

OHIO ASPHALT

The Journal of Ohio's Asphalt Professionals

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PAGE 16

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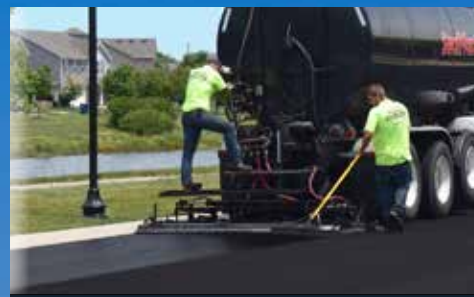
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THE PRESIDENT'S PAGE



ANDREW GALL

PRESIDENT & EXECUTIVE DIRECTOR

“Long-life or Perpetual Pavements are designed to last nearly indefinitely with a structural service life of 50 years or more ... Today, Ohio’s long-lasting asphalt pavements are constructed more economically with less conservative designs and maintained in good condition while eliminating the need for significant rehabilitation or reconstruction.”

Long-life Asphalt Performance: The Key to Pavement Resiliency in Ohio

Pavement resiliