999 Referred to House Ways and Means
- HJR3** (Mottley, D) Proposing to amend the Constitution to permit the state and political subdivisions to expend, in any fiscal year, not more than five percent of the moneys collected or received from fees relating to registration/operation of vehicles on public highways, for the planning, construction and maintenance of transportation projects that are not highway or bridge projects.
February 2, 1999 Referred to House Transportation/Public Safety
- SB42** (Gardner, A) To extend the authority of townships to adopt noise control regulations.
February 2, 1999 Referred to Senate State/Local Government & Veteran Affairs
- SB70** (Wachtmann, L) To abolish the Ohio Turnpike Commission, to create the Division of Toll Projects within ODOT, and to transfer duties, powers and functions, to authorize the issuance of revenue bonds of the state to finance toll projects.
February 17, 1999 Introduced
- SB76** (Schafrath, R) To increase from 55 to 65 miles per hour the speed at which motor vehicles weighing more than 8,000 pounds when empty are permitted to travel on certain freeways in this state.
February 17, 1999 Introduced

OHIO AIR QUALITY MUCH IMPROVED

Cleveland & Cincinnati Top List

The Ohio EPA reported that in 1978, 75 of Ohio's 88 counties did not comply with Federal Air Quality Standards for ozone, sulfur dioxide, carbon monoxide or particulate matter. There are now only four counties left in Ohio that do not meet a Federal Air Quality Standard and the number is continuing to shrink.

The Foundation For Clean Air Progress recently released a national study showing significant gains to reducing air pollutants. Two Ohio cities made the "top ten clean air success stories" based on their reduction of days when ozone levels exceeded federal standards. Cleveland was first and Cincinnati ninth out of the nation's 50 largest metro areas.

Other improvement in Ohio's air quality include:

- All six key pollutants measured in the outdoor air have decreased from 1977 to 1997 (lead down 95 percent since 1978; carbon monoxide down 55 percent; sulfur dioxide down 61 percent, for example).
- Toxic air emissions have dropped 57 percent since 1987.
- Emissions of all six key pollutants from factories decreased from 1980 to 1990 (particulates decreased 75 percent; volatile organic compounds decreased 52 percent, for example).

We always hear how bad things are, but every once in a while it's good to look at how far we have come in making them better.

VOINOVICH TO CHAIR TRANSPORTATION AND INFRASTRUCTURE SUBCOMMITTEE

President's Transportation Budget Shifts Funds

Ohio's newest Senator, George Voinovich, is already getting attention in Washington. Among other things, he has been appointed Chairman of the Transportation and Infrastructure Subcommittee of the Senate Environment and Public Works Committee. This is an important committee as this is where the Senate's version of transportation legislation, such as TEA-21, is born. Having someone from Ohio heading this committee should be a definite plus. Ohio did not fair as well as most other states under the funding increases of TEA-21. Ohio's funding increased 37% which was less than the national average of 44%. Under ISTEA, Ohio received the 6th largest allocation of federal funds, however under TEA-21, we fell to 7th place. Most of the research monies contained in the bill were earmarked for 50 universities throughout the United States. None were Ohio schools. On the plus side, hopefully this will change with an Ohio Senator at the helm.

A point of concern is the Senator's apparent support for the Clinton Administration's proposed "Livability Agenda", which is designed to control sprawl. This agenda was recently reflected in the President's Transportation Budget. It is projected that the federal gas taxes will be \$1.5 billion more than anticipated. As per TEA-21, this money should be divided proportionally among the states. Ohio's share would be almost \$50 million. However, the Administration wants to spend most of it on high speed trains, limiting development in fast growing urban areas, transit, air quality and research and development. These are right in line with the "Livability Agenda". Although this will go through the Appropriations Committee rather than Transportation and Infrastructure, it will be interesting to see where Voinovich will stand as the battle shapes up. It could be an indication of where his sympathy lies relative to improving the highway infrastructure.

OHIO CONTRACTORS SET THE PACE FOR NATIONAL QUALITY AWARDS

John R. Jurgensen Co. leads the pack

Four Ohio Contractors led the nation with nine projects receiving 1998 Quality in Construction (QIC) Awards from the National Asphalt Pavement Association. The awards are given for projects that meet an exceptional level of quality in mix design, production, placement and smoothness.

The Ohio group was lead by the John R. Jurgensen Company who received awards for more projects than any other contractor in the United States.

