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The Journal of Ohio's Asphalt Professionals

ISSUE 4 • VOLUME 20

WINTER 2023

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THANK YOU FOR YOUR SUPPORT IN 2023 AND EXTEND OUR BEST
WISHES TO YOU AND YOURS FOR A SAFE AND PROSPEROUS 2024.



*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,
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“Public agencies are increasingly looking to new technologies for data collection, project acceptance and performance-based mixture designs combined with a growing interest in environmental stewardship. Asphalt industry education will be driven by these changes and will require an industry prepared for the future. FPO recognizes the importance of education and training in readying the industry for the needs of today and the future.”

The Future of Asphalt Education in Ohio

Flexible Pavements of Ohio's (FPO) 2023-2028 Strategic Plan outlines the priorities and focus of the association during the next five years to advance and improve Ohio's asphalt industry. A component of the Strategic Plan is a continued emphasis on improving education and maintaining FPO's position as Ohio's most authoritative, reliable source of information on asphalt pavements. In order to achieve these goals, it was recognized that the association must look not only to advances in materials and processes but also to optimizing relationships with academic researchers and educators.

In 1997, the industry established a scholarship program for students at Ohio universities to learn about asphalt pavement technology. FPO has awarded 554 scholarships valued at nearly \$900,000 since the inception of the program. The scholarship program is an investment in our industry's future and ensures engineering and construction management students are exposed to asphalt pavement education. In addition, it provides the association with an opportunity to work with university faculty and staff to promote the industry.

FPO currently conducts annual training for Ohio Department of Transportation (ODOT) approval by administering courses for Field Quality

Control Supervisor, Level 2 Asphalt Technician and Comprehensive Mix Design training for asphalt producers, contractors, engineering consultants and governmental agencies. The Ohio Research Institute for Transportation and the Environment (ORITE), at Ohio University, has partnered with FPO in housing some of this training at the OU Lancaster campus for Level 2 Technicians since 2017 and Comprehensive Mix Design Training since 2019. Additionally, FPO has conducted periodic seminars, serves on conference planning committees and organizes annual conferences such as the Ohio Asphalt Paving Conference in collaboration with OU faculty and staff.

Among ORITE's most important features is an Accelerated Pavement Load Facility (APLF), which allows research on pavements subjected to repeated loading, an Advanced Asphalt Research Laboratory and a mobile asphalt laboratory. The partnership with OU has been mutually beneficial to both students and the asphalt industry and aligns with FPO's goals to advance and improve asphalt education. Recently, OU has also agreed to construct a dedicated training classroom accessible to the asphalt and aggregate industries. This facility will contain a state-of-the-art classroom and an educational laboratory located

adjacent to OU's current research laboratory. In addition to facilitating industry training, this space will ultimately be utilized for OU-sponsored training while also greatly expanding FPO's educational outreach to our industry. In the future, this facility is expected to be an integral component to provide career preparation training for individuals interested in joining our workforce.

Public agencies are increasingly looking to new technologies for data collection, project acceptance and performance-based mixture designs combined with a growing interest in environmental stewardship. Asphalt industry education will be driven by these changes and will require an industry prepared for the future. FPO recognizes the importance of education and training in readying the industry for the needs of today and the future. Strategic partnerships with institutions such as Ohio University will serve to address these needs.

The future of asphalt training and education in Ohio will be a collaborative effort, and we must continue to develop existing partnerships with educational institutions and look for new ones to keep pace with research, technology and material innovations that will drive the future of our industry. Scan the QR Code below for current information regarding training and educational opportunities offered by FPO.



0A

The Gerken Companies logo, featuring a stylized green 'G' with a road graphic. The text "THE GERKEN COMPANIES" is in green and gold. A list of services is shown in white text on a dark background. At the bottom, a banner reads "Consistently Delivering Excellence to Northwest Ohio and Southeast Michigan For The Past 60 Years." with social media icons and the website "GerkenCompanies.com".

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ODOT UPDATE

New Format for Asphalt Spec Meetings Should Improve Project Management Efforts

Ohio Department of Transportation (ODOT) Updates consist of various items addressed in ODOT Asphalt Specification Meetings, e-mail notices to Industry and other pertinent communications that are expected to have an impact upon how asphalt concrete is produced and placed on ODOT and many local agency projects.

