

OHIO ASPHALT

The Journal of Ohio's Asphalt Professionals

ISSUE 3 • VOLUME 20

FALL 2023

2023-2024



Ohio Asphalt Pavement Industry Scholarships

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PAGE 16



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

Ohio Asphalt is the official magazine of Flexible Pavements of Ohio. Published four times a year, advertising deadline is the 1st of the month preceding publication. Ohio Asphalt is not copyrighted and portions may be reprinted with the permission of Flexible Pavements of Ohio, 6205 Emerald Parkway, Suite B, Dublin, OH 43016; telephone: 614.791.3600, 888.446.8649; website: www.flexiblepavements.org.

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THE PRESIDENT'S PAGE



ANDREW GALL

PRESIDENT & EXECUTIVE DIRECTOR

“Effective communication is crucial in asphalt paving projects to ensure all stakeholders are aligned to deliver a quality project. FPO stresses this needed communication during educational offerings such as the Field Quality Control Supervisor, Asphalt Technician and Compressive Mix Design trainings we provide to the industry and ODOT. The instructors emphasize the need for a thorough understanding of the project's scope, specifications, timelines and expected outcomes of both the contractor project personnel and the owner ...”

The Value of Customer Communication

The mission of Flexible Pavements of Ohio (FPO) is to educate, inform and support its members to advance asphalt pavement construction. To achieve these goals, FPO serves as an organization that encourages clear, open communication, which fosters a spirit of trust and partnership with both the industry and pavement owners. Historically, Ohio's asphalt paving industry has pursued innovation, continuous quality improvement and bold initiatives to construct high-quality, long-lasting asphalt pavements. None of this would have been possible without effective communication and lasting partnerships with our owner/agency customers.

In an era of hybrid work environments, communication is all the more essential and important.

Ohio's asphalt industry has enjoyed a cooperative relationship with our trusted transportation partners for many years. FPO and Ohio's asphalt industry consider pavement owners a customer, and the success of our customer is of vital importance. Our industry places millions of tons of material annually and the Ohio Department of Transportation (ODOT) is our single-largest customer. Local government and other pavement owners look to ODOT as

the “flagship” for trusted guidance on asphalt design and construction. It has always been vital for our industry to maintain a strong, trusted and cooperative relationship with ODOT. And, we have developed several formal and informal arrangements to work with the department in a collaborative fashion with the common goal of continuous improvement of pavement condition and service life. This is achieved through the advancement and improvement of Ohio's transportation design and construction guidance.

Effective communication is crucial in asphalt paving projects to ensure all stakeholders are aligned to deliver a quality project. FPO stresses this needed communication during educational offerings such as the Field Quality Control Supervisor, Asphalt Technician and Compressive Mix Design trainings we provide to the industry and ODOT. The instructors emphasize the need for a thorough understanding of the project's scope, specifications, timelines and expected outcomes of both the contractor project personnel and the owner.

In addition, ODOT requires contractor Quality Control Plans (QCP), which identify relevant project personnel and the process for contractor and agency communication. The QCP emphasizes that each

individual understands their role and responsibility in managing owner expectations and mitigating potential project conflicts. The QCP serves as a guide for project personnel to communicate effectively and to take active responsibility for quality construction and conformance with all project requirements.

Partnering serves as a more formal process of project communication. Partnering is required on all ODOT construction projects and, since 2013, has been a requirement by construction specification. ODOT's stated partnering goal is: "to develop a proactive effort and spirit of trust, respect and cooperation among all stakeholders in a project." The goal is to create a cooperative team of both contractor and agency representatives to ensure project issues are quickly addressed and resolved to the benefit of the owner and contractor. When properly administered, partnering can be a powerful tool in addressing project issues, help build trust and foster a collaborative environment.

FPO also actively supports educational programs and routinely interacts with pavement owners at annual conferences, tradeshow and other events. These venues provide an opportunity for representatives from both industry and pavement owners to share construction industry innovations and best practices. These gatherings provide not only educational opportunities but also serve as a forum to review the previous construction season, prepare for the upcoming year and to improve existing relationships with our customers.

Several years ago, COVID-19 protocols and restrictions created an unprecedented communication disruption. The current hybrid work environment still presents difficulties, as many meetings and interactions contain remote elements. However, we value any and all forms of

communication more than ever, as it provides great benefit to both the industry and pavement owners.

