

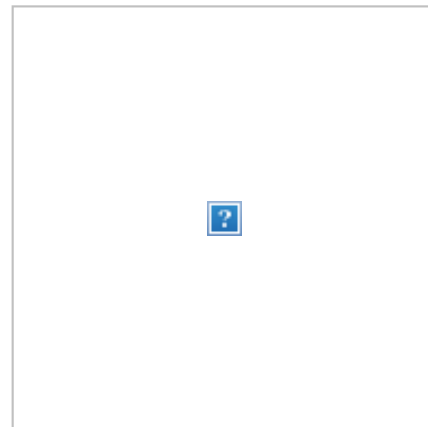


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Federal Transportation Funding Enacted

At long last, as of August 10, 2005, Congress has approved and the President has signed a transportation re-authorization bill to succeed TEA 21, the last 6 –year federal transportation bill enacted in 1998. The law was approved by Congress on July 29th and signed into law by the President August 10th at a special ceremony at the Caterpillar plant near Chicago.

The bill, H.R. 3, is called the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, SAFETEA-LU. Even the name is a compromise. The Administration and Senate had originally called their proposed bills SAFETEA, while the House called their, bill TEA-LU.

It has taken almost 2 years and 12 temporary extensions of TEA 21 to realize the new law, SAFETEA-LU. TEA 21 Expired September 30, 2003. It has taken so long that the new law is essentially a 5 year rather than 6 year Act for fiscal years 2005 through 2009. The total amount of guaranteed funds over the 5 years from fiscal year 2005-2009 is \$244.1 billion. If fiscal year 2004 were included, the total six-year funding level would have been \$286.4 billion. Of this amount, 79% is provided for highway programs, 18.5% is provided for transit and the remaining 2.5% for other programs.

Detailed analyses of the Act's provisions are found on the website of the American Highway User's Alliance at www.highways.org, on the FHWA site at <http://www.fhwa.dot.gov/reauthorization/index.htm> and on the American Public Works Associations' site at www.apwa.net.

Most observers are lauding the new bill as an important step toward improving transportation conditions in the US. But, like anything that Congress does, there is good news and bad news.

On the up side, the law provides a large enough increase in dollars for transportation programs, that it may actually represent a real increase in funding, after consideration of inflation in the costs of construction and the costs of new programs included in the law. For Ohio the funding level is about a 36% increase in average annual funding \$'s over the level represented by TEA-21. Ohio's rate of return on its contributions to the

Federal Highway Trust Fund slowly increases to 92% by 2008 from the present level of 90.5%. It's less than Ohio was asking for, an immediate increase to 95% return, but, it is sufficient to fund Governor Taft's "Jobs and Progress" plan.

On the down side, the law provides a lot less funding than highway experts have said would be necessary to reverse the downward trend in road conditions and congestion. "Given the inadequate top line, it's a pretty decent bill," said Oregon Rep. Peter DeFazio, the top Democrat on the House Transportation and Infrastructure subcommittee on highways. He was one of many lawmakers who had sought significantly higher spending.

And then there's the pork. The bill contains a new record of over \$21 billion for over 6000 earmarked projects. Most Congressmen and Senators take pride in pointing to the projects they have earmarked for their home districts and are generally congratulated for it. According to Michelle Holdgreve, ODOT Deputy Director for Legislative Services, ODOT is pleased with its treatment under the bill. Most of the earmarked projects are good projects and Senators Voinovich and DeWine obtained \$95 million for projects above the state's allocation.

Lists of the earmarked projects are posted on the House Rules Committee website at <http://www.house.gov/rules/109textTEALU.htm>

Ohio is also designated as a pilot state for streamlined environmental regulations covered in the act.

When you look at the massive size of the bill, some 1600 pages, and the amount of detail in it, it's little wonder that it took so long to come to agreement on the bill. To get a sense of how difficult the law making process is, read the letters from Transportation Secretary Mineta to the House and Senate leadership with the administration's reactions to provisions of the bill. These letters are posted on the FHWA website page: <http://www.fhwa.dot.gov/reauthorization/conference.htm>

Still, one man's pork is another's bread and butter; so, everything considered, we should be grateful to get the money back for work here in Ohio, regardless of how many strings may be attached. It does make one wonder if there isn't a better way, though. What was it that then Governor, now Senator Voinovich used to say about "devolution"?

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Seminar-Porous Asphalt Pavements for Storm Water Management

The National Asphalt Pavement Association is bringing their Porous Asphalt Pavement Seminar to the Cincinnati area on October 12, 2005. The Plant Mix Asphalt Industry of Kentucky and Flexible Pavements of Ohio are local hosts for the seminar.

The seminar will be held at the Radisson Hotel Cincinnati Riverfront, 668 West Fifth Street, Covington, KY 41011, 859-491-1200. You can register and obtain details regarding the seminar on line at https://www.hotmix.org/omr/page1.php?conf_id=4

Engineers, architects, developers and public managers of storm water management districts, storm water utilities and Soil and Water Conservation Districts will want to learn the application of this emerging technology.