The nine projects from Ohio placed the state at the top of the national list, tied with Indiana who also had nine projects receiving QIC Awards. Florida and Iowa were next with seven projects each.

No other contractor from across the U.S. could match the number of awards the John R. Jurgensen Company was able to take home. Their four projects led Ohio to the top of the national list.

The Ohio contractors and projects are as follows:

Barrett Paving Materials, Inc. of Dayton

- Resurfacing and improvements in safety features on Interstate 75 in Shelby and Auglaize Counties. Barrett Paving Materials laid nearly 143,000 tons of top-quality asphalt on this 6.9-mile section of road, upgraded bridges, and added drainage. Despite inclement weather and required traffic switches, Barrett was able to meet an aggressive paving schedule to deliver a top-quality roadway.
- Conversion of 15 acres of unusable land into a product overflow parking lot for General Motors Truck Group. The site represented a design challenge -- creating a water-free surface while capturing site runoff. Embankments were constructed using over 61,000 tons of fill and base. The final product was the transformation of an eyesore into a 15-acre high-quality Hot Mix Asphalt parking lot capable of storing 3,000 trucks.

At Barrett Paving Materials, Inc., Donald Rosenbarger, 937-279-3200

John R. Jurgensen Company of Dayton

- Creation of a new bike trail over an existing railroad bed between Xenia and Cedarville, Ohio. In only eight working days, John R. Jurgensen was able to deliver a top-quality 8.2-mile trail. Both ride and appearance are outstanding.
- Resurfacing State Route 32 from Batavia to Williamsburg, the first Superpave project in Southwestern Ohio. Traffic on this 4-lane highway is extremely heavy, providing a challenge to John R. Jurgensen Company to complete the project as quickly as possible with minimal disruption to traffic. The final product offers a superb ride, as well as a stable and attractive appearance.
- Construction of the final "link" of the Ronald Reagan Cross County Highway in Hamilton County. Begun nearly 40 years ago, this final section was constructed through a fully developed suburban area. Several artificial wetlands were constructed to maintain the wildlife already inhabiting the right-of-way.
- Construction of the final connecting link for State Route 32, the 4-lane Appalachian Highway stretching from Interstate 275 at Cincinnati to Athens, Ohio. Careful scheduling was critical to maintain traffic on side roads and the existing portion of State Route 32. Over 216,000 tons of Hot Mix Asphalt were used in this top-quality project.

At John R. Jurgensen Company, Dwight Stutz, 513-771-0820

Kokosing Construction Company of Fredericktown

- Construction of a nearly 11-mile, 4-lane extension on U.S. 35. An outstanding highway was constructed and paved in full widths of 22 feet and 18 feet, while achieving high quality and density of the longitudinal joints. Kokosing Construction Company laid more than 376,000 tons of Hot Mix Asphalt for this project.

Continued on page 9

OPERATING ENGINEERS PAVER SCHOOL UPDATE

The paver and roller operators school begun last year as a cooperative project between FPI and the Operating Engineers Union continued this year bigger and better. This year the school was repeated three times, with a total of 36 participants, not counting the industry personnel who helped out with the training. The one week, 40 hour schools this year were conducted on November 30 to December 4, March 1 to 5, and March 8 to 12.

The training provided both classroom theory and hands-on training in the proper operation and maintenance of pavers and rollers. Subjects covered in the class include project organization and communication, surface preparation, HMA delivery, HMA placement, joint construction, compaction and problem troubleshooting and correction. The course continues to be expertly taught by Carlos Fuentes with assistance from industry personnel including John White with Columbus Equipment, Rich McCrea of Holt Caterpillar, Jerry Berry of Valley Asphalt, Mark Burger and Paul Dunn of S E Johnson, and Jim Davis of L P Cavett. The hands on training is made possible by the large training building on the Miamisburg site of the Operating Engineers Training Center, allowing the equipment to be operated inside regardless of the weather. Equipment for the hands-on training is loaned by the FPI member companies along with their experienced operators who assist with the training. This season pavers were loaned by the L P Cavett Co., John R Jurgensen Co. and the S E Johnson Co. A roller and sand to run through the pavers was donated by the Barrett Paving Co. through the effort of Don Rosenbarger.

This year's students have been persons from the Operating Engineer's apprentice program and others who have been employed by paving contractors but who were not paver operators. As a result, the course has been adjusted to emphasize the basics.

