

OHIO ASPHALT

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SPRING 2022



2021 NAPA QIC AWARDS

OHIO'S ASPHALT PAVEMENTS
SHOWCASED AT NATIONAL LEVEL



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Flexible Pavements of Ohio is an association for the development, improvement and advancement of quality asphalt pavement construction.

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THE PRESIDENT'S PAGE



ANDREW GALL

PRESIDENT & EXECUTIVE DIRECTOR

“The year started with significant economic concerns, legislative challenges and global unrest. Fortunately, however, there is still reason for optimism ... The federal transportation bill, Infrastructure Investment & Jobs Act, also known as the Bipartisan Infrastructure Law, signed into law in late-2021 includes significant new funding. This revenue, combined with funding from Ohio’s 2019 gas tax increase, has resulted in the Ohio Department of Transportation forecasting a healthy construction season – as well as the potential to be a robust year for the asphalt paving industry.”

Challenges & Opportunities of the Year Ahead

What does the new year hold for Ohio’s asphalt industry?

The year started with significant economic concerns, legislative challenges and global unrest. Fortunately, however, there is still reason for optimism.

Undoubtedly, it is hard to look past the uncertainty of inflation and market volatility – as it can affect the cost of materials and subsequently the amount of available work. With the construction dollar buying less, both public agencies and the private-sector markets will potentially need to reassess their programs to determine what they can afford to build in today’s economic environment.

This reassessing is fueled by reports such as the one from the Associated General Contractors of America. AGC recently detailed how the price of construction materials increased more than 20% from

the previous year. In addition, inflation in general is currently at its highest point in more than 40 years. This inflation has been compounded by the national average price of gasoline having dramatically increased – and continues to climb due to a perfect storm of domestic policies, supply chain issues and geopolitical uncertainties with the events in Europe.

Further exasperating these challenges, legislation was recently introduced in the Ohio Senate that would create a temporary “gas tax holiday” to offset raising fuel prices. If passed, Senate Bill 277 would reduce the state motor fuel tax for five years to 28 cents a gallon for both gasoline and diesel. If you’ll remember, the current gas tax was increased in 2019 to 38.5 cents a gallon for gas and 47 cents a gallon for diesel in order to provide much-needed revenue for the state and local transportation systems. The Ohio Department of Transportation (ODOT) estimates SB 277 would equate to an \$800

OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION PROGRAM STATE FISCAL YEAR 2023 (SFY '23)

Major Work Groups	Number of Projects	Amount (Millions of Dollars)
BRIDGE/CULVERT	187	\$ 236
MAJOR PROJECTS	26	\$ 562
OTHER/MISC.	93	\$ 121
PAVEMENT	290	\$ 616
SAFETY	221	\$ 391
TOTALS	817	\$ 1,928

Source: Ohio Department of Transportation

million annual reduction for ODOT and local governments. This revenue reduction would have catastrophic consequences for the maintenance and improvement of Ohio's roads and bridges.

SB 277 is one of a host of similar pieces of legislation in other states and has even been discussed in U.S. Congress for the federal gas tax. These legislative efforts could have dire consequences for our transportation system. We must express our opposition and articulate the serious implications that would result from any reduction of gas tax revenue.

Fortunately, besides all this, there is still reason for optimism.

The federal transportation bill, Infrastructure Investment & Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), signed into law in late-2021 includes significant new funding. This revenue, combined with funding from Ohio's 2019 gas tax increase, has resulted in ODOT forecasting a healthy construction season — as well as the potential to be a robust year for the asphalt paving industry.

2021 proved to be a strong year for Ohio's asphalt industry, as the state saw a noticeable increase in the amount of asphalt tons produced compared to the industry-reported 2020 tonnage. The IIJA/BIL, which was detailed in the winter 2021 issue of *Ohio Asphalt*, has the potential to provide a substantial increase in transportation funding for Ohio. And in early-March, Congress approved appropriations to fully fund the authorized IIJA/BIL highway and airport programs. This is a positive sign for the coming year of growth in the public-sector market.

