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**Transportation Reauthorization Update**

As this is written, a new 6-year federal transportation funding bill is finally moving through Congress. The last federal Transportation Act, TEA-21, expired on September 30, 2003. Since then Congress has passed 6 extensions of the old act, continuing prior funding levels and programs until May 30, 2005.

The good news for Ohio occurred last year, when Congress approved changes to the ethanol subsidy that will result in Gasohol being taxed at the same rate as gasoline and returning that revenue to the transportation trust fund. In 2006 and 2007 this will result in a substantial increase in Ohio's Federal funds.

The House of Representatives has passed (March 10, 2005) a bill to re-authorize Federal transportation programs for another six years. Generally it constrains funding to the \$284 billion favored by the Administration and does not satisfy the equity concerns of the donor states like Ohio.

The Bush Administration has renewed its veto threat if the final bill exceeds \$284 billion. It also threatened a veto if the final bill includes the "re-opener" provision contained in TEA-LU that would shut off federal-highway funding on August 1, 2006, unless Congress passed legislation to bring the states' share to a minimum of 95 percent.

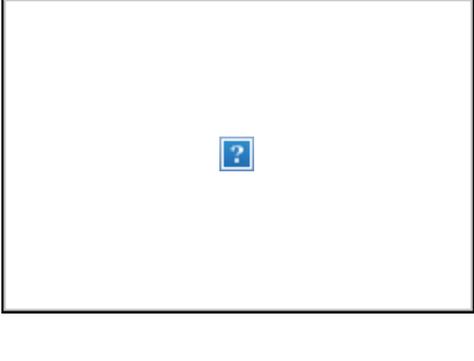
In the Senate, the Environment and Public Works Committee approved on March 17th, its reauthorization bill (SAFTEA) by a vote of 17 to 1 at the same \$284 billion funding level as the House bill. The Senate bill only guarantees donor states a 92% return by 2009.

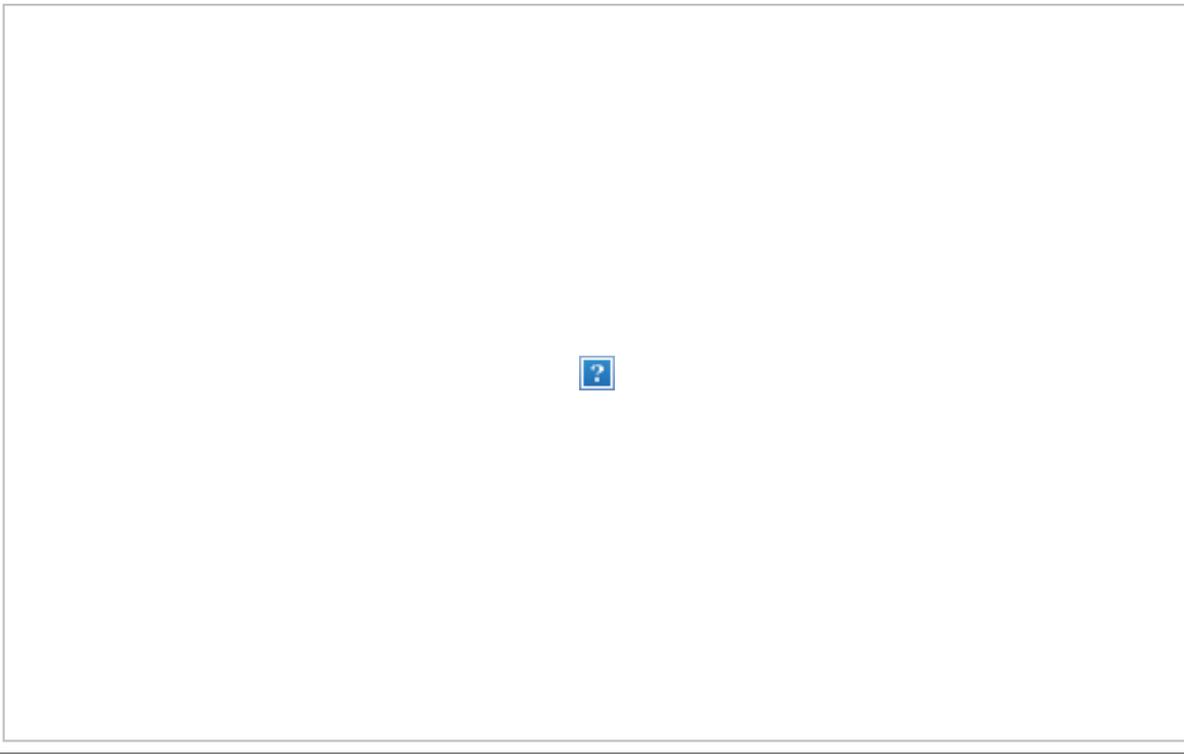
Neither the current House or Senate Bills will meet Ohio's objective of realizing a 95% rate of return on its Federal gas tax receipts. Achieving this more equitable rate of return was a key objective for Ohio and a group of 23 donor states that formed the Fair Coalition. Unfortunately, Congress seems disinclined to cut any state's share to fund the redistribution. And since the administration will not accept any additional taxes, there seems to be no will to fund the equity provision.