Nevertheless, even the very experienced operators helping to instruct the school have seen opportunities to learn. Jim Davis of the L P Cavett Co. said that he had attended different classes over the years but that Carlos Fuentes did a better job than any of the others. Paul Dunn of S E Johnson said that it is one of the best classes for beginners that he had ever attended. Their views are confirmed by the evaluations of the students. The



Mr. Mark Burger of the S.E. Johnson Company assists a student on proper paver operation to eliminate auger shadows.

students generally thought the course was great with excellent handbooks and references. Both Manny Gutierrez and Dawn Jones noted that it was the first time they heard the proper way to construct a longitudinal joint. The students like the hands-on training best of all. Several observed that the course was too short and needed to be 80 hours rather than 40. High praise indeed!

FPI's high hopes for the school are being realized. Fred Frecker, Executive Director, was gratified by this year's response to the school. He observed that for last year's school it was difficult getting enough students to fill two classes; but this year there was plenty of interest allowing the schools to be offered three times. The assistance of all the parties who have contributed to making this effort a success is greatly appreciated.

**One Manufacturer
2 Dealers
11 Locations**

**Countless Paving
Equipment Solutions**



CAT Paving
Products



HOLT

- Cleveland
- Cadiz
- Canton
- Painesville
- Youngstown
- Zanesville

- Columbus
- Cincinnati
- Dayton
- Lucasville
- Toledo



395
Service
Technicians

140
Field Service
Trucks

176,000
Parts Items
Stocked

46
Models of
Paving Equipment



Your **CAT** **OhioCat** Dealers

Covering Ohio.

Serving You.



OHIO MACHINERY CO.

Cleveland 800-837-6200
Cadiz 800-837-6204
Canton 800-837-6207
Painesville 888-901-6620
Youngstown 800-837-6203
Zanesville 800-837-6205

HOLT



Columbus (888) 441-HOLT
Cincinnati (888) 332-HOLT
Dayton (888) 330-HOLT
Lucasville (888) 336-HOLT
Toledo (888) 339-HOLT

Member Spotlight



Pictured left to right are Carl Schloss, V.P.; Chris Schloss, V.P., and Tom Roland, Treasurer of The Schloss Paving Company.

Founded in 1935 by William L. Schloss, The Schloss Paving Company is the oldest paving company in the Cleveland area. Schloss, a pioneer in the asphalt industry, established his own company after working in the asphalt business since the 1890's. His company has emerged into an entity run by Schloss's four grandsons and business partner, Thomas Roland.

Chris Schloss, Vice President of Schloss Paving, explained that his grandfather first got in the business working for other asphalt companies, including time spent in Cuba and Jamaica for the Cleveland Trinidad Company. "I would call him a pioneer because he was there at the beginning, teaching others how to work with mixes and equipment," Chris said. Carl Schloss, also a Vice President for the company, remembers that his grandfather came up with the idea of using asphalt along the Mississippi River for erosion control. Schloss tried to get a patent for the process, according to Raymond Schloss, Jr., President of the company, but he never did. "I'm not sure what happened but his idea may have been stolen," Ray said, noting the procedure is still used today.

After Schloss's death in 1945, his son Raymond, Sr. left the military to take over the business. He was joined by his brothers Harold and Edward and served as President of the company until his death in 1997. Today, The Schloss Paving Company is

headed by the third generation: Raymond Schloss, Jr., who serves as President; Christopher Schloss, Vice President; Carl Schloss, Vice President; Peter Schloss, Superintendent; and Thomas Roland, Treasurer. With two asphalt plants, the company operates as The Schloss Paving Company. It has two divisions: Schloss Materials Company, which is comprised of a sand and gravel operation in Portage County, and Digicall Communications, an Ameritech dealership for cellular telephone service. In 1998 the company also became a dealer for StreetPrint, a method of texturing pavement to look like brick.

Construction takes the company into four surrounding counties: Cuyahoga, Lake, Geauga, and Ashtabula, where the company does about 100 jobs of varying sizes each year. Schloss does mostly government work, including jobs on the Ohio turnpike, I-71, I-77, 480 and numerous state and secondary roads. "Over the years, I don't think there's a street in the city of Cleveland that we haven't paved at one time or another," said Roland. The company also does parking lots, shopping centers, subdivisions, and some private driveways.