ODOT recently announced it has changed its traditional Quarterly Asphalt Specification Meeting schedule to a bi-annual format. This means designers, estimators, mix designers, project engineers, project managers and others will

have only two Supplemental Specification (SS) – 800 notes to work with per year. That said, ODOT has indicated it will have a method in place to deal with unexpected, high-priority or critical updates that may be needed in between half-year Spec Meetings. Nonetheless, this change should improve project management efforts due to the fact project personnel will typically be dealing with only two versions of construction specifications throughout the year instead of four. Greater consistency in asphalt specifications is expected to lead to improved understanding, uniform expectations and increased efficiencies, which should benefit both the contractor and the owner/agency.

The initial 2024 Asphalt Specification Committee was scheduled for early-December 2023. Those updates should be posted in an early-2024 SS-800 as well as appear in the ODOT Update planned for *Ohio Asphalt's* spring issue. The

Second Half 2024 Asphalt Specification Meeting is expected to occur in/about June 2024.

Now, for some recent Specification, Office of Material Management (OMM) and Miscellaneous updates:



- OH DOT Type 1 Crack Sealant and Hot Applied Joint Adhesive – now on Qualified Product List (QPL)
 - See the adjacent QR Code:

- Reclaimed Asphalt Pavement (RAP) Pile Naming Format Updated – see 402.04.D in the October 2023 SS-800, where it states: “Give each stockpile a unique identification using the following format: Year processed, company abbreviations, plant location and number where the pile was processed, screen size,



- ‘GR’ if the pile contains coarse gravel, and A, B, etc. based on number of piles processed (e.g., 2023 ODOT Columbus-614 ½” GR A).”
 - See the adjacent QR Code for 402.04.D specification:

Recent Mix Design updates disseminated to the industry (Nov. 11, 2023):

- Voids in Mineral Aggregate (VMA) for Item 441 Type 1 mixes changed from 16.0 to 15.5 min in design. OMM will assume designs that are 15.5 to 15.9, and are submitted on/or after Nov. 9, 2023, will be used in 2024.
- Production VMA for all mixes will be reduced 0.5% from the minimum design VMA for that mix type. For example, Item 441 Type 1 mixes will have a production minimum of 15.0 since the design minimum is 15.5.
- VMA will not cause a plant shutdown during the first three days of production unless there are two consecutive VMA tests out of specification.
- Fines to Asphalt (F/A) ratio will be based on effective asphalt content (AC) and not total AC for all mixes in

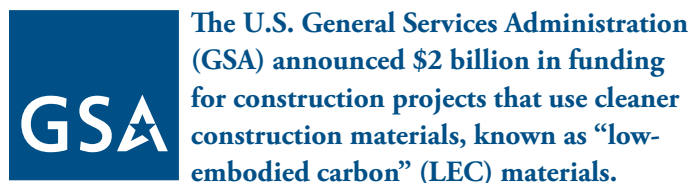
design and quality assurance (QA). OMM will update the job mix formula (JMF) packets accordingly. Producers will need to update TE-199s.

- RAP unique pile naming for new piles is effective Nov. 9, 2023. See second item above for more details.
- SS-823 (Light Traffic Asphalt Mixture Requirements) will use air void regression based off an approved Item 441 mix design.
- If mix designers use mineral filler (not baghouse fines), they will need to use the tested Gsb (bulk specific gravity) for the mineral filler.
- Instead of observing the full 302 mix design, OMM will begin watching the optimum AC (one point). If there are issues with meeting the one-point tolerances, OMM will revert to observing the full design. If a lab has never done a full 302 mix design observed by OMM, OMM will begin observing the full design and then transition to one-point observance. This change was effective Nov. 9, 2023.
- For 2024 QCP (Quality Control Plan) submittals, include Asphalt Level 3 technicians who will be submitting mix designs to OMM (list can be updated at any time). Listing Level 3 technicians who only perform QC testing or other non-mix design duties is optional. ODOT is working to give Asphalt Level 3 technicians authority to add mix designs to their Company's construction database. When ODOT receives requests for someone to submit a mix design, it will be validating the technician from the listing in the QCP. Estimated implementation of this initiative is mid- to late-2024, with volunteer trial submittals expected to occur sometime in or about April or May 2024.

Note: If producers use consultants or other non-company technicians to submit mix designs, they need to be listed and will need access to submit for your company. This access will also allow them to see all mix designs for your company.