Porous asphalt pavements are being used to reduce or eliminate storm water runoff from parking lots and other facilities. A porous asphalt pavement is constructed over a stone filled reservoir to collect and store storm water and to allow it to percolate into the soil



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(Note: 1.3 MB)

between rainfalls. These designs can reduce pollution and replace expensive detention and treatment facilities. Porous Pavement systems are rapidly gaining favor with designers and regulators as an economical approach to storm water management for sustainable or low-impact development. As the NPDES permit requirements have become more widely applicable, it has become necessary that developers find more innovative means of compliance. Porous pavement systems are commonly being used as part of a strategy to obtain Leadership for Energy and Environmental Design (LEED) certification for green building projects.

For more information and articles regarding Porous Asphalt Pavements visit:
<http://www.flexiblepavements.org/faq.cfm#FAQ18>

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Join Us at OTEC, 2005

The Ohio Transportation Engineering Conference (OTEC) is scheduled for October 27 and 28, 2005 at the Greater Columbus Convention Center. Join us there for the greatest conference and trade show for the transportation community in Ohio. We have an outstanding program lined up for the two asphalt pavement technical sessions. The tentative program looks like this:

| |
|--|
| Thursday, October 27th, 1:00 – 2:30 |
| A Practical Screening Procedure for the Selection of Polish Resisting Aggregates (1:00 – 1:30) Dr. Robert Liang, The University of Akron |
| ODOT Experiments with Trap Rock for Skid Resistance (1:30 – 2:00) James Marszal, PE, Ohio Department of Transportation, District 12 |
| A Report on Early Skid Findings for Smoothseal Pavements – ODOT SS854 (2:00 – 2:30) Aric Morse, PE, Ohio Department of Transportation, Office of Pavement Engineering |
| Friday, October 28th, 10:30 – 12 noon |
| Validation of the Ohio Wayne USR-30 Perpetual Pavement Design (10:30 – 11:15) Shad Sargand, Ph.D., Ohio University |
| Long-Lasting Low-Volume Pavements (11:15 – 12 noon) Steve Muench, Ph.D., P.E., University of Washington |

The National Asphalt Mixture Competition award winning team from Ohio University will be presented with their trophy at the OTEC student luncheon.

FPO will be exhibiting, as usual, in the exhibit hall trade show in aisle 3, booth 308. We look forward to once again seeing all of our members, customers and friends there. For more information, or to register for OTEC, visit <http://www.otecohio.org/>



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SCIP Issue on the Ballot

At almost the last minute, on August 3, 2005, the Ohio legislature reached a compromise on a Joint Resolution that places the constitutional amendment for the renewal of the State Capital Improvements Program (SCIP) bond issue on the ballot for the November general election. The legislature needed to authorize the constitutional amendment by August 10th, in order for it to be placed on the November ballot.

The compromise reached in the legislature combines the SCIP bond renewal with the Governor's "Third Frontier" proposal, that would provide \$500 million in bond funds over seven years for R&D grants; \$1.35 billion in public works bonds issued over 10 years for local infrastructure projects such as roads, bridges, sewers and water lines; and \$150 million in bonds issued over seven years to clean-up and redevelop industrial sites.

As reported in the article by William Brayshaw, Hamilton County Engineer, in the Spring 2005 Issue of Ohio Asphalt; the State Capital Improvement Program (SCIP), which uses bond funds supported by state general revenues to finance local road and infrastructure improvements, is due to expire in 2006 unless a renewal is approved by Ohio voters. For the last 20 years this program has provided about an additional \$120 million a year for infrastructure repair and improvements. The SCIP is administered by the Ohio Public Works Commission (OPWC) through local Integrating Committees. To learn more about the SCIP, visit the Commission's website: <http://www.pwc.state.oh.us/page1.htm>

Please urge your associates, customers and employees to vote for this important program in November.

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Work Zone Safety Receives Attention

Work zone Safety is finally getting the attention it needs. On the front page of the July 30, 2005 Cincinnati Enquirer, the main article was headlined, "Danger lurks in work zones" and noted that 9 construction workers have died in the greater Cincinnati area since 2000.

FHWA has adopted new rules on work zone safety and mobility, which become effective on October 12, 2007. To begin implementation, FHWA has published a brochure and four fact sheets related to the rule (23 CFR 630 Subpart J). These materials were developed by FHWA to support State DOTs, other transportation agencies, consultants and contractors in their efforts to comply with the requirements. The brochure provides an overview of the rule and includes a flow diagram illustrating how the rule can be applied to the typical DOT program delivery process for road projects. The fact sheets cover the following topics:

- * Rule Overview
- * Work Zone Impacts Assessment

- * Transportation Management Plans (TMPs) for Work Zones
- * Public Information and Outreach Strategies for Work Zones.

Additional guidance will be available later this year.