They employ about 125 people in peak season, including a number of long-time and multiple family employees. "We pride ourselves on the type of employees we have," said Ray. "We treat our employees well, demand the best, and they give us their best in return." As a custom paver, the company has an extensive training program for employees, offering in-house workshops and bi-monthly meetings with key personnel to keep abreast of the technical aspects of the industry.

One long-time employee came out of school never "suspecting he would work in the road construction industry." Forty-three years later, Don Hronek, an engineer, retired from the company he calls "impressive and fair to work for." Hronek has seen many changes in the industry during those four decades, including the amount of asphalt being produced. "In those days we thought a single plant producing 600 tons a day was great," he said. He concurs that Schloss Paving was a pioneer in the industry, noting it was one of the first companies to experiment with tar asphalt, one of the first to use laser beams in the paving of runways at Burke

Continued on page 10



"PAVING EXCELLENCE"

In all the turmoil and turnover in the paving industry, one fact has never changed. For nearly 50 years, Columbus Equipment Company and Blaw Knox Construction Equipment Corp. have been bringing you the most reliable, high-tech paving equipment in the business.

As Ohio's Dependable Dealer, you have come to rely upon Columbus Equipment Company as a name you can trust for your heavy equipment needs.

Together, Columbus Equipment and Blaw Knox have matured over the last half a century to become true partners and experts in the asphalt paving industry.

In other words, we have reached a state of paving excellence.

Today, as part of the Ingersoll-Rand Corporation, Blaw Knox continues to be a world leader in the business of asphalt paving. When you want fair dealings and need products you can trust, Columbus Equipment Company and Blaw Knox are the team for you.

Blaw Knox...the choice of paving professionals.

**Columbus
Equipment
Company**

SINCE 1952

Pursuing excellence for nearly 50 years

Columbus
614/443-6541

Toledo
419/531-7101

Cincinnati
513/771-3922

Richfield
330/659-6681

Cadiz
740/942-8871

Dayton
937/237-0063

Canton
330/453-4521

NEW CAMBRIDGE, OHIO LOCATION OPENING APRIL '99

OHIO AGGREGATES & INDUSTRIAL MINERALS ASSOCIATION ACCEPTING APPLICATIONS

Ohio Aggregates & Industrial Minerals Association (OAIMA) is accepting applications for Director of Technical Services who will be responsible for the technical activities of this trade association. Applicant shall have experience in dealing with the industry's technical specifications and education of association members. Applicant shall possess a college degree with professional certification, and a minimum of 5 years of industry related experience. Competitive salary and benefits package. Applications will be accepted until March 31, 1999. Send resume, salary history and references to: Robert Mill, President, OAIMA, 162 N. Hamilton Rd., Gahanna, OH 43230.

FPI WEB SITE OFF TO A GREAT START

"We were really surprised at the number of hits on our web site," FPI Executive Director Fred Frecker stated. After only 4 months of operation, the site had experienced over 5,500 "hits", or log-ons, by internet users. The largest single day was January 27, 1999, which received 220 hits. This was a letting day for ODOT projects which evidently accounted for many of the hits. Bid letting results are available through the site within 15 minutes of the close of the bid opening. The site



also features a calendar of events, educational opportunities and committee meetings along with technical documents, articles, the scholarship program, placing index, links to other sites and other information. FPI welcomes any suggestions for improvements that anyone might have. You can call toll free at 888-4 HOT MIX or email at flexpave@netwalk.com. Oh, by the way, the web site can be reached at www.flexiblepavements.org.
Check it out!

National Quality Awards, *continued from page 4*

*At Kokosing Construction Company,
Wayne Brassell, 740-694-6315*

Northern Ohio Paving Company of Twinsburg

- Work on an eastern section of the Ohio Turnpike, widening 16 bridges, constructing third lanes, and erecting a new barrier wall. The third-lane construction represents the Ohio Turnpike Commission's first use of Full Depth Asphalt. Despite limited access and narrow working areas, Northern Ohio Paving Company met an aggressive schedule and produced a quality, smooth-riding pavement that

met or exceeded rigorous Turnpike specifications.

- Six bridges were widened, and a third lane and a new barrier wall were constructed on another section of the Ohio Turnpike. All work was performed behind temporary barriers with limited access points, on an extremely aggressive schedule. Northern Ohio Paving recycled all asphalt millings generated from the project back into the new mixes. Third-lane construction utilized full-depth asphalt.