Contact Flexible Pavements of Ohio if you have any questions or would like additional information.

\$2B Federal Program for Low-Embodied Carbon Construction Projects Announced



The U.S. General Services Administration (GSA) announced \$2 billion in funding for construction projects that use cleaner construction materials, known as “low-embodied carbon” (LEC) materials.

The funding will support projects across 39 states, Washington, D.C. and Puerto Rico and will require the use of low-carbon asphalt, concrete, glass and steel. These funds are provided by the Inflation Reduction Act as part of the Administration’s Buy Clean Initiative.

Embodied carbon refers to the amount of greenhouse gas (GHG) emissions associated with the extraction, production and transportation of a material. LEC materials have utilized strategies to reduce the climate impact associated with material production. In the case of asphalt, this could include approaches such as Warm Mix Asphalt at reduced production temperatures, increased recycled material content and the use

of locally available materials to reduce transportation impacts. For the first time, the federal government is prioritizing the purchase of asphalt, concrete, glass and steel that have lower levels of greenhouse gas emissions associated with their production, use and disposal.



Visit the GSA website, at www.gsa.gov, for additional details or select this QR Code:

This announcement includes more than 150 construction projects that utilize LEC, including several asphalt projects in Ohio. Approximately \$384 million of the funds nationwide are devoted to asphalt projects. The nationwide list of projects is available using the adjacent QR Code, and includes four projects located in northern and central Ohio.

LEC Projects in Ohio

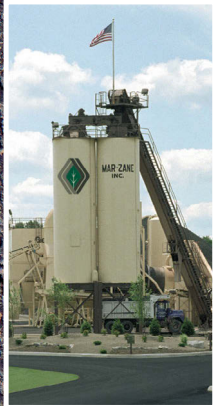
City	Project	Required Construction Materials
Cleveland	Carl B. Stokes Courthouse Plaza Repairs	Asphalt, Concrete & Steel
Cleveland	Howard Metzenbaum Courthouse Plaza Repairs	Asphalt, Concrete, Glass & Steel
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2023 OTEC FPO/ODOT Session Held Opening Day of Record- Setting Event

Transportation professionals converged on Columbus, October 17-18 for the 77th Ohio Transportation Engineering Conference (OTEC). The 2023 conference was a record-setting event with more than 4,200 attendees from both Ohio and various parts of the country representing all professional transportation disciplines. Attendees were able to visit and interact with hundreds of exhibitors representing consulting engineers, contractors, material and specialty product suppliers and other services related to Ohio's transportation industry.

In addition to networking with exhibitors, attendees were able to attend two days of concurrent technical sessions featuring more than 300 presentations on a wide variety of topics, ranging from transportation policy and planning, to design, construction, maintenance and management of all modes of transportation resources.

Flexible Pavements of Ohio (FPO) in collaboration with the Ohio Department of Transportation (ODOT) organized and facilitated an Asphalt Pavement technical session. Conducted on OTEC's first day, the morning presentation was popular with attendees as its two speakers were welcomed by a room of pavement practitioners interested in learning the latest information on asphalt pavements.

Ingevity Corporation Senior Technology Development Engineer Trey Wurst discussed "Three Pillars of WMA Performance." This presentation highlighted how lowering asphalt mixing temperatures using Warm Mix Asphalt (WMA) chemical

additives result in higher quality asphalt mixtures through reduced binder oxidation. The presentation further showcased how lower mix temperatures can be utilized to improve binder mix performance and how temperature reduction can provide both environmental benefits and increase the service life of the pavement.

Dr. Ala Abbas, of the University of Akron's Department of Civil Engineering, presented "Optimizing the Performance of Item 404-Low Volume Traffic Mixes." This research was conducted in partnership with University of Cincinnati's Dr. Munir Nazzal and sponsored by ODOT's Ohio's Research Initiative for Locals (ORIL) program. The main goal of this study was to optimize the current 404LVT asphalt surface course specification used by local agencies on low-volume local roads. The study examined the effect of different material adjustments on the performance and durability of this mix and recommended changes to the current 404LVT specification to make the material more cost-effective while improving cracking resistance and performance. The Optimized 404LVT specification is currently available on FPO's webpage. Scan the adjacent QR Code for additional information and to see this specification.