Ohio's asphalt industry has embraced technologies that improve performance, value and mitigate cost increases. We appreciate our decades of trusted partnerships and believe it has resulted in a highly efficient transportation system for all Ohioans. The industry welcomes a continued partnership with improved communication to jointly address issues and continue to improve quality asphalt pavement construction.

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Federal Build America, Buy America Act Guidance Issued



The Infrastructure Investment and Jobs Act (IIJA), signed into law Nov. 15, 2021, included provisions for the expansion of the Build America, Buy America (BABA) Act beyond what was previously required only for steel/iron products. This expansion now includes a list of construction materials also required to be manufactured in the United States. Starting with the Jan. 20, 2023 letting, all federal-aid contracts were subject to the new BABA requirements.

The White House Office of Management & Budget (OMB) issued proposed guidelines in the Federal Register that might have required additional material including asphalt and concrete to be covered under BABA requirements, even though the raw materials (aggregate, cement and asphalt binder) have been specifically exempted from the legislation.

Flexible Pavements of Ohio submitted comments on March 10, 2023 supporting OMB amending the proposed guidance to reflect the exclusion of these materials or the combination of these products from Buy America requirements. On Aug. 14, 2023 OMB announced its final guidance, which clarified existing provisions related to domestic preferences. The final guidance states:

- ★ The above referenced materials, on their own, are not manufactured products
- ★ Materials such as asphalt should not be considered manufactured products when they are used at or combined proximate to the worksite
- ★ Materials (such as stone, sand and gravel) may be used to produce a manufactured product, such as the case with precast concrete

Based on this final guidance, asphalt materials will remain exempt from BABA requirements.

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FIELD QUALITY CONTROL SUPERVISORS' LATE-SEASON CHALLENGES



As the days become shorter, nighttime temperatures begin to drop, the events of Labor Day are forgotten and baseball season concludes (at least in Ohio), it becomes all too evident that we are entering the late innings of this year's paving season. As presented in Field Quality Control Supervisor (FQCS) training and past *Ohio Asphalt* articles, the role and responsibility of the FQCS can be succinctly described as having the responsibility of paying attention to details. In fact, the attention to details is what typically differentiates a decent paving project from an exemplary paving project.

In addition to all the details associated with typical “good paving practices” (i.e., production, loading, hauling, placing and compacting asphalt concrete), late-season paving introduces additional factors that further complicate the process. Deteriorating conditions relating to temperatures, humidity, wind speed and precipitation (liquid or solid), either alone or in combination, can have a huge impact upon placing and compacting asphalt concrete that meets the performance and durability expectations of our customers.

It is important that all FQCSs recognize and prepare for the additional challenges associated with cool-weather, late-season paving. If awareness and preparation take place prior to the onset of inclement weather, a FQCS can adequately mitigate the additional challenges and consistently construct quality pavements.

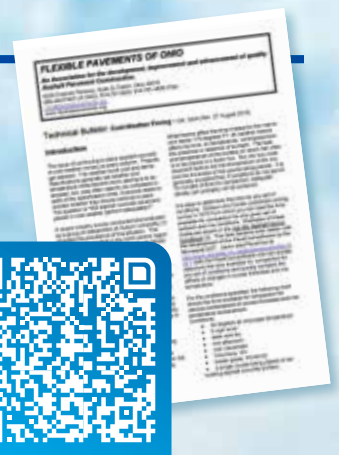
To assist FQCSs and all owners/agencies dealing with late-season paving, Flexible Pavements of Ohio (FPO) provides

Technical Bulletin – Cold Weather Paving, which is available using the following QR link:

This bulletin provides information on various topics, including: Time for Compaction, Plant Production, Hauling and Temperature Segregation, Placement, Compaction, Specifications and Quality Assurance and Warm Mix Asphalt and Technology.

The greatest challenge related to cold weather asphalt concrete paving is to achieve adequate compaction, as it is generally understood that if adequate density can be achieved during colder fall weather conditions, the pavement will perform as expected.

Utilizing PaveCool software (Minnesota DOT), provided by the QR link below, is critically helpful in determining the **available time for compaction**, especially as fall weather conditions tend to deteriorate.



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In addition, one or more of the following actions may be necessary to help achieve acceptable density within the calculated time for compaction:

- Increase the mix temperature
- Increase the layer thickness
- Minimize the time/length of haul
- Work the rollers as close to the paver as possible
- Use more and/or higher capacity rollers
- Use warm mix asphalt (chemical warm mix)

Although it is encouraged that owner/agencies and contractors work together to avoid or at least minimize cold weather paving, robust construction programs combined with limited construction seasons in Midwestern states like Ohio make that task virtually impossible.