In total, ODOT expended nearly \$320 million in asphalt materials in 2021 and the projection for this year appears strong. The more than \$1.9 billion program for the coming fiscal year appears robust, with 290 pavement projects estimated at more than \$600 million. This is before any additional revenue is made available

from the new federal bill, so there will likely be growth in the program as additional funds become available.

Although this year is starting with significant obstacles, Ohio's asphalt industry is up for the challenge. The outlook for construction appears strong and the industry remains optimistic. Flexible Pavements of Ohio will keep monitoring this fluid situation and continue advocating on behalf of the industry, so it can maintain a robust construction program to adequately preserve our transportation system in Ohio.

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OAPC PROVIDES UPDATES, KNOWLEDGE FOR 2022 PAVING SEASON

The 2022 Ohio Asphalt Paving Conference (OAPC) was held February 2 at the Fawcett Center for Tomorrow on The Ohio State University campus and streamed online by the Ohio LTAP Center.

The OAPC is a joint project with representation from Ohio Department of Transportation (ODOT), Flexible Pavements of Ohio (FPO), Federal Highway Administration (FHWA) and county, city and consulting engineers. This year's conference was attended by approximately 330 people – 180 in-person and 150 who participated online. The focus of the 2022 OAPC was on practical knowledge that road owners and contractors could apply to provide a better product to constituents and clients.



2022 OAPC presentation slides can be reviewed at: <https://www.flexiblepavements.org/conference-presentations>

The conference opened with the morning session presided by Wayne Jones, senior regional engineer for the Asphalt Institute, who gave a brief history of asphalt pavements and the Asphalt Institute. Jones made special mention of nearby King Street in Columbus, an asphalt pavement that has provided service for more than 100 years – truly a perpetual pavement.

The first presentation, “The Right Roller for the Right Project,” was given by Tim Kowalski, applications support manager for the Hamm Division of Wirtgen America. Kowalski reviewed the types of rollers available for soils, granular bases and asphalt paving and their appropriate applications. He showed kneading, vibrating and oscillating types of rollers and attachments, such as edge presses and cutter wheels. He explained instruments of intelligent compaction for monitoring roller coverage and mat temperatures. Kowalski also covered key elements in achieving compaction – which include moisture content of soil, number of passes,

temperature and thickness and time available for compaction of asphalt. These compaction elements were demonstrated through both *PaveCool* and *MultiCool* programs so as to calculate time for compaction of asphalt.

Next up was Joe Kindler, PE, of Kindler Associates, who spoke on “Systematic Approach to Determining an Appropriate Pavement Treatment.” Kindler explained the importance of preventive maintenance (PM) in minimizing the lifecycle cost of pavement and the appropriate use of PM surface treatments in keeping good pavements good. He explained the need to use an accepted pavement rating system, such as PCI, to characterize type and amount of pavement distress in planning pavement maintenance strategy and in selecting appropriate treatments.

The next presentation was by FPO Pavements, Materials & Field Applications Engineer Jim Marszal, PE, who spoke about “Longitudinal Joint Treatments to Improve Performance.” Marszal noted that ODOT has a comprehensive suite of materials and specifications for making good performing longitudinal joints; so, he addressed his remarks to local road authorities who might make use of the ODOT systems to ensure good performing joints. He covered materials for coating joints, SS 875 joint adhesive, SS 872 VRAM and SS 874 joint preparation for centerline rumble stripes as techniques that could be used to improve the performance of cold longitudinal joints.

The morning session concluded with a presentation by Tim Murphy, PE, of Murphy Pavement Technology, who gave a primer on “Best Paving Practices.” As is Murphy's forte his presentation was accented with humor and personal anecdotes, as he stressed the need for thorough communications and planning for quality. He covered the use of asphalt plant audits, plant maintenance, dust control and controlling release agents to ensure consistent mix. He recommended milling to profile grade, good surface preparation, clean and tacked, trucking requirements, the importance of balancing production, trucking, paving and rolling. In addition, he covered paving for smoothness, paving a straight line, avoiding stops, keeping the hopper full, not dumping the wings, maintaining a

uniform material flow and operating all equipment per manufacturer's recommendations. Murphy also showed the use of the infrared camera to monitor consistency of the mix and temperature.