In addition to the FPO-organized session, there were two additional presentations facilitated by the association. Asphalt Institute Regional Engineer Jason Wielinski, P.E., presented on the sustainability efforts of the asphalt industry. His presentation, "The Sustainability of Our Asphalt Binders, Mixtures and Pavements," focused on the performance, environmental, economic and societal benefits of the industry's efforts to reduce the carbon footprint of asphalt pavements.

The second presentation, titled "Alternative Asphalt Binders for Carbon Reduction: An Ohio Case Study,"

featured FPO Chairman of the Board Chad Reel, of The Shelly Company, and Dr. Hassan Tabatabaee from Cargill. The presentation focused on the mix design, performance testing and construction of a demonstration project in the City of Aurora utilizing a bio-based binder component. (Additional details on this project are planned for a future issue of *Ohio Asphalt*).



Go to <https://otec.transportation.ohio.gov/home> for additional information and to view all the OTEC presentations, or scan the adjacent QR Code:





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OHIO JOINS

National Asphalt Pavement Research Consortium



Ohio is well represented on the Executive Committee of a new national asphalt pavement research initiative, as two of the committee's members come from the state's department of transportation (ODOT) and asphalt paving industry.

The Ohio members on the Consortium for Asphalt Pavement Research and Implementation (CAPRI) are ODOT's Eric Biehl and Flexible Pavement of Ohio's (FPO) Jim Marszal.

Initiated in 2021, CAPRI is a collaborative effort within the highway construction and maintenance industry with goals aligned toward improving the cost-effectiveness, sustainability and safety of asphalt pavements. The

consortium's membership consists of a unique group of stakeholders in the asphalt industry, including state DOTs, material suppliers, contractors, associations and academia. All member organizations contribute to funding the administration and research associated with the organization.

Currently, CAPRI has 50 members representing 27 highway agencies (DOTs), nine contractors, seven industry associations, three material or equipment suppliers, three academic research organizations and one consulting firm. CAPRI operates under the direction of its Executive Committee, which consists of members representing all stakeholder groups, and is responsible for the consortium's policies, budgets, meeting agendas and other administrative duties.

The CAPRI Executive Committee includes:
Randy West, Executive Director – National Center for
Asphalt Technology

Richard Willis, Chair – National Asphalt Pavement
Association

Eric Biehl, Vice Chair – Ohio Department of Transportation

Mark Buncher, Secretary– Asphalt Institute

Timothy Aschenbrener – Federal Highway Administration

Vincent Battista – Colorado Department of Transportation

Jason Blomberg – Missouri Department of Transportation

Katie DeCarlo – Heritage Research Group

Jon Epps – Texas A&M Transportation Institute

Katherine Erwin – Walbec Group

Jim Marszal – Flexible Pavements of Ohio

David Menching – Federal Highway Administration

Griffin Sullivan – Mississippi Department of Transportation

The goals of CAPRI have been identified as:

- 1) Developing asphalt pavement research needs
- 2) Providing technical guidance on current and evolving issues
- 3) Facilitating small-scale studies to address gaps and explore new topics

- 4) Fostering implementation of practical research findings from any source

To help achieve these goals, CAPRI is structured around several subcommittee's – each focusing on different challenges and aspects of asphalt pavement technology and research. The four subcommittees include:

- **Critical Issues** – Identifies areas of asphalt pavement performance and sustainability that require enhancement
- **Technology Evaluation** – Discovers and assesses technologies that can advance asphalt pavement performance and sustainability
- **Technology Transfer** – Recognizes ready-to-implement technologies and best practices and proposes strategies for deployment
- **Research Roadmap** – Gathers recommendations for research and technology transfer needs from other CAPRI subcommittees and external sources

COMING IN SPRING 2024 WOMEN *of* ASPHALT

Coming to Ohio

The national coalition supporting women in all aspects of the asphalt industry is starting in spring 2024 a Women of Asphalt-Ohio Chapter.

Find out more about Women of Asphalt coming to the Buckeye State by contacting Flexible Pavements of Ohio at info@flexiblepavements.org.



Empowering Women in Asphalt Careers www.WomenofAsphalt.org

CAPRI members volunteer to participate on one of the subcommittees, which affords each the opportunity to actively identify, evaluate, facilitate, implement research projects or initiatives to be addressed by the organization. Bi-annual, in-person meetings help focus the consortium on common goals and research initiatives, while subcommittee meetings held throughout the year will help keep projects and related tasks moving forward.