This is just one more reason why Field Quality Control Supervisors are so important to achieving success on an asphalt paving project. As fall weather conditions present challenges, it is critical the FQCSs work with their plant/producer, truckers, equipment operators and paving crew members to win the game before the operation is cancelled due to weather. Pay attention to details, run the software, check the forecast, get the paving crew up to bat and score enough runs to meet specifications and satisfy your customer. Although Ohio usually has an “Indian Summer,” you can’t always count on extra innings to win the paving game.

Additional Cold Weather Paving information from past *Ohio Asphalt* articles can be found using the following QR links:

O A



Ohio Asphalt
Fall 2022



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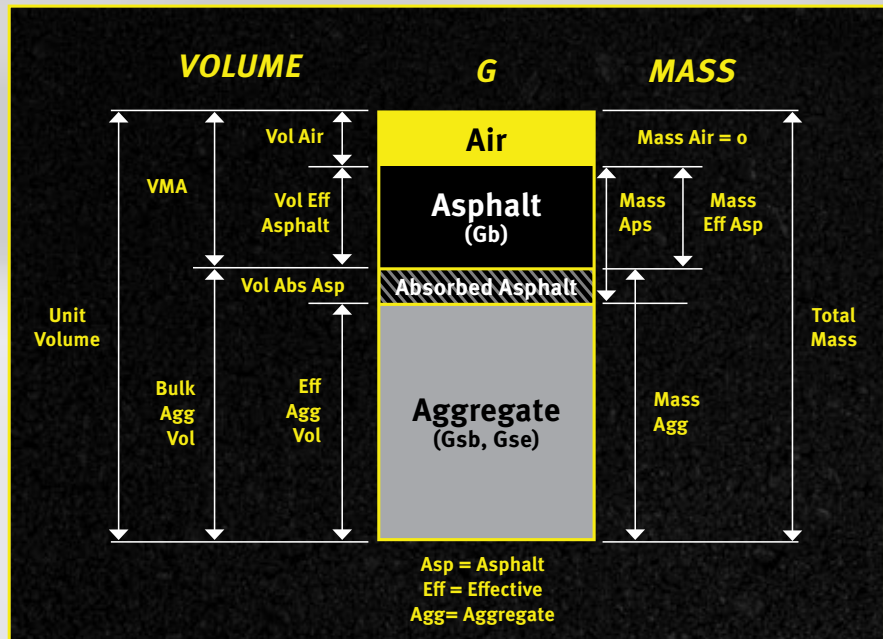


Recent ODOT Changes to VMA (aka Voids in Mineral Aggregate)

VMA, aka Voids in the Mineral Aggregate, is defined as: “The voids created by the aggregate structure of a compacted asphalt mixture, expressed as a percentage of the total mix volume. VMA represents the volume of air voids and effective (nonabsorbed) asphalt binder.” (7th Edition, MS-2 Asphalt Mixture Design Methods, Asphalt Institute).

So, why is VMA important? MS-2 further states: “VMA for an asphalt mixture must remain high enough to achieve an adequate asphalt film thickness (on aggregate particles) to provide a durable asphalt pavement. Hot-mix asphalt (HMA) mixtures with below minimum VMA values will have thin films of asphalt, which is detrimental to pavement quality and will result in an HMA pavement with low durability.” Since the desire of the Ohio Department of Transportation (ODOT) and the goal of our industry is to provide customers with high-quality durable asphalt pavements, adequate VMA is critically important.

If you are an Asphalt Concrete Level 3 Mix Designer, a Quality Control Manager or one of our more lab-savvy individuals familiar with mix design, then you probably understand everything stated thus far – including the challenges related to achieving VMA. For the rest of the asphalt pavement community – including most owner/agencies, designers/specifiers, or paving crews – you are probably just hoping the asphalt mix you specified or placed has the appropriate design characteristics (VMA included) to provide a durable asphalt pavement. Either way, continue reading for some basic information on recent ODOT VMA changes.



$VMA = \text{Volume of Air} + \text{Volume of Effective Asphalt (non-absorbed asphalt)}$

VMA is just one of several volumetric measures Level 3 Technicians address as a mix design is developed. Traditionally, ODOT has specified a VMA that is required during the mix design process (design VMA). However, in January 2022, a VMA requirement was added to the quality control specifications measured during the production of asphalt (production VMA). This change occurred as part of a comprehensive asphalt specification reorganization and had the greatest impact upon Item 441 Type 1 mixes.