The annual luncheon, presided by FHWA's Rob Hinman, PE., included Franklin County Engineer Cornell Robertson, PE, who provided the invocation and Pledge of Allegiance, and Trevor Zahara, who provided the entertainment. Zahara spoke of his experiences from his book, "Confessions of an OSU Usher." He recounted – the delight of the luncheon crowd – "bio spills" among the many issues OSU ushers deal with at college events.

The afternoon session was presided by Brad Foster, PE, of the Franklin County Engineer's Office. He introduced David Miller, PE, of ODOT's Office of Pavement Engineering, who discussed ODOT updates to the Construction and Materials Specifications and review of Course Thickness Requirements. Miller gave a brief overview of the reorganization of ODOT asphalt pavement specifications recently adopted as Supplemental Specification 800 dated 1-21-2022. The reorganized specs should make them easier to follow. He also noted that ODOT has revised the Pavement Design Manual to match the revised specs and has changed some recommended course thickness recommendations.

Next, FHWA's Tim Aschenbrener, PE, reported on "HPTOS, Highly Polymer Modified Thin Asphalt Overlays - Case Studies." Aschenbrener recounted the experience from test projects in Florida, New Jersey, New York City, Virginia, Oklahoma, Alabama and Alaska, where the use of highly polymerized asphalt binder, HiMA, has proven successful in improving the performance of asphalt pavements in overlays, crack relief layers, preventing deformation and in perpetual pavement construction.

Dr. Ala Abbas, PhD, of the University of Akron, reported on the finding of an ORIL research project, "Asphalt Mix Overlay Alternatives for Low-Volume Roads on the Local Transportation System." The study developed a hot mixed asphalt intermediate course based on laboratory tests that should give superior performance on distressed low-volume roads. The material was placed on test projects in Medina and Franklin counties and shows good short-term results.

The final event of the day featured Ohio Aggregates & Industrial Minerals Association Pat Jacomet, who spoke on "Mineral Resources

Availability." Jacomet explained the challenges facing the mining industry. His message was that economical local sources of aggregates are essential for the Ohio economy, as transportation costs are usually the major cost and that rational regulations are needed to maintain the economical availability of this essential building material.

2023 OAPC



Mark your calendar now and plan to be in-person at the 2023 OAPC, February 1, at the Fawcett Center for Tomorrow on The Ohio State University campus.



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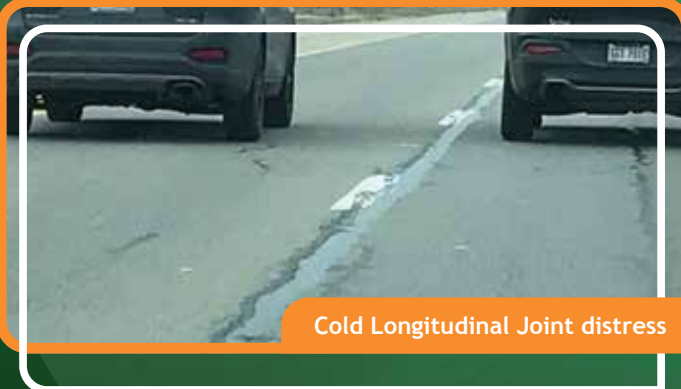
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ODOT Specifications Provide Opportunities to Improve Cold Longitudinal Joint Performance



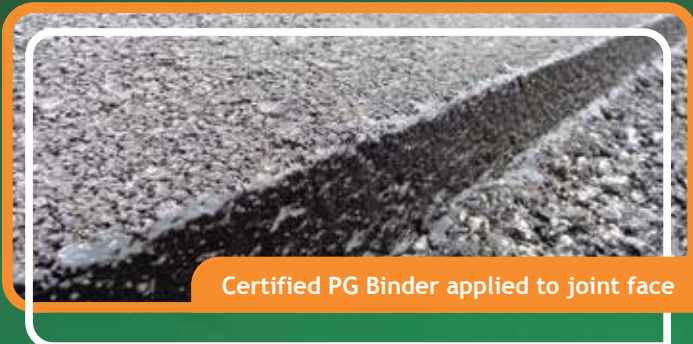
Cold longitudinal joint performance remains an industry challenge not only in Ohio but nationally. When cold longitudinal joints are not properly constructed, premature distress often occurs and agencies may incur substantial cost for maintenance ranging from crack sealing to partial-depth pavement repairs. Fortunately, the Ohio Department of Transportation (ODOT) provides designers and specifiers several options to address this challenge and substantially reduce, if not eliminate, premature distress often observed at cold longitudinal joints.