One of the key focus areas of CAPRI will be Implementation. CAPRI will be sharing results, outcomes

and best practices with stakeholders and practitioners through a variety of means, including technical videos, bulletins and briefings, reports, webinars and possibly demonstration projects or in-person conferences. Both the Executive Committee and membership of CAPRI realize if implementing innovation and industry improvements is expected, it must provide the engineers and technicians designing and constructing and maintaining asphalt pavements the best information possible. CAPRI aspires to be one of the primary resources available to agencies, industry and owners for the best and most-current research and innovation in asphalt pavements.



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The Critical Issues Subcommittee, with input from CAPRI membership and the Executive Committee, has identified the following as the first topics for CAPRI research:

- 1) Improving in-place density of asphalt pavements
- 2) Development of "Guidelines and Recommendations for Field Validation of Test Criteria for Balanced Mixture Design (BMD) Implementation"
- 3) Improving longitudinal joint performance.

See CAPRI's website for additional information and look for future articles in *Ohio Asphalt* as research results become available.

CAPRI If you would like more information on CAPRI you can do an internet search for "CAPRI Asphalt" or use the following code:



If you have any questions or know of a topic that may be worthy of CAPRI research or review, contact Flexible Pavements of Ohio.

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'24-'25 Asphalt Scholarship Announcement: Attention Faculty & Students

The application period for asphalt industry scholarships for the 2024-25 academic year is open through Jan. 22, 2024.

Flexible Pavements of Ohio (FPO) and its member companies, working through the Ohio Asphalt Scholarship Fund and the National Asphalt Pavement Association Research and Education Foundation (NAPAREF), sponsor a series of asphalt pavement scholarships at 11 Ohio universities 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, 19 scholarships of \$5,000 each were awarded.

Eligibility: The 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 in civil engineering or a bachelor's degree program in 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.



SCAN

For complete details and to view the online application, utilize the QR code; visit FPO's webpage at www.flexiblepavements.org/scholarships; or email info@flexiblepavements.org.





OHIO ASPHALT EXPO

Sponsorship & Exhibitor Opportunities Now Available for '24 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 2024 Ohio Asphalt EXPO.

The Ohio Asphalt EXPO will return March 12-13, 2024, at the Hilton Columbus Polaris. This event will provide excellent opportunities for sponsors and exhibitors to network with customers and display the latest equipment, materials and asphalt technologies.



Ohio Asphalt EXPO sponsorship opportunities are available at the Gold, Silver, Bronze and Sustaining levels. Each sponsorship level includes various company benefits throughout the day-and-a-half conference.

Opportunities for indoor exhibitors and outdoor equipment exhibitors are available but limited. Exhibitors are limited to FPO members whose dues are paid up to date prior to the March event.

For additional information about being part of the 2024 Ohio Asphalt EXPO as an event sponsor or exhibitor, contact FPO at (614) 791-3600 or by email at info@flexiblepavements.org.



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The 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 where the industry gathers to set its future.



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.



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.

Field Quality Control Supervisor Training
March 28, 2024
The Conference Center at OCLC
6600 Kilgour Place
Dublin, OH 43017

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 on paving fundamentals and best practices as well as Porous Asphalt Pavement construction to receive an endorsement to construct Porous Asphalt Pavement.

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

Level 2 Asphalt Quality Control Technician Training
February 26-28, 2024
Ohio University Lancaster Campus
1570 Granville Pike
Lancaster, OH 43130

Flexible Pavements of Ohio (FPO) offers this training course to prepare individuals having basic lab familiarity to take the ODOT Level 2 Asphalt Technician Exam. After the training, students will have the opportunity to take the ODOT written examination for Level 2 Asphalt Concrete Technician approval.



NEW MEMBER WELCOME

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

ASSOCIATE MEMBERS



Indiana Automotive Equipment

Indiana Automotive Equipment provides the sale, service and parts for industrial lift and compressor systems. Indiana Automotive Equipment is located in Maxwell, Ind.



Smith Industrial Group Inc.

Smith Industrial Group Inc. provides manufacturer representation, mechanical engineering consultation and onsite inspection to a variety of market sectors including the asphalt and aggregate industries. Smith Industrial Group is headquartered in Glenwillow and provides services throughout the Midwest.

Please join us in welcoming our new members.



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