*At Northern Ohio Paving Company,
Robert Bailey, 330-425-7861*

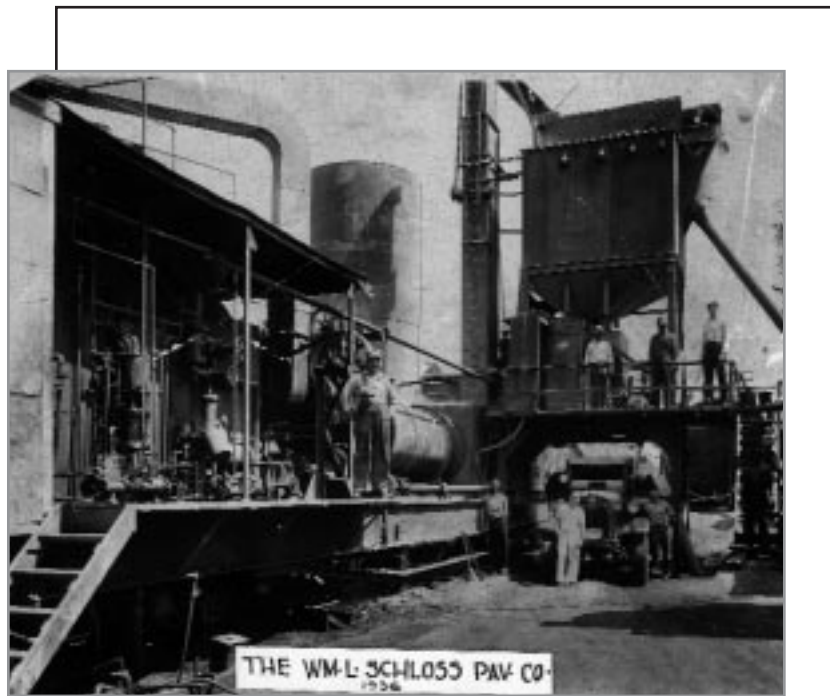
Member Spotlight, continued from page 7

Airport in Cleveland, and one of the first to work on the Ohio turnpike. In addition, during the Korean War, Hronek said the company did a lot of government work for TRW (Thompson, Ramo and Woolridge).

Schloss Paving has a full-service maintenance shop and a quality control lab at each plant facility where “from time to time we make our own mix designs and do a lot of our own testing.” The company’s batch plants enable the company to custom design mixes for contractors, a practice Chris refers to as the grocery store trade. “We can cater to our contractor’s needs,” said Roland, “by fine tuning the mixes so they get what they want from our company.”

company is starting to develop a market for concrete and sand. Schloss also plans to acquire another asphalt plant in the future to help meet their goals to “increase production and maintain market share.”

Preferring a low-key management style, Chris said his company “has always based our work ethic on honesty and integrity,” adding, “we feel we give 100% value for the dollar that we work.” Chris noted “our service-oriented company aims at providing a good road surface for people to travel on safely.” One of these road surfaces, the Green Road project in Cuyahoga County, earned the company a smooth pavement award from Flexible Pavements in 1998.



The Schloss Paving Company, one of Ohio's oldest asphalt producers, as it existed in 1936.

Except for unpredictable weather and the short work season, Chris feels “every part of his job is good.” He said his company maintains a good relationship with ODOT and the EPA and strives to be a good neighbor, especially since one asphalt facility borders on a residential subdivision. “We are always conscious of our neighbors,” Chris said, “and try to address problems when they occur.”

Besides Flexible Pavements, The Schloss Paving Company is a member of the Ohio Aggregates Association, Ohio Contractor’s Association, and the Greater Cleveland Growth Association.

In 1997 the company put in a state-of-the-art wash plant at their sand and gravel facility, tripling production in just one year. By “paying more attention to this sleeping giant,” Roland said the company now produces the “cleanest gravel in Portage County.” He anticipates the production of aggregate to continue to increase and said the

The Schloss Paving Company, a business started by a pioneer and passed from father to son to grandsons, is entering its 64th year of business with an eye towards the future yet rooted in the hard work and experience of the past.

preventative maintenance, bridge painting, pavement markings, raised pavement markers, guardrail and other project items as determined by the Director.

Local governments using federal funds on contracts let through ODOT are specifically exempted from the requirements.