In order to move the highway reauthorization bill forward, the Senate Republican leadership must schedule time to debate SAFETEA on the Senate floor. Until recently, many expected that time for debate would begin on April 19 and continue unimpeded until a final vote is taken. After that a conference committee will be needed to reconcile the House and Senate versions. However, SAFTEA may be stalled in the senate. The Senate has not scheduled its bill, S. 732, for a vote. Congress has many important priorities this year and each compete for debate time on the Senate floor.

An adequate, 6-year transportation funding bill is critical to meeting Ohio's transportation needs.



	
<p><i>In a presentation at the Flexible Pavements of Ohio Annual Meeting on March 31, 2005, Michelle Holdgreve, ODOT Deputy Director, outlined ODOT's expectations for Federal Funding under the pending Federal Act.</i></p>	<p><i>Reproduced here are 2 slides from Holdgreve's presentation. The first shows ODOT's projection on the results of the pending Federal legislation.</i></p>


<p><i>This second slide shows trend lines of how the House, Senate and ODOT's projection for funding compare to that needed for the "Jobs and Progress" Plan.</i></p> <p><a href="#"><u>CLICK HERE</u></a> to view a larger version of this chart.</p>

Unfortunately, if Ohio fails to receive a 95% rate of return on its gas tax receipts, it appears unlikely that Ohio's Federal Aid will be sufficient to fully fund the Governor's "Jobs and Progress" plan in the time frame originally proposed.

It may not be too late to alter the outcome. Tell your Congressman, Senators and President that transportation needs to be funded adequately and Ohio deserves a more equitable rate of return on its gas tax contributions. Contact information for Federal Officials can be found at [http://www.flexiblepavements.org/contact\\_officials.cfm](http://www.flexiblepavements.org/contact_officials.cfm)

The Senate Majority Leader must hear from your Republican Senators that SAFTEA is a high priority for this state. Call

the Capitol at 202-224-3121, ask for Senators DeWine's and Voinovich's offices, ask them to speak to Majority Leader Bill Frist and press for immediate consideration of "S. 732" - the SAFETEA bill. Join other industry representatives in attending the Transportation Coalition Fly-in to Washington, D.C. on April 26 and 27, 2005 and tell them again in person.

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**Alternate bid goes concrete, Asphalt pavement costs less.**

You may have heard that ODOT's latest alternate pavement type bid project went to a contractor that bid the concrete pavement alternative. What you may not know, unless you've had the opportunity to review the bid tabs for the project, is that the bids for the asphalt pavement alternative were substantially lower than the winning bid, which included a concrete pavement.

The project was #108 (2005), Ashtabula, IR 90, 3.70. The pavement alternates were 68,199 cy of 7-year warranty asphalt pavement vs. 171,966 sy of 13 in. plain concrete, 7-year warranty pavement. The project included a maintenance bid penalty against asphalt of \$339, 920. The project estimate was \$14,710,000.

Oddly, there was only one concrete bid on this project. Usually, ODOT receives multiple bids for concrete pavement projects. There were 2 bids for the asphalt pavement alternative. Prices bid for the pavement items are tabulated as follows:

<i>Concrete pavement bid</i>	<i>Asphalt pavement bid #1</i>	<i>Asphalt pavement bid #2</i>
\$4,777,215	\$3,887,343	\$4,023,741
100%	-19%	-16%

The concrete pavement bidder won the project with lower bid prices in a number of other categories other than pavement. Even with the maintenance penalty (\$339,920) applied, the average of the 2 asphalt pavement bids would have been 10% less expensive than the concrete pavement bid.

So, although, "the race does not always to the swiftest go"; this project, like the many other alternate bid projects that have gone before it, demonstrates that asphalt pavement is still the more economical alternative.

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**ODOT to Receive 2004 Perpetual Pavement Award**

ODOT, District 2 has been notified that it is to be a recipient of the Asphalt Pavement Alliance's 2004 Perpetual Pavement Award. The Award will be presented by the President of the American Association of State Highway and Transportation Officials, Jack Lattiere, Jr., at a special ceremony May 18th, 2005 at the National Center for Asphalt Technology, Auburn University, Alabama.

The award is being presented for a 5-mile section of SR 25 in Wood County near Toledo. The asphalt pavement project was constructed 67 years ago and has received only maintenance overlays at an average interval of 15 years since.

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**Diamond Commendations for 2004**

We want to congratulate those producer members who received NAPA's Diamond Achievement Commendation in 2004 for excellence in plant operations. The full List of Ohio Recipients is as follows:

**Barrett Paving Materials, Inc.**

Plants: Carthage, Fairborn, Moraine, Newtown, Pleasant Run and #111, Sidney.

**Kokosing Materials, Inc.**

Plants; Fredericktown and Mansfield.

**Shelly and Sands, Inc.**

Plants: Mar-Zane #2, #21 and #29.

**The Shelly Co.**

Downtown Plant #76.

**Valley Asphalt Corp.**

Plants #6, #9, #14, #17, #19, #23 and #25.

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### NAPA Awards

At the NAPA convention Ohio contractors were recognized for their National Asphalt Pavement Association, Quality in Construction Awards as follows:

*Projects less than 50,000 tons:*

**John R. Jurgensen Co.** – Greene & Clermont counties U.S. Route 35/U.S. Route 32, ODOT Project 386(2004);  
Clermont County S.R. 28, ODOT Project 423(2003)

**The Shelly Company, Twinsburg Division** – Rehabilitation of Runway 7-25, Lorain County Regional Airport

*Projects greater than 50,000 tons:*

**John R. Jurgensen Co.** – Hamilton County I-275, ODOT Project 32(2002)

**Kokosing Construction Co.** – Fairfield U.S. Route 33, Phase III, ODOT Project 446(2002)

ECOLOGICAL AWARD FOR HMA FACILITIES

**Valley Asphalt Corp., Troy** – finalist for Existing Facility Category

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### SCIP Bond Issue Due for Renewal

The state constitutional amendment and bond issue that has provided almost \$2.3 billion in funding for infrastructure repairs over the last 20 years is again due for renewal. The Ohio Public Works Commission administers the State Capital Improvement Program (SCIP) grant program for local governments. The Ohio legislature has approved placing this issue before the voters once again during the November, 2005 general election. This issue is critical to local governments in funding their public works improvements. For more information, read the article in the next issue of Ohio Asphalt magazine by Hamilton County Engineer, William Brayshaw. A campaign will be needed to inform the voters of the importance of renewing this program. Be prepared to support the campaign to assure renewal of this program.

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### Pavement Quality Customer Survey in Progress

Flexible Pavements of Ohio has partnered with several public works organizations to conduct a survey of the quality of asphalt pavements in Ohio. FPO's partners in this project are the County Engineer's Association of Ohio (CEAO), the American Public Works Association, Ohio Chapter (APWA), the American Council of Engineering Consultants, Ohio Chapter (ACEC) and the Municipal Engineer's Association on Northeast Ohio (MEANEO). A parallel survey has been sent to industry representatives to obtain the industry perspective, in addition to that of our customers. Surveys were sent out at the end of February and are currently being received and the results tabulated.

FPO will analyze the results of the survey and report to our partners, Board of Directors and members. It is expected that the results of the survey will help to guide the association's future efforts toward improving the quality of asphalt pavement construction in Ohio.

If you have not yet filled out and returned your survey questionnaire, it's not too late. FPO will be accepting and analyzing the survey results through May 2005.

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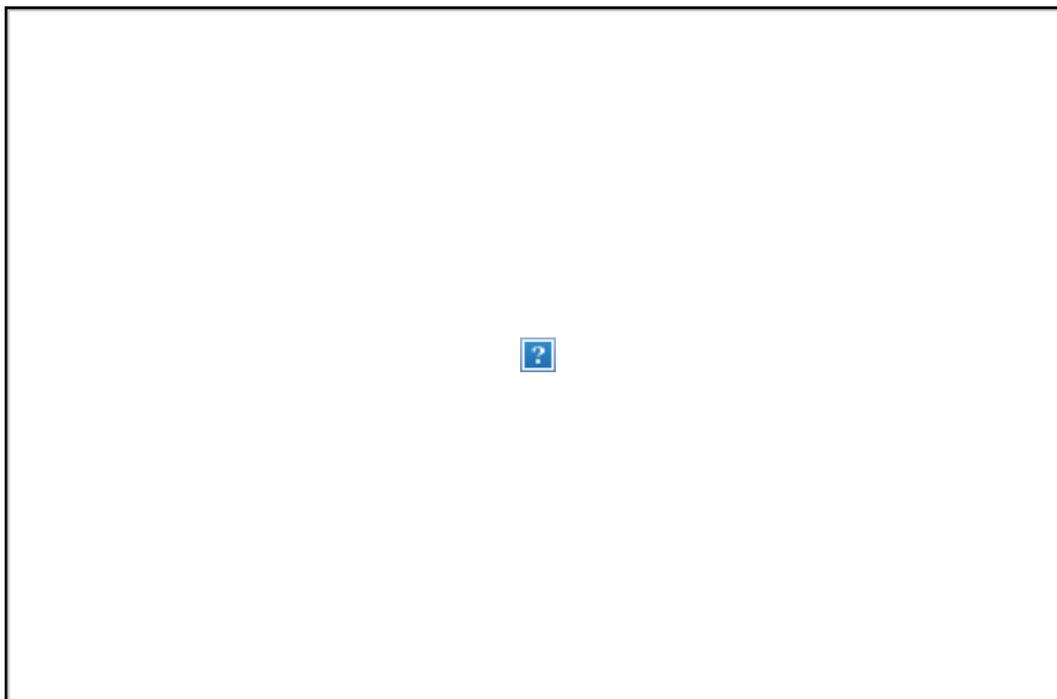
### Conferences and Seminars Completed for the Winter

Winter is conference and seminar season in the asphalt industry and this winter was an especially busy one for FPO.

It all began with the **Ohio Asphalt Paving Conference** at the OSU Fawcett Center in Columbus on February 3rd. 359 registered to learn the latest information on asphalt pavement technology. All presentations were outstanding. Gerald Huber's report on the state of asphalt pavement construction in China and William Pine's case study of the re-paving of the Indianapolis Motor Speedway were real crowd pleasers. Donna Harmelink of the Colorado FHWA reported on the investigation of paver induced segregation in Colorado. Reports of the investigation can be found at:

Top Down Cracking - <http://www.dot.state.co.us/Publications/PDFFiles/topdowncracking.pdf>

Next up was our annual training for mix designers at the ODOT lab from February 28 through March 4th. This training and exam leads to ODOT Level 3 approval for laboratory technicians.



We then took our show on the road to the Cleveland area on February 23, 2005 to conduct a seminar on rehabilitation of concrete pavements. This was a free seminar and trade show for Municipal Engineers and Public Works Directors. Member companies who sponsored, exhibited and presented at the seminar were: **Meredith Brothers, Highway Rubber Products, Resource International and PS Construction Fabrics.**

The big show of the season, our 43rd, **Annual Meeting and Equipment Exhibition** occurred March 30 and 31, 2005. Talk about educational opportunities! The meeting included 3 concurrent seminars on Porous Pavement Design, Compaction and Plant Operations; and 10 other presentations, including the keynote address by Auditor of State, Betty Montgomery. ODOT Deputy Directors, Howard Wood and Michelle Holdgreve, reported on ODOT's future construction program plans and funding forecasts. (Howard Wood's presentation on ODOT's 2006-2007 pavement construction program can be viewed in abbreviated form at <http://www.flexiblepavements.org/images/wood.pdf>).

Other activities of the Annual meeting included a roundtable discussion of asphalt issues of concern to local governments, a trade show with a lot full of equipment, presentation of our Annual Awards and scholarships and our regular business and committee meetings.

In the meantime, Gerken Paving sponsored meetings in northwest Ohio with public agency personnel from Paulding, Williams and Defiance Counties on February 24, and March 25, 2005 for us to make presentations on asphalt specifications.

We try to present an educational opportunity at least every quarter, so watch [www.flexiblepavements.org](http://www.flexiblepavements.org) for announcements of future seminars and conferences.

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### Tom Letizia, Sr. Passes

Gaetano (Tom) Letizia, Sr., founder of Unique Paving Materials Corporation and inventor of UPM® Permanent Pavement Repair Material passed away on Wednesday, March 30th, 2005 at the age of 89.

Tom Letizia was born on August 3, 1915 and was raised in Cleveland's oldest Italian neighborhood known as "Orange Avenue". He began his career selling newspapers in downtown Cleveland on East 9th Street during the Great Depression. He attended East Tech High School and was a member of the CCC (Civilian Conservation Corps.). After twenty years of experience as a laborer, foreman and partner in the paving business, Tom formed his own company in the mid 1950s, which now employs over 40 people based in Cleveland, Ohio along with producers and distributors around the globe. His company motto was "Where Quality & Service Count" and he lived by it.



Tom was the recipient of the “Lifetime Achievement Award” from the American Public Works Association (APWA) for his service and dedication to the industry.

Tom was recipient of the “William W. “Bill” Baker Award” From Flexible Pavements of Ohio in 2004 for his contribution to the asphalt industry, being known to many as the “grandfather” of the high performance asphalt cold mix industry.

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### MarZane Opens New Laboratory

MarZane Materials Division of Shelly and Sands, Inc. opened its new materials laboratory facility with an open house on April 8, 2005. The state of the art facility is located at SR 555 near SR 719 near Zanesville Ohio.



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### How can quiet pavement technology reduce road noise?

Find out at [QuietPavement.com](#): an interactive learning experience about the impact of road noise in our lives as well as methods for reducing road noise using hot mix asphalt.

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Activities @ QuietPavement.com  
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- 1) SoundTown USA  
Build your own neighborhood and discover how you can reduce road noise inside your home.
- 2) How Loud Is Loud?  
Learn what a blender, a barking dog, and a vacuum cleaner can teach us about road noise.
- 3) Come Hear!  
Every day we are exposed to thousands of sounds. How does the human ear translate these sounds to become noises?
- 4) History of Road Noise  
Why did Julius Caesar stop traffic noise at its source back in 44 BC in the History of Road Noise.
- 5) Test Drive  
What's the difference between concrete highways and asphalt highways? See for yourself in this test drive video.

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### Mixture Competition Won by Ohio University Team

Flexible Pavements of Ohio sponsors an asphalt mixture performance competition for Ohio's Civil Engineering colleges. In this competition, student teams have to design a HMA mixture to resist rutting. Teams are supplied the same aggregates (courtesy of Martin Marietta Aggregates) and may use any combination of binder and additives. Teams have to perform the laboratory mix design tests, using a university or FPO member lab, write a report and give an oral presentation. Mixes are tested for rut depth at the ODOT laboratory, and reports and presentations are judged by a panel of industry experts. The competition requires a great deal of extra effort on the part of students and faculty advisors; and, of course, wouldn't be possible without the cooperation of many FPO producer members and their laboratory personnel.

The winning team for this year is Ohio University, team members: Yun Liao, Jonathan Kovach and Brett Mann. Their faculty advisor is Dr. Sang-Soo Kim.

Second place went to Ohio Northern University: Jerod Hiller, Nick Lake and Danielle Brinkman. Faculty advisor is Dr. Kanok Boriboonsomsin.

Third place went to Youngstown State University: Hadi Chammas, Jeanna Cunningham, Deyhna Harville and Jonathan Locketti. Faculty advisor is Dr. Shakir Husain.

The winning Ohio University team goes on to a national competition against teams from other universities from around the nation. The national competition is judged by NCAT. Ohio looks forward to bringing the national title back to Ohio, after losing it last year to Michigan Tech.

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### Ohio Hot-Mix Asphalt Current News Evolves.

We've changed again. Since we began our e-mail newsletter with the July, 2003 issue, Ohio HMA Current News has been distributed as an HTML and as a PDF document. With this issue we're transitioning to an HTML format that will accommodate the inclusion of pictures and graphics. We hope you'll find this version an improvement.

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### Are you on our mailing list?

In addition to this e-news letter, FPO publishes a quarterly magazine, **Ohio Asphalt**. The Spring 2005 issue of **Ohio Asphalt** will be mailed in May, 2005. To add your address to the mail lists for the e-news letter and/or the magazine, send a request with your address information to [flexpave@ameritech.net](mailto:flexpave@ameritech.net).

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