In years past, production VMA was simply reported for informational purposes. Although the production VMA requirement was added in January 2022, enforcement during the 2022 construction season was relaxed or somewhat inconsistent statewide. Unfortunately, the ambiguity associated with this specification change peaked early in the 2023 construction season, as ODOT began to consistently enforce the “new” production VMA requirements. At that time, ODOT required a minimum 16.0 VMA for design and production with no tolerance for Item 441 Type 1 mixes.

As we progressed into the 2023 season, plant shutdowns due to production VMA and related characteristics began to increase; project delays occurred; and frustration grew with plants, paving crews and mix designers. Producers validated the longstanding industry concerns that unusually high-minimum VMA requirements in production were very difficult, if not impossible, to achieve with some Ohio aggregates. At the same time, Flexible Pavements of Ohio (FPO) initiated numerous discussions, meetings and email communications with ODOT staff to attempt to resolve this issue.

The good news, if there was any, was that this issue was largely limited to one mix type – Item 441, Type 1 mixes. The bad news is this mix remains one of ODOT's most-commonly used mixes on two-lane, local public agency (LPA) and other miscellaneous projects. Consequently, this was a significant problem that could affect many projects.

FPO, with assistance from several industry representatives, worked diligently with ODOT to address this issue. The Asphalt Institute's MS-2 Asphalt Mix Design Method manual as well as AASHTO R-35 (Superpave Volumetric Design for Asphalt Mixtures) were routinely referenced. These national mix design manuals recommended minimum design VMA recommendations of 14.5 for a 9.5mm (3/8" NMAS) mix (Type 1) with 3.5 design air voids. If ODOT was going to enforce production VMA, we suggested a 14.5 design and production VMA that would be consistent with national mix design recommendations. In addition, it was suggested a 1% tolerance to account for the shape, absorption and other properties associated with Type 1–approved Ohio aggregates.

FPO also pointed out that ODOT's VMA minimums were not appropriately adjusted (down) years ago when design air voids were reduced from 4.0% to 3.5%.

Despite persistent effort and recommendations, ODOT held firm to a legacy 16.0 VMA requirement for both design and production with technically no tolerance specified. The only concession the industry received was the approval of a 0.5% tolerance. This change was helpful, but unfortunately not enough to address the

difficulty of achieving a 16.0 production VMA using some Ohio aggregates.

FPO and the industry's efforts to further convince ODOT seemed in vain, until the proposed specification changes for the September 2023, 4th Quarter Asphalt Specifications Meeting were communicated.

Included in the 4th Quarter update was an **ODOT proposal that changed Item 441 Type 1 VMA minimum to 15.5 in design and production with a 0.5% production tolerance**. Also included was a Type 2 VMA minimum of 12.5.

Although FPO will continue to advocate for using national MS-2 VMA recommendations, ODOT's willingness to return to a Type 1 minimum 15.5 VMA was appreciated. While not ideal, FPO believes this is a noteworthy step in the right direction that should certainly help both mix designers and member producers especially in Ohio regions that have struggled significantly with the January 2022 production VMA requirements.

Like all ODOT asphalt specification changes, feedback from FPO member companies (i.e., mix designers, QC Managers and/or other member representatives) is always welcomed and encouraged regarding VMA or other issues. Input from producers/contractors and others is invaluable, as FPO continues to work with ODOT to develop and revise specifications beneficial to ODOT, industry and our customers.

Editor's Note: ODOT appears to be considering a future move toward eliminating Marshall mix design in favor of Superpave gyratory design of most mix types. This change, if implemented, could help further alleviate the current challenges associated with Item 441 VMA. Look for additional information in Ohio Asphalt if/when this proposal develops.

O A



Jones

Named Ohio Asphalt Pavement Conference Director



Wayne Jones has accepted the role of Conference Director for the Ohio Asphalt Pavement Conference (OAPC) starting

with the 2024 event – scheduled for February 7. The Conference Director is responsible for the planning, logistics and organization of the annual event.