The bill also mandates that the Director of ODOT must file a report by the end of September on the Department's comprehensive implementation plan for using warranties. This report has to include:

1. The number and type of projects to be bid using warranties.
2. An investigation of alternative warranty contracting options, including incentives, different bidding methods, and implementation of new technologies, construction techniques and materials to prolong pavement life considering such factors as density, smoothness and segregation.
3. Development of a surface warranty against common pavement distresses, including but not limited to, delamination, raveling and rutting for all pavement projects on the interstate and multi-lane system.
4. A schedule of introduction of the surface warranty into the Department's annual construction program so that all pavement projects on the interstate and multi-lane system will have this warranty not later than June 30, 2001.

It's pretty obvious that the items in this plan will have a major impact on the HMA industry. Developing a surface warranty for "all" pavement projects on the multi-lane system will be a real challenge. For example, how can you warrant a 1¹/₄ inch mill and fill against delamination when you know it should be at least 2 inches thick to make it half way impervious to water? The bill allows 2 years to work all this out by establishing June 30, 2001 before it has to be applied to all projects. Unquestionably the contractor must have control over material and construction specifications if he has to provide a warranty. This is going to be a major, major shift in the way we do business today.

It would appear that a warranty would also be required for concrete pavements as well as HMA pavements since the language specifically

states "all pavement projects". The HMA industry is somewhat ahead of this curve since we have already developed a warranty specification for new and reconstruction type projects which ODOT has used on 4 jobs over the past 18 months. This experience will be invaluable as we try to implement the provisions of the bill.

The language also gives ODOT the opportunity to investigate options to warranty contracts. FPI has long promoted the use of incentives as a way to improve performance. All you have to do is look at past projects that have had incentives for shorter completion times and smoothness to see the impact they have. Incentives could be used in conjunction with, as well as include in, warranties. The language on new technologies to address density, smoothness and segregation will help to ensure that we get real value added with the warranty concept. If you have bought any kind of appliance lately, you know that the first thing the salesperson asks is, do you want an extended warranty. If you decide yes, he doesn't go back to the warehouse and bring you a better appliance. In other words, the extended warranty does not provide any value added to the product, we do not want this to happen to HMA warranties.

The bill also requires ODOT, not later than December 31, 2000, to report to the General Assembly on the Department's finding on the use of warranties, including comparing of cost, technologies and quality of warranted and non-warranted items, and recommendations for further use of warranties.

H.B. 163 has now passed the House and is on its way to the Senate. We really do not anticipate any major changes to the warranty section as it moves through the Senate Committees. In fact, by the time you read this it may be on its way to the Governor for signature as, by law, ODOT's budget must pass the Legislature by March 31st.

While providing ODOT HMA projects with a warranty presents a real challenge, it also presents a real opportunity to provide a real value added product for our ultimate customer – the traveling public.

Members

Producer Contractors

Apache Aggregate & Paving Co.
Barrett Paving Materials, Inc.
Black Top Contracting, Inc.
Bowers Asphalt & Paving Inc.
L.P. Cavett Co.
C&S Limestone, Inc. Asphalt Div.
Cunningham Asphalt Paving, Inc.
Erie Blacktop, Inc.
Gerken Paving, Inc.
Hancock Asphalt & Paving, Inc.
Hardrives Paving & Const., Inc.
Highway Asphalt Co.
S.E. Johnson Companies
K&M Construction Co., Inc.
Kokosing Construction Co., Inc.
Koski Construction
McCourt Construction Co.
M&B Asphalt Co., Inc.
Mansfield Asphalt Paving Co.
Melway Paving Co., Inc.
Milestone Contractors, L.P.
Miller Bros. Paving Inc.
Northeastern Road Improvement Co.
Northern Ohio Paving Co.
Northstar Asphalt Inc.
Northwood Asphalt Products
Northwood Stone & Asphalt Co.
Ohio Asphalt Paving, Inc.
Ohio Tar & Asphalt Div. Central-Allied Entrp.
The Osterland Co.
Sarver Paving Co.
Schloss Paving Co.
Shelly Co.
Shelly & Sands, Inc.
H.P. Streicher, Inc.
Superior Paving & Matls., Inc.
Thomas Asphalt Paving Co.
Tri-State Asphalt Co.
Valley Asphalt Corp.
Valley Paving Co., Inc.
Walls Bros. Asphalt Co.

Contractor Members

Bartley & Bolin, Inc.
Henry W. Bergman, Inc.
Bucyrus Road Materials, Inc.
Chemcote, Inc.
Clinton Asphalt Paving Co.
Decker Construction Co., Inc.
Diorio Paving, Inc.
Ebony Const. Co., Inc.
McDaniels Construction Corp., Inc.
Ronyak Bros. Paving, Inc.
Southern Ohio Paving, Inc.
Strawser, Inc.

Wagner Paving, Inc.
Whitta Construction

Aggregate Producers

Agg Rok Materials
Rogers Group, Inc. dba
Sandusky Crushed Stone

Asphalt Marketers

Amoco Oil Co.
Equilon Enterprises, LLC
Greater Cincinnati Asphalt Terminal
Koch Materials Co.
Marathon Ashland Petroleum, LLC
Seneca Petroleum Co., Inc.

Associate Members

A&A Safety, Inc.
A.M.A. Material Supply
Ames Engineering, Inc.
Asphalt Drum Mixers, Inc.
Asphalt Materials, Inc.
Asphalt Systems, Inc.
Astec Industries Inc.
Bituminous Products, Co.
Brewer Products, Inc.
Cantwell Machinery Co.
Caterpillar Inc.
CMI Corp.
Columbus Equipment Co.
Construction Consulting & Testing, Inc.
Craig Pavement Technologies, Inc.
Cross-Roads Asphalt Recycling, Inc.
DJL Material & Supply, Inc.
DTN Weather Center
Jack Doheny Supplies Ohio, Inc.
ERAtch Environmental, Inc.
Fiberized Products, Inc.
Flat Top Insurance of Ohio
Frankfort Testing Laboratory
Frank Gates Service Co.
GenTec Equipment Co.
Gencor Industries, Inc.
General Insurance Agency, Inc.
Herman Grant Co., Inc.
Grasan Equipment Co., Inc.
Heat Equipment and Technology, Inc.
Highway Rubber Products Corp.
Holt Co. of Ohio
Hug Manufacturing
Hy-Grade Corp.
Interstate Traffic Control
Kennametal
Key Positioning Systems
Lucas County Asphalt, Inc.
McLean Co.



OFFICERS AND DIRECTORS

OFFICERS

Chairman - Doug Anderson, Columbus Bituminous Concrete Corp.
Co-Chairman - James S. Tharp, The L.P. Cavett Co.
Treasurer - Dean Wikel, Erie Blacktop, Inc.

BOARD OF DIRECTORS

Peter M. Alex, The Osterland Co.
William G. Heffner, Agg Rok Materials Co.
James P. Jurgensen, Valley Asphalt Corp.
Richard H. McClelland, Shelly & Sands, Inc.
Charles Rauh, The Northern Ohio Paving Co.
Paul L. Scala, Highway Asphalt Co.
Donald C. Weber, S.E. Johnson Companies, Inc.

STAFF

Fred F. Frecker, President/Executive Director
Clifford Ursich, Executive Vice President
Flo Flowers, Executive Assistant
William H. Fair, Customer Service Engineer

Manhole Systems, Inc.
Martin-Marietta Aggregates
Meeker Equipment Co., Inc.
Menardi-Criswell
Meredith Brothers, Inc.
Momentum Technologies, Inc.
Morton International
H.C. Nutting Company
Ohio Machinery Co.
PAC Corporation
Performance Site Management
Pine Instrument Co.
Protection Services Inc.
Raymond Equipment Company dba
Job Rentals and Sales
Refuel, Inc.
SealMaster Industries, Inc.
Sharp Testing Services
Solar Testing Laboratory
Southeastern Equipment Co.
Tiger Machinery Co.
Toltest, Inc.
TransTech Systems, Inc.

Troxler Electronic Labs, Inc.
Ultrapave
Vermeer of Southern Ohio
VLS-QC Resource Division
Wisconsin Electrical Mfg. Co.

Architects & Highway Engineering Consultants

Adache-Ciuni-Lynn Assn., Inc.
BBC&M Engineering, Inc.
Balke Engineers
Brandsetter/Carroll, Inc.
CDS Associates, Inc.
HNTB Corporation
Kohli & Kaliher Associates
Korda/Nemeth Engineering, Inc.
Mannik & Smith, Inc.
M-E Civil Engineering, Inc.
Resource International
Woolpert Consultants

FLEXIBLE PAVEMENTS, INC.

37 W. Broad St., Suite 460

P.O. BOX 16186

COLUMBUS, OHIO 43216

First Class
U.S. Postage
Paid
Columbus, Ohio
Permit No. 1366