The brochure and fact sheets are available at http://www.ops.fhwa.dot.gov/wz/resources/final_rule.htm.

If you would like to order printed copies of these materials, please send an email request to workzonepubs@fhwa.dot.gov and include the number of copies desired and shipping information.

FHWA contact: Tracy Scriba FHWA Work Zone Technical Program Manager 202-366-0855

FHWA has other websites with information regarding work zone safety, visit <http://safety.fhwa.dot.gov/wz/index.htm> and <http://www.fhwa.dot.gov/workzones>

In many respects ODOT is ahead of the curve on improving work zone safety and mobility. Several years ago, ODOT adopted a policy aimed at reducing congestion and the associated accidents in work zones.

To read the press release regarding the ODOT policy go to: http://www.dot.state.oh.us/roadwaysafety/News_Releases/Work%20zone%20safety%20policy%20award.PDF

For more information on ODOT's work zone safety programs visit: <http://www.dot.state.oh.us/roadwaysafety/RelatedPrograms.htm> and <http://www.dot.state.oh.us/traffic/new%20pages/new-MaintofTraffic.htm>

For other Work Zone Safety sites of interest, check out:

The National Work Zone Safety Information Clearinghouse site maintained by the Texas Transportation Institute at Texas A&M: <http://wzsafety.tamu.edu> and the website of the American Traffic Safety Services Association (ATSSA) at <http://www.atssa.com>.



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Shelly and Sands Renews their Diamonds



In a press release dated June 13, 2005, the National Asphalt Pavement Association commended Shelly and Sands for earning the Diamond Achievement Commendation for its Mansfield plant, Mar-Zane #21 and the Marietta plant, Mar-Zane #2.

NAPA's press release stated: "Earning the Diamond Achievement Commendation serves as a signal to neighbors that an HMA facility is a good neighbor. The self assessment process addresses six aspects of the plant's site: appearance, operations, environmental practices, safety, permitting and compliance and community relations. By earning the Diamond Achievement, Shelly and Sands, Inc. has shown the community that it will go the extra mile for excellence."



Congratulations to Jerry Taylor and the rest of the staff at Shelly and Sands.

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Quiet Asphalt 2005 - A Tire/Pavement Noise Symposium

**November 1-3, 2005
Holiday Inn Select, City Center
515 South Street, Lafayette, Indiana**

The Asphalt Pavement Alliance and Purdue University will hold a symposium on quiet asphalt pavement technology on November 1-3, 2005. The symposium will begin at 1 p.m. on November 1st and end mid-afternoon on November 3rd.

Learn about the latest technology in quiet pavements, including design and construction issues. Material has been gathered from across the U.S. and Europe.

Tour the facilities of the Institute for Safe, Quiet and Durable Highways, and the North Central Superpave Center at Purdue University.

Get complete details and the registration form at <http://tools.ecn.purdue.edu/~sqdh/qa2005.htm>

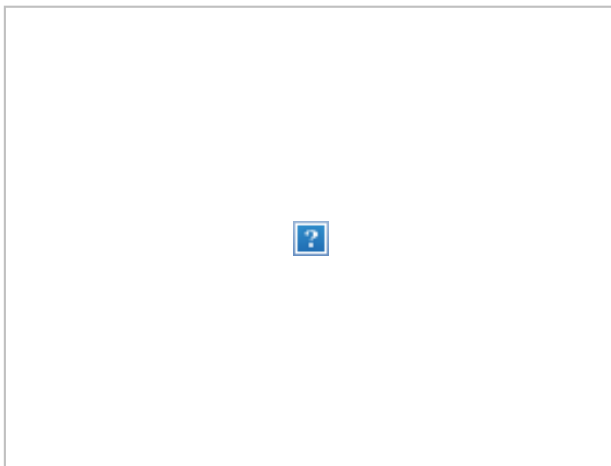
[Download the symposium brochure](#) for Quiet Asphalt 2005.

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Iraq? Afghanistan?

Wayne Jones of the Asphalt Institute shared this news items with us:

Winning Hearts and Minds One Paving Project at a Time: Robert Benko, the Pavements Engineer for the Great Lakes Region of the FAA, also serves as a Chief Master Sergeant in the Illinois Air National Guard. Bob's unit was mobilized right after the first of the year to a "forward deployed location" for about 8 months. Shown here doing his part as an engineer and an ambassador, Bob is making friends with a local paving crew on an asphalt paving project into a convoy refueling point. As a souvenir, Bob reports "I am getting the job mix formula written in Arabic". We certainly wish Bob, God's Speed in his endeavors overseas and on his safe return home.



Are you on our mailing list?

In addition to this e-news letter, FPO publishes a quarterly magazine, **Ohio Asphalt**. The most recent, Summer 2005, issue of **Ohio Asphalt** was mailed in July, 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.

View back issues of **Ohio Asphalt** magazine at http://www.flexiblepavements.org/ohio_mag.cfm.

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