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THE JOURNAL OF OHIO'S ASPHALT PROFESSIONALS

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# OHIO ASPHALT

THE JOURNAL OF OHIO'S ASPHALT PROFESSIONALS

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ON THE COVER: THE PLACE TO BE IN 2023 IS THE OHIO ASPHALT EXPO, BEING HELD MARCH 28-29 AT THE HILTON COLUMBUS/POLARIS. FPO'S ANDREW GALL WRITES ABOUT THE RETURN OF THE IN-PERSON EVENT ON THE PRESIDENT'S PAGE. SEE PAGE 6.



*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 2023 event marks the first in-person Ohio Asphalt EXPO since 2019 and will provide a great opportunity for Ohio's asphalt industry to gather and gain valuable education, networking opportunities and to not only celebrate the completion of another successful construction year but also preview the coming construction season."**

**"This day-and-a-half event at the Hilton Columbus/Polaris will again provide Ohio's asphalt contractors, specifiers and other industry stakeholders with relevant information on new industry initiatives, materials and construction best practices ..."**

**"... Mark your calendar for March 28-29. We look forward to seeing you in Columbus for the 2023 Ohio Asphalt EXPO!"**



# The Return of the Ohio Asphalt EXPO

The Board of Directors and staff of Flexible Pavements of Ohio (FPO) are pleased to announce the return of the **Ohio Asphalt EXPO** on **March 28-29, 2023**, in Columbus. This in-person event will return to its traditional format and include concurrent educational sessions and networking opportunities along with the annual Chairman's Reception, Quality Asphalt Pavement Awards Luncheon, Scholarship Breakfast and tradeshow.



In 2012, the FPO Annual Meeting was expanded to include the Ohio Asphalt EXPO and serve as a more-inclusive conference for FPO members, the state's asphalt contractors, specifiers and practitioners. The EXPO program is structured with an expanded educational and technical program to provide the latest information on quality asphalt pavement construction. The 2023 event marks the first in-person Ohio Asphalt EXPO since 2019 and will provide a great opportunity for Ohio's asphalt industry to gather and gain valuable education, networking opportunities and to

not only celebrate the completion of another successful construction year but also preview the coming construction season.



This day-and-a-half event at the Hilton Columbus/Polaris will again provide Ohio's asphalt contractors, specifiers and other industry stakeholders with relevant information on new industry initiatives, materials and construction best practices. The EXPO's 2023 program for the asphalt education sessions is currently in the planning stage, but will feature nationally renowned experts presenting on a wide range of relevant industry topics. Participating in the Ohio Asphalt EXPO will provide attendees with valuable insight into the technological and regulatory policies and market forces that will shape the future of the asphalt industry.

FPO annually recognizes excellence in asphalt pavement construction by presenting the prestigious Quality Asphalt Paving Awards for work performed during the previous calendar year. The 2023 EXPO will mark the first time in three years the award





accomplishments of the industry and gives the award winners well-deserved recognition for quality asphalt pavement construction. And, with more than 50 award nominations, this will be a well-attended event by both paving contractors and pavement owners.

winners will celebrate in a group setting during the Quality Asphalt Paving Awards Luncheon on March 28. This event provides an opportunity to celebrate the

services, products and technologies. Join the more than 40 inside exhibitors and outside equipment displays showcasing the latest the industry has to offer. And, based on inquiries to FPO, exhibitor interest appears strong, and 2023 should prove to be a well-attended return of the exhibitor trade show.

Whether you want to expand your knowledge of the asphalt industry or see the latest in equipment and related products, you can do it all at the Ohio Asphalt EXPO. Mark your calendar for March 28-29. We look forward to seeing you in Columbus for the 2023 Ohio Asphalt EXPO!



The Scholarship Breakfast on the EXPO's second day will provide a venue to award the 2023-2024 FPO Asphalt Scholarships to the successful student applicants. These scholarships will be presented to the recipients in front of the asphalt industry, university faculty and the students' friends and family. These scholarship recipients and company sponsors will be featured in the fall issue of *Ohio Asphalt*. We look forward to recognizing these dedicated students as they gain valuable education on the design, construction and performance of asphalt pavements.