Most recently, Jones served as a Senior Regional Engineer for the Asphalt Institute (AI). He retired in 2022 after 21 years, covering the states of Ohio, Illinois, Indiana and Michigan. Prior to joining AI, Jones had a 26-year career in the highway construction and asphalt paving industry. He was inducted into the 2022 Pavement Hall of Fame by Pavement Maintenance and Reconstruction magazine and is a recipient of Flexible Pavements of Ohio's (FPO) Industry Service Award in 2017. Jones has authored various technical manuals, and as a course instructor presented at hundreds of events during his time at the Asphalt Institute.

The previous OAPC Conference Director, Cliff Ursich, retired from this position after organizing the conference the past three years. His dedication to this annual educational event extended through his professional career.

Prior to his duties as OAPC Conference Director, Ursich served at FPO for more than 30 years and retired as the association's President/Executive Director in 2020.

The OAPC is a unique partnership between the Ohio Department of Transportation, the asphalt industry, local governments, higher education and the consultant engineering industry to present practical, usable technologies and strategies for the design and construction of asphalt pavements.

The 2024 OAPC returns to The Fawcett Center at The Ohio State University. For up-to-date information on next February's conference, visit www.flexiblepavements.org.



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unwavering (un·wa·ver·ing) – steady, fixed, resolved, steadfast, resolute.

Used in a sentence: Flexible Pavements of Ohio (FPO) and its members have unwavering support for the Ohio Asphalt Pavement Industry Scholarship Program, which provides financial assistance to Ohio college students.

In a time that universities across the nation are increasing school fees and tuition in the aftermath of the COVID-19 pandemic, the Ohio Asphalt Pavement Industry Scholarship Program remains steadfast in maintaining its high-level of support and resolve in carrying out its objectives of:

- Encouraging students to gain knowledge in flexible pavements by requiring scholarship recipients to take at least one course in asphalt pavement technology
- Promoting the offering of training by colleges/universities in asphalt pavement technology by creating a student demand for the course
- Providing close ties between the asphalt industry and universities to raise awareness of asphalt pavement technology in the academic community and foster asphalt pavement-related research
- Creating a workforce trained in asphalt technology

These objectives, drafted into FPO's 1994 Long Range Plan, established the cornerstones of a program celebrating

its 28th year of providing financial support to in-state college students majoring in civil engineering, construction management or construction technology. For the 2023-2024 academic year, the Ohio Asphalt Pavement Industry Scholarship Program is providing 19 students with \$5,000 scholarships. This year's record total of \$95,000 brings the number of scholarships awarded over the existence of the program to 554 students and the amount awarded since 1995 to \$869,099.

This year's record amount awarded through the Ohio Asphalt Pavement Industry Scholarship Program is the result of a decision in 2022 by the FPO Board of Directors to increase the scholarship amount 100% to 150% over previous years, utilizing existing National Asphalt Pavement Association Research & Education Foundation (NAPAREF) endowments, additional voluntary contributions from FPO members and FPO reserves.





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The following companies and individuals have contributed to endow the Ohio Asphalt Pavement Industry Scholarship Fund through the NAPAREF or by direct contributions:

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This academic year's Ohio Asphalt Pavement Industry Scholarship group features students attending Bowling Green State, Cincinnati, Dayton, Ohio, Ohio State and Toledo universities and includes three repeat recipients – Carson Becker, Ethan Lauder and Derek Rauh, who attend the University of Cincinnati.

Let's meet the 2023-2024 Ohio Asphalt Pavement Industry Scholarship recipients:



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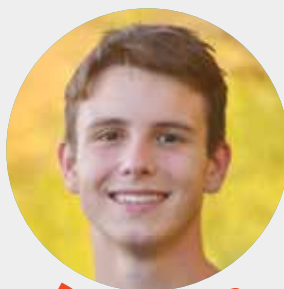
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FPO Asphalt Pavement Industry Scholarship Recipients



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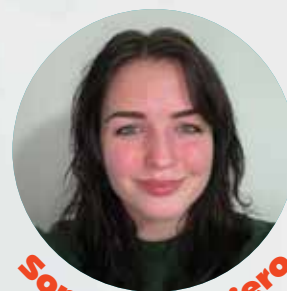
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Construction Management
U. of Cincinnati



Derek Rauh*

The Chase Nichols/
Mid-Ohio Paving Scholarship
Civil Engineering
U. of Cincinnati



Jenna Herchler

Northstar Asphalt/ Kenmore
Construction Co.
Construction Management
Bowling Green State U.