Cold Longitudinal Joint distress

Let's begin by reviewing existing specification requirements as defined in ODOT's Construction and Material Specifications (C&MS). The most current 2019 version of the C&MS 401.08.D* (formerly 401.17) requires contractors to "Seal all cold longitudinal joints by coating the entire face of the cold joint with a certified 702.01 PG binder or 702.09 Hot Applied Asphaltic Joint Adhesive to provide 100 percent coverage of the joint face and extend at least 1/2 inch (13 mm) on both surfaces." This is a good specification and a notable improvement over prior versions that allowed tack coat or rubberized tack coat along the vertical face of cold

longitudinal joints. The disadvantage of this specification is that in a low-bid environment, contractors will typically opt to use a certified PG binder instead of the polymer-modified 702.09 hot applied asphaltic joint adhesive material.



Certified PG Binder applied to joint face

For designers wishing to improve joint performance at a nominal cost, Supplemental Specification (SS) 875 — Hot Applied Asphaltic Joint Adhesive Material can be specified. Adding SS-875 to a project would provide a better longitudinal joint treatment by eliminating the PG binder option in the standard specification. SS-875 requires a polymer-modified asphalt adhesive, similar to a polymer-modified crack sealing material, applied at 0.125" (1/8") thickness. The addition of polymer modification combined with a moderate application rate provides improved adhesion (i.e. glue) to the longitudinal joint while providing modest waterproofing benefits. Based upon the most current statewide average cost data, longitudinal joint adhesives cost about \$1.28 per pound, which equates to .26 cents per foot for a typical 1.25" overlay. At this cost, a joint adhesive is affordable for just about any route type or traffic level on the state highway or local agency roadway network. Joint adhesives have been successfully used for decades with some ODOT districts having 10 or more years experience with this product.



875 Joint Adhesive extending 1/2" on both surfaces

For designers interested in a premium cold longitudinal joint treatment, ODOT SS 872 — Void Reducing Asphalt Membrane (VRAM) is available. VRAM is a highly polymer-modified material that is applied at a 15-inch typical width under the cold longitudinal joint. Application rates vary depending upon the thickness and grading of the asphalt surface course. When paving, each pass covers approximately 50% of the VRAM, which

softens the material and allows it to migrate approximately 66% up into the surface course, filling voids and waterproofing the joint. Based upon the most recent statewide average cost data, VRAM costs about \$2.80 per lineal foot. However, actual cost can vary depending upon project size, maintenance of traffic, number of mobilizations, etc. VRAM can be used on any route type, including interstate highways, urban arterials, two-lane rural highways and local roadways. VRAM has been used for 10 years or longer in Illinois and Indiana and has been successfully used on select ODOT projects since 2016.



In addition, SS 874 – Longitudinal Joint Preparation is also available for use. However, this specification is unique and specifically intended for use when centerline rumble stripes are installed. SS 874 allows the contractor to choose one of two joint preparation options. Option 1 is a minimum 3-inch cutback joint that includes a SS 875 joint adhesive, while Option 2 is a joint constructed with SS 872 – VRAM.

Another choice provided by ODOT for designers and specifiers is C&MS Item 447 – Asphalt Concrete Mat and Joint Core Density Acceptance. This specification is intended for limited access, multi-lane facilities, (i.e., Interstate highways and interstate look-alike type routes). This item requires pavement cores directly over cold longitudinal joints to calculate

density for a joint lot combined with mat density lots to determine the pay factor for the asphalt pavement. Item 447 density acceptance does not apply to ramps, gore areas, intersections or transitions, which provides designers an opportunity to include an Item 875 joint adhesive or an Item 872 VRAM to treat the excluded areas if desired.