The 2023 Ohio Asphalt EXPO will also include the return of the equipment and trade show featuring the latest industry



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# OHIO'S NEXT TRANSPORTATION BUDGET

A Q&A WITH THE SENATE AND HOUSE COMMITTEE CHAIRS

BY SCOTT MILBURN

**ENSURING A STRONG FUNDING LEVEL FOR HIGHWAY CONSTRUCTION IS ONE OF FLEXIBLE PAVEMENTS OF OHIO'S TOP STRATEGIC PRIORITIES, WHICH MEANS THE COMING YEAR WILL BE A BUSY ONE.**

In 2023, Gov. Mike DeWine and the General Assembly will pass Ohio's next two-year budget. Though separate from the state's general operating budget, the transportation budget is done at the same time and sets transportation policies and highway construction funding levels for the next two fiscal years (July 1, 2023-June 30, 2025).

In this edition of *Ohio Asphalt*, we asked the General Assembly's top transportation leaders — Senate Transportation Committee Chair Sen. Stephanie Kunze and House Transportation & Public Safety Committee Chair Rep. Brian Baldridge — for their thoughts on the budget process and what the highway construction industry can expect.

Key themes included: Ohio should enjoy the current large amounts of federal pandemic-response funds but shouldn't expect them to continue; state highway construction funding is strong and there is a desire to maintain that; and electric vehicles (EV) and their impact on transportation will continue to be at the center of policy debates.



## SEN. STEPHANIE KUNZE



**What were the highlights in the transportation policy area in this General Assembly (GA)?**



"House Bill 74, the 134th GA transportation budget, recognized the need for a solid, statewide

transportation infrastructure with an over \$8 billion investment over two years. The budget invested \$70 million per year for public transit to help ensure that Ohioans across the state have access to this service. Throughout the entire 134th GA, the committee passed legislation that increased transportation safety education across the state to help make our state a safer, more efficient place to live, work and travel."



**The highway construction industry is capital-intensive, so predictability of funding is very important. What do you see for the future of highway funding levels?**



"Right now, we are in unprecedented times with having access to an abundance of federal funds. The ability to spend these funds will not be the case forever, and I look forward to seeing the Governor's proposal for the 135th GA Transportation Budget and the conversations around the use of both federal and state dollars."



**Q** What do you see coming in the budget on transportation issues, particularly on regulatory and environmental issues?

**A** “Right now, the legislature is in the midst of lame duck and we are preparing to wrap up in a few weeks. After the New Year, I am looking forward to seeing the Governor’s budget proposal. Electric vehicles have been at the center of conversations throughout this GA, and with Honda’s most-recent announcement I am sure they will continue to be in the next GA – especially with some of the federal dollars that are being allocated for EV infrastructure. I look forward to continuing to make solid investments in Ohio’s roads and bridges and help Ohioans to keep traveling safely and efficiently.”



**REP. BRIAN BALDRIDGE**

**Q** What were the highlights in the transportation policy area in this General Assembly?

**A** “This year, the House Transportation Committee covered issues across the board. We heard legislation that

addressed issues such as modernizing navigable airspace and photo-monitoring traffic cameras. We will soon be passing an omnibus bill that encompasses highway road naming that honor veterans and other heroes from across our state.”

**Q** The highway construction industry is capital-intensive, so predictability of funding is very important. What do you see for the future of highway funding levels?

**A** “I expect highway funding levels to remain consistent. In our last state transportation budget (House Bill 74) the largest spending area was highway funding, which was 67.4% of total disbursements in FY 2020.”

**Q** What do you see coming in the budget on transportation issues, particularly on regulatory and environmental issues?

**A** “I see Ohio as a state that continues down a path of limited regulation. The budget will address regulation in a very ‘if-needed’ way. The key question is: ‘If that regulation isn’t about safety, is it necessary?’”

*Scott Milburn, of Scott Milburn LLC, is a consultant for Flexible Pavements of Ohio.*

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# 402LVT – Fatigue-Resistant Intermediate Course for Low-Volume Roadways



**When talking with agencies responsible for the maintenance and construction of low-volume roadways, one of the more frequent topics discussed deals with the management of (fatigue) cracking in asphalt pavements.**

Probably the two most-common questions asked by local agencies are:

- 1) What can we do to stop or slow cracking in our asphalt pavements?
- 2) My existing roadway is moderately to heavily cracked, and I can't afford to replace or reconstruct the pavement. What is the best material or treatment for this condition so I can improve my roadway and extend service life?

In most cases, it seems like fatigue cracking is the most-common deficiency when dealing with many low-volume roads in Ohio. And, although there are many contributing factors, the cracking is often the result of either a structurally weak pavement and/or a pavement built or resurfaced with materials (mixes) designed for higher-volume and heavy-traffic loading, i.e., highway mixes. In fact, it is not uncommon to see ODOT highway mixes used on local or rural roads that have only a fraction of the traffic volume or truck loading experienced on a typical state highway. Although these mixes are acceptable for low-volume applications, they are technically not

designed or optimized for low-volume traffic applications. Therefore, stiffer binders and lower-binder content can contribute to oxidation and fatigue cracking.

For either condition, whether it is structurally weak pavements or highly oxidized and aged pavements with heavy cracking, resurfacing the roadway using mixes and materials specifically designed for low-volume applications may be the most appropriate solution.

Traditionally, some local agencies, particularly in northern Ohio, used a process called motor paving for low-volume roadways. Motor paving is a type of cold mix paving where aggregate is mixed with an asphalt emulsion and placed on the roadway. The highly flexible and resilient motor paving course would typically be covered with a chip seal surface treatment. Although popular in areas, limited motor paving equipment and contractors specializing in this treatment make this unique process costly. Consequently, a hot mix alternative was needed.

Fortunately, over the last 10-15 years, Ohio's asphalt industry has made significant efforts to promote research to help develop and design mixes specifically for low-volume traffic. Although most efforts have involved surface mixes, a 2021 Ohio's Research Initiative for Locals (ORIL) study sponsored by ODOT – with Flexible Pavements of Ohio – developed a mix called 402LVT. The 402 designation relates back to the popular intermediate course used by ODOT prior to Superpave in the 1970s-1990s. The LVT stands for Low-Volume Traffic. 402LVT, based





upon a popular motor paving specification used in Medina County, is an HMA intermediate course specifically designed to be flexible and resilient for low-volume traffic roadways.

The ORIL research used balanced mix design principles to thoroughly evaluate and recommend a mix design that could be specified, produced and placed anywhere in Ohio. The research team recommended a mix consisting of 80% No. 57 limestone and 20% natural sand mixed with 5.3% of PG 58-28 binder. Using several testing methods, this mix proved to be highly resistant to cracking without being unusually sensitive to rutting.



**Franklin County – Kitzmiller Road**

The 402LVT specification allows the use of crushed gravel if limestone is not readily available. RAP (recycled asphalt pavement) is not permitted. Based upon the maximum aggregate size, the recommended lift thickness

is 2 inches to avoid/minimize aggregate crushing during compaction. In addition, the specification includes the application of a No. 9 choker course if a chip seal surface is included as part of the project. However, if the 402LVT is paired with a thin (1-inch typ.) overlay, i.e., 404LVT or Thinlay Asphalt, the choker course is not needed.



**Medina County – Crow Road**

The 402LVT intermediate mix is designed for low-volume roadways with <1,000 vehicles per day (ADT) and <=10 trucks per day (ADTT). This mix uses standard materials and can be produced in any hot mix asphalt plant. The material

can be placed using standard equipment operated by any contractor qualified to pave on ODOT or local agency projects.

So, if you're a local agency responsible for managing and maintaining low-volume roadways and you're looking for a highly resilient, crack-resistant intermediate course, 402LVT is worthy of your consideration. If you're looking for an alternative to motor paving or just looking for a mix designed for low-volume traffic, 402LVT qualifies on both accounts. Resist the temptation to do what your agency has always done and resist the temptation to use highway mixes overdesigned for your application. Instead, consider a new HMA intermediate course alternative, 402LVT, designed specifically for low-volume roadways.

If you have any questions about this mix or would like a copy of the designer notes and specification, contact Flexible Pavements of Ohio. Additional information can be found at [www.flexiblepavements.org](http://www.flexiblepavements.org).

## TACK COAT – ODOT UPDATES 407 SPECIFICATION TO ADDRESS WEIGH-BACKS

During various asphalt paving presentations tack coat has been described as one of the least-respected but most-important items of work needed to ensure long-term pavement performance. So, it is difficult to determine if it's that lack of respect or a combination of other factors – such as employee turnover, employee availability and human nature – that seems to occur every 5-6 +/- years when ODOT contacts Flexible Pavement of Ohio to request assistance to address an issue with tack coat.

When analyzing the weigh-back issue, ODOT acknowledges it has staffing limitations resulting in a young(er) engineer/inspector workforce and that training is always needed. And industry acknowledges that although it typically responds to the expectations of ODOT project personnel, it also has challenges regarding employee training and turnover. The bottom line is that if expectations are not consistently expressed and enforced, human nature takes over and people and processes can become lax and/or inconsistent. When it comes to tack coat, there perhaps is a lack of diligence or respect for this work item because it is low cost and just a small part of a much larger project.

Regardless of the reason, the weigh-back ticket process needs to improve and ODOT is proposing the following revision to CM&S Item 407 (also Item 408 Prime Coat):


**407.07 Method of Measurement. Provide the net weight for every load, or partial load, used according to Supplement 1060 based on weight tickets from an Ohio Permitted Device according to provisions of Ohio Revised Code Section 1327 and Ohio Administrative Code Chapter 901:6.**

For Supplement 1160 - METHOD FOR TANK CAR AND TANK TRUCK VOLUME CALCULATIONS OF ASPHALT MATERIALS FROM NET WEIGHTS, ODOT is proposing the following:

**Provide printed weight tickets according to Supplement 1060 for every load, or partial load, used based on weight tickets from an Ohio Permitted Device according to provisions of Ohio Revised Code Section 1327 and Ohio Administrative Code Chapter 901:6.**

**Handwritten tickets may be allowed when printed tickets are not available. However, there is a form to be used for handwritten tickets.**

So, beginning with the 2023 construction season, Field Quality Control Supervisors and Distributor operators can expect the following from ODOT:



This past fall, ODOT was reviewing the performance of several resurfacing projects. During its research, it reviewed project records to determine actual tack coat application rates on select projects. Unfortunately, its efforts concluded with mixed results due to the inconsistent availability of weigh-back tickets. Without the weigh-back tickets, quantities and application rates were difficult, if not impossible, to determine. This also led to the question of how pay quantities for tack coat have been determined on some projects.

Further investigation found projects with one or more combinations of printed tickets from scales; hand-written tickets where you could not identify a scale; and tickets that were missing entirely. A survey by ODOT of all its 12 districts found weigh-back challenges throughout the state.



1. Greater emphasis on the requirement that contractors submit a printed weigh-back ticket per load or partial load used
2. Permissible hand-written tickets, but only when printed tickets are not available
3. When hand-written tickets are used, the contractor must use the new form in S-1160

With an improved specification, greater emphasis on printed weigh-back tickets and the statewide use of a standard form when printed tickets are not available, let's hope we can appropriately address our current tack coat issue without the temptation to make further specification changes.

*Note: The proposed revisions are scheduled for Spec Committee review in December, with potential implementation via SS 800 in early 2023.*

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# FIELD QUALITY CONTROL SUPERVISOR

REFRESHER, Part 1

(Editor's note: This is the first of a series of articles detailing the role of the field quality control supervisor.)





Over the past several years and continuing forward, the Ohio Department of Transportation (ODOT) has placed greater emphasis on the role of the Field Quality Control Supervisor (FQCS) on ODOT-administered projects. Since

FQCS approval is renewed every five years, this, and subsequent articles in *Ohio Asphalt* will present a Flexible Pavements of Ohio (FPO) document that is relevant to FQCS responsibilities on a paving project. The document is intended to function as a refresher for the FQCS by providing helpful information and meaningful tips to help identify and appropriately address issues or deficiencies during paving operations. This information will also help FQCSs enhance their skills and optimize their value to their companies and customers until they are scheduled to attend their five-year renewal class.

Once trained and approved, the FQCS is expected to be onsite near non-temporary paving so they can observe the operation and inspect the mat to ensure it is placed and compacted in accordance with ODOT specifications. The intent of the FQCS is to identify potential issues or deficiencies and take appropriate steps to address the issue, i.e., correct or modify operations, so that the finished mat meets or exceeds ODOT specification requirements.

Today's topic is Uniform Mat Texture. Achieving a uniform mat is important because it is generally associated with uniform density,

which typically means low permeability and good long-term performance and durability.

Conversely, a non-uniform mat can be defined as differences in the appearance of the mix, either longitudinally or transversely, as it is placed and compacted. Non-uniform texture is often related to non-uniform density that often indicates greater permeability and decreased serviceability. Although there are many factors that can contribute to construction of a non-uniform mat, the most frequent factors involve improperly functioning equipment, e.g., paving screeds and suspect mix characteristics.

### FPO's Technical Document – Best Practices for Ensuring Uniform Mat Texture, is pictured:

This document can also be found on the FPO website at:  
[https://irp-cdn.multiscreensite.com/f2c35bed/files/uploaded/segregationbp18feb2015-\\_mailer.pdf](https://irp-cdn.multiscreensite.com/f2c35bed/files/uploaded/segregationbp18feb2015-_mailer.pdf)



In a future article, information on segregation — one of the most-common characteristics or indicators of a non-uniform mat texture — will be presented.



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## FPO ACCEPTING '23-'24 ASPHALT INDUSTRY SCHOLARSHIP APPLICATIONS

**Flexible Pavements of Ohio (FPO) is pleased to announce its asphalt scholarship program for the 2023-24 academic year. The period for submitting online applications is open through Monday, Jan. 23, 2023.**

For the current academic year, FPO awarded 15 scholarships of \$5,000 each to students studying civil or construction engineering or construction management at six universities in Ohio. For the 2023-24 academic year, the FPO Board of Directors has authorized up to \$100,000 for scholarships.