Nicholas Bartholomew

Ohio CAT/Caterpillar Inc.
Civil Engineering
U. of Cincinnati



Carson Becker*

The Shelly Co.
Civil Engineering
U. of Cincinnati



Marlee Terry

Shelly & Sands Inc.
Civil Engineering
U. of Cincinnati

***Repeat
Scholarship
Recipient**

The scholarship recipients were honored at this year's Ohio Asphalt EXPO, held in March. The March 29th Scholarship Awards Breakfast featured an address by Ohio Lt. Gov. Jon Husted, who listed workforce development among the critical pillars needed for Ohio to remain a prosperous state. The celebration featured not only recognition of this year's

scholarship winners and the recipients from the 2021-2022 and 2022-2023 academic years not previously recognized due to COVID constraints, but also the FPO members whose generosity continues to make the Ohio Asphalt Pavement Industry Scholarship Program possible.

2024-2025 FPO Scholarship Entry Dates Set



College faculty and students – and Flexible Pavement of Ohio (FPO) members who may know of a student deserving a scholarship – the application period for asphalt industry scholarships for the 2024-2025 academic year is set for Nov. 20, 2023 to Jan. 22, 2024.

FPO and its member companies, working through the Ohio Asphalt Scholarship Fund and the National Asphalt Pavement Association Research and Education Foundation, sponsor a series of asphalt pavement scholarships at 11 universities in Ohio offering courses in asphalt pavement technology. Scholarships are awarded for the academic year beginning in the fall and running through the following spring. For the 2023-24 academic year, the scholarship program awarded 19, \$5,000 scholarships.

Eligibility: The Ohio Asphalt Pavement Industry Scholarship Program is open to undergraduate or graduate students who are U.S. citizens and enrolled in a full-time civil engineering, construction management or construction engineering curriculum at one of the 11 participating universities. A student must be in good academic standing and agree to take a course in asphalt pavement technology before graduation. Scholarships will be awarded to students entering their junior, senior or fifth year of a bachelor's degree program who are majoring in civil engineering, construction management or construction engineering. An undergraduate student may be eligible to receive a scholarship for a maximum of two years, subject to maintaining eligibility and the annual competitive selection process.



For complete details and to view the online application visit www.flexiblepavements.org/scholarships or scan the QR Code.





2023 Quality Asphalt Paving Award Nominations



Flexible Pavements of Ohio (FPO) is now accepting nominations for Quality Asphalt Paving Awards for projects performed during the 2023 construction season and Ecological and Master Craftsman awards.

Quality Asphalt Paving Award nominations are being accepted for Ohio Department of Transportation/Ohio Turnpike Projects, Local Roads or Streets, Commercial Parking Facilities, Special Use Pavements and Airport Pavements.

The FPO Ecological Award was established to recognize asphalt production facilities that best demonstrate safe and responsible environmental practices. Facilities will be judged on design layout, clean operation, maintenance performance practice and community awareness activities.

The Master Craftsman Award recognizes contractors whose work has stood the test of time. The winner of this award will be acknowledged for a commitment to quality workmanship exhibited by exemplary pavement performance. The award recipient will be selected from pavements with an existing surface course having given acceptable service for 15 years or more and continues to provide exceptional service.

Go to www.flexiblepavements.org for additional information including award nomination forms and eligibility requirements. **Nominations for all award categories must be received at the FPO office by Friday, October 20, with a final cutoff date of Friday, November 17.**

Contact Andrew Gall at (614) 791-3600 or by e-mail at andrew.gall@flexiblepavements.org with any questions regarding the awards program.





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NAPA ... Launches 'Hey NAPA' Search Tool

The National Asphalt Pavement Association (NAPA) launched “Hey NAPA,” a new artificial intelligence-based (AI) service currently available on the organization’s website. This innovative service offers NAPA members and industry stakeholders a faster, more-efficient way to access NAPA publications and technical documents on all aspects of asphalt pavements.

Hey NAPA provides users with a search engine that leverages AI technology that quickly and accurately provide answers, best practices and document links based on published NAPA content. The Hey NAPA search engine will be continuously updated and maintained to ensure its accuracy and efficiency to continually enhance the user experience.



Go to www.AsphaltPavement.org
or www.HeyNAPA.com
to access this tool.





Mark Your Calendars



**Ohio Transportation Engineering
Conference**
October 17-18, 2023
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 ODOT and The Ohio State University.

Visit the OTEC website at www.otecohio.org for up-to-date conference information.



Ohio Asphalt EXPO
March 12-13, 2024
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.



Ohio Asphalt Paving Conference
February 7, 2024
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.

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