So, if you're an ODOT designer or specifier you have your choice of a variety of joint treatment specifications to improve cold longitudinal joint performance.

If you're a local public agency, you also can use ODOT specifications to improve cold longitudinal joint performance on your projects. In most cases, an Item 875 joint adhesive or an Item 872 – VRAM would be most appropriate to improve performance of cold longitudinal joints on local roadways. However, if desired, you could even use a modified version of SS 874 longitudinal joint treatment on select high-priority projects if there is interest in a cut-back joint and/or providing a contractor a choice of joint construction methods.

We're fortunate in Ohio that ODOT provides a suite of specifications to help address a longstanding industry challenge regarding cold longitudinal joint performance. The hard work to develop specifications to improve joint performance has largely been completed. Now, it's up to each owner/agency/designer/specifier to choose to address this issue and select the most appropriate treatment for their particular roadway project. Choose wisely and you may be surprised at the improvement you will see in cold longitudinal joint performance. Good luck! Don't hesitate to contact Flexible Pavements of Ohio if you have any questions or would like assistance.

**See Jan. 21, 2022, SS 800 Specification Update for the Re-organized Asphalt Concrete Specifications https://www.dot.state.oh.us/Divisions/ConstructionMgt/OnlineDocs/Specifications/2019CMS/2019_CMS_01212022_for_web_letter_size.pdf.*

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2021 NAPA QIC AWARDS

OHIO'S ASPHALT PAVEMENTS SHOWCASED AT NATIONAL LEVEL

With more than 60 award-winning asphalt projects, Ohio was the top state to be honored by the National Asphalt Pavement Association (NAPA) in its 2021 Quality in Construction Awards Program.

Announced in January in Phoenix, Ariz., during NAPA's 2022 Annual Meeting, the Quality in Construction (QIC) Awards denote the nation's top asphalt projects. The winning projects, evaluated by an independent pavement engineer, reached a benchmark score based on how well the contractor's work met specifications and achieved density on the finished pavement. The QIC Awards, which with the 2021 honors celebrated its 50th year of being awarded, are open to all asphalt producers, paving contractors and road owners in the U.S.

In 2021, Flexible Pavement of Ohio members constructed and paved a combined 62 of the nation's 278 award-winning projects. QIC Awards are given in three categories: General Paving, which is for projects using less than 50,000 tons of asphalt; Highway Paving, for projects using more than 50,000 tons of asphalt; and Airport pavement projects.

Here is a listing of the six FPO-member companies' 2021 QIC Award-winning projects:

GENERAL PAVING

(under 50,000 tons)

FPO members combined to win 52 of the 219 QIC Awards given nationally in the General Paving Category.

Barrett Paving Materials Inc.: various roads Hueston Woods State Park, College Corner; Interstate 675, Centerville; I-70, Montgomery County; State Route 73, Middletown; S.R. 732, Preble County; various roads, Springboro; Sycamore Road, Sycamore Township; S.R. 48, Kettering

Gerken Paving Inc.: U.S. Route 233, Adrian, Mich.; U.S. 20A, Fulton County

John R. Jurgensen Co.: Montgomery Road Roundabout, Montgomery; S.R. 125, Brown County; Champion Mill Parking Lot, Hamilton

Kokosing Construction Co. Inc.: Carvana Vehicle Inspection Facility Parking Lot, Elyria; Interstate 71, Columbus

Shelly & Sands Inc.: various roads, Warren County; S.R. 534 & S.R. 305, Southington; S.R. 7, Mahoning County; U.S. 22 & S.R. 800,

Guernsey County; S.R. 376, Morgan County; S.R. 682 & S.R. 691, Athens County; I-77, Marietta; S.R. 93 & S.R. 139, Jackson; S.R. 32, Elm Grove

The Shelly Co., A CRH Co.: Irving Wick Drive & Blue Jay Road, Heath; Linnville Road, Licking County; S.R. 32, Peebles; Morgan Run Road, Coshocton; S.R. 256, Thurston; S.R. 664, Rushville; Refugee Road, Fairfield County; East Fair Avenue, Lancaster; U.S. 33 & S.R. 124, Meigs County; various roads in Ada; various roads in Greenfield; Hyatts & Shanahan Roads, Delaware County; CSX Building 1 Parking Lot, North Baltimore; Transportation Research Center Inc., Unit 5, Urban Area, East Liberty; Transportation Research Center Inc. Track, East Liberty; County Road 418, Van Wert County; Oregon Road, Oregon; Galloway Road, Franklin County; Troy Road, Delaware County; Winchester Pike, Franklin County; various roads, Alliance; Jackson Pike Road, Gallipolis; I-271, Lake County; S.R. 225, Lexington Twp.; various roads, Tuscarawas County; North Main Street, North Canton; River Road, Trumbull County; I-77, Independence; Hawthorn Parkway, Solon

HIGHWAY PAVING

(over 50,000 tons)

Of the 43 QIC Awards given nationally in the Highway Paving Category, six were awarded for projects in Ohio.

John R. Jurgensen Co.: I-275, Clermont County

Kokosing Construction Co. Inc.: I-71, Fayette County

Shelly & Sands Inc.: S.R. 82, Trumbull County; S.R. 800 & S.R. 255, Fly; ODOT Project 617-19, I-70, Muskingum County

The Shelly Co., A CRH Co.: S.R. 36, West Lafayette

AIRPORTS

FPO members combined to win three of the 16 QIC Awards given nationally in the Airport Category.

Kokosing Construction Co. Inc.: Madison County Airport, Runway 9-27, London

Shelly & Sands Inc.: Barnesville-Bradfield Airport Runway, Barnesville

The Shelly Co., A CRH Co.: Toledo Express Airport, Taxiway D, Toledo

The top QIC Award-winning projects are also eligible in their respective categories for other NAPA honors, which FPO members fared well in 2021 by receiving 11 additional national commendations.

GREEN AWARD

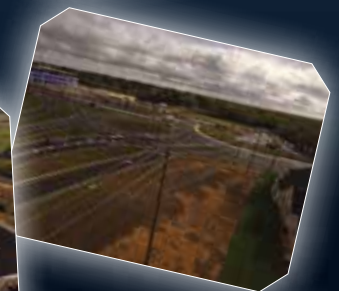
The NAPA Green Award, which has been given since 2012, is based on the company's sustainable practices, particularly with the use of recycled materials and porous and warm mix asphalts. Awarded in three categories, FPO members combined to win six of the 50 Green Awards given nationally in 2021.

GENERAL PAVING

(under 50,000 tons)

John R. Jurgensen Co.:

Montgomery Road Roundabout, Montgomery; S.R. 125, Brown County; Champion Mill Parking Lot, Hamilton



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HIGHWAY PAVING

(over 50,000 tons)

John R. Jurgensen Co.:
I-275, Clermont County

AIRPORTS

Kokosing Construction Co. Inc.:
Madison County Airport Runway 9-27,
London

LARRY H. LEMON AWARD

Awarded since 2013, NAPA's Larry H. Lemon Award honors the nation's 10 highest-scoring projects submitted for a QIC Award in the General Paving Category. Ohio boasted four Larry H. Lemon Award-winning projects in 2021, as three FPO members were honored. The award's namesake served on the NAPA Awards Committee for 18 years prior to serving as NAPA chair in 2010. Larry H. Lemon was instrumental in the creation of the QIC Awards rating system.

GENERAL PAVING

(under 50,000 tons)

Barrett Paving Materials Inc.:
various roads, Springboro

Shelly & Sands Inc.: S.R. 682 &
S.R. 691, Athens County

The Shelly Co., A CRH Co.:
Morgan Run Road, Coshocton;
Winchester Pike, Franklin County

SHELDON G. HAYES AWARD

Ohio boasted one of the nation's top asphalt pavement projects in 2021, as FPO-member company Shelly & Sands was among three finalists for the Sheldon G. Hayes Award. The honor, based on a two-year pavement evaluation process, has been awarded since 1971 and recognizes the nation's highest quality highway pavement.

HIGHWAY PAVING

(over 50,000 tons)

FINALIST:

Shelly & Sands Inc.: ODOT Project 617-19 I-70, Muskingum County



The 2021 Sheldon G. Hayes winner was Eurovia Atlantic Coast, dba Northeast Paving Co. LLC, for its work with the Pennsylvania DOT on I-70 in Washington, Pa. The second finalist was Seaboard Construction Co. for its work with the Georgia DOT on I-95 in Camden County, Georgia.

OPERATIONAL EXCELLENCE AWARDS

One other 2021 NAPA honor awarded to an FPO member was an Operational Excellence Award, which highlight NAPA members "for excellence beyond constructing high-quality asphalt pavements." This award is given in two categories – Asphalt Operations Safety Innovation and Community Involvement.

Honored for its Asphalt Cement Loader, Kokosing Construction was one of two companies nationally to receive an Operational Excellence Award in Asphalt Operations Safety Innovation.

FPO would like to congratulate all its members for their quality work in 2021 and their success not only in Ohio but also on the national level.





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Mark Your Calendars

Field Quality Control Supervisor Training Virtual Event March 24, 2022

This seminar provides the training required to become approved to perform the Field Quality Control Supervisor (FQCS) function required under ODOT specifications or to acquire re-approval after five years since the previous training. This session will include training to become approved to construct porous asphalt pavement.



Ohio Transportation Engineering Conference October 25-26, 2022 Columbus Convention Center 400 North High St. Columbus, OH 43215

The Ohio Transportation Engineering Conference (OTEC) is a two-day event attended by more than 3,000 transportation professionals from throughout the nation. OTEC is co-sponsored by the Ohio Department of Transportation and The Ohio State University.

Visit the OTEC website at <http://www.otecohio.org> for up-to-date conference information.



Ohio Asphalt Paving Conference Feb. 1, 2023 The Fawcett Center The Ohio State University 2400 Olentangy River Rd. Columbus, OH 43210

The Ohio Asphalt Paving Conference is a collaborative effort of state and local government, academia and the asphalt industry to present practical, usable technologies and strategies for the design and construction of asphalt pavements.



Ohio Asphalt Expo March 28-29, 2023 Columbus/Polaris Hilton Hotel 8700 Lyra Dr. Columbus, OH 43240

The Asphalt Expo is Ohio's premier asphalt pavement event with multiple concurrent educational sessions and an indoor and outdoor trade show and exhibition. If you construct, inspect, manage or maintain local or private transportation infrastructure, the Ohio Asphalt Expo has the information you need to ensure a successful, long-lasting asphalt pavement.

Visit FPO's website at www.flexiblepavements.org for more information regarding these events.



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New Member Welcome

Flexible Pavements of Ohio would like to welcome the following companies as new members of the association:

Contractor Member

Sable Asphalt & Concrete

Founded in 1988, Sable Asphalt & Concrete provides asphalt paving, sealcoating, asphalt repairs, crack filling and pavement marking services to customers in Northeastern Ohio.



Sable Asphalt & Concrete is in Kent.

Associate Member

Cargill Bioindustrial

Cargill has worked extensively with asphalt mix producers throughout the country supplying a variety of specialty chemicals, including asphalt rejuvenators, warm mix additives and anti-strip materials.



Cargill is headquartered in Minneapolis and has facilities located throughout the country.

Please join us in welcoming our new members.



Obituary



Bill Christensen

William L. "Bill" Christensen, 65, of Canal Winchester, passed away February 12 after a valiant two-year battle against ALS.

Bill, a professional engineer, served as ODOT Construction Pavements Engineer until his retirement in 2011. Since his retirement he managed the Ohio Asphalt Paving Conference (OAPC) for several years until his health declined.

Bill served his community through the Lions Club International of which he was an officer over many years.

Find the full obituary at: <https://www.spencefuneralhome.com/tributes/William-Christensen>.



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