Scholarship recipients for the 2021-22, 2022-23 and 2023-24 academic years will be invited to the 2023 Ohio Asphalt EXPO, March 28-29, to be recognized for their achievement. Due to pandemic concerns canceling the 2021 and 2022 Ohio Asphalt EXPOs, previous scholarship recipients did not have the opportunity to meet their scholarship sponsors and receive recognition before the asphalt industry.

Undergraduate and graduate students attending Ohio universities, who are U.S. citizens enrolled in civil or construction engineering or construction management degree programs, are eligible to apply for the asphalt industry scholarships. Undergraduate applicants must be juniors or seniors during the 2023-24 academic year and agree to take a course on asphalt pavement technology before graduating. Graduate students must be studying or researching asphalt pavement technology.

More information on eligibility and the online application process can be found on the scholarship page of the FPO website at: <https://www.flexiblepavements.org/scholarships>.





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# 2023



# 2023

## Sponsorship & Exhibitor Opportunities Now Available for '23 Ohio Asphalt EXPO

**Flexible Pavements of Ohio (FPO) members interested in showcasing their company's services, technology and equipment in front of the state's asphalt contractors, specifiers and practitioners can do so by registering to be a sponsor and exhibitor at the 2023 Ohio Asphalt EXPO.**

One of the largest asphalt conferences in the Midwest, the Ohio Asphalt EXPO will return March 28-29, 2023, at the Hilton Columbus/Polaris. With this being the first in-person Ohio Asphalt EXPO since 2019, due to pandemic concerns, this event will provide excellent opportunities for sponsors and exhibitors to maximize exposure with customers.

Ohio Asphalt EXPO sponsorship opportunities are available at the Gold, Silver, Bronze and Sustaining

sponsor levels. Each sponsorship level includes various company benefits throughout the day-and-a-half conference.

Opportunities for indoor exhibitors and/or outdoor equipment exhibitors are available but limited. Exhibitors are limited to FPO members whose dues are paid up to date prior to the 2023 Ohio Asphalt EXPO.

For additional information about being part of the 2023 Ohio Asphalt EXPO as an event sponsor or exhibitor, contact FPO at (614) 791-3600 or by email at [info@flexiblepavements.org](mailto:info@flexiblepavements.org).

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# Mark Your Calendars



**Ohio Asphalt Paving Conference**  
**February 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**  
**Hilton Columbus/Polaris**  
**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.



**NAPA 2023 Annual Meeting**  
**February 5-8, 2023**  
**Loews Miami Beach Hotel**  
**1601 Collins Ave.**  
**Miami Beach, FL 33139**

The National Asphalt Pavement Association (NAPA) Annual Meeting provides the latest tools and insights on the asphalt pavement industry. General sessions, workshops, committee meetings and invaluable industry networking make NAPA's Annual Meeting the place where the industry gathers to set its future.



**TCC Legislative Fly-In**  
**May 16-17, 2023**  
**Hyatt Regency Washington on Capitol Hill**  
**400 New Jersey Ave. NW**  
**Washington, DC 20001**

The Transportation Construction Coalition (TCC), co-chaired by the American Road & Transportation Builders Association and the Associated General Contractors of America, includes 31 national associations and labor unions focused on the federal budget and surface transportation program policy issues. During the annual TCC Fly-In, hundreds of the nation's transportation construction industry executives converge on Washington, D.C. to hear from top federal policymakers and meet with their congressional delegation to discuss pending transportation issues.

Visit FPO's website at [www.flexiblepavements.org](http://www.flexiblepavements.org) for more information regarding these events.



**CONEXPO-CON/AGG**  
**March 14-18, 2023**  
**Las Vegas Convention Center**  
**3150 Paradise Rd.**  
**Las Vegas, NV 89109**

CONEXPO-CON/AGG brings contractors, dealers, producers, service providers and other construction professionals together. More than 1,800 exhibitors are represented at the trade show, which includes products in asphalt, aggregates, earthmoving and more.

# New Member Welcome

Flexible Pavements of Ohio would like to welcome  
a new member of the association:

Associate Member

**MOHICAN VALLEY EQUIPMENT**

Mohican Valley Equipment, located in Jeromesville, specializes in rebuilding asphalt pavers and providing equipment maintenance service and replacement parts.

Please join us in welcoming our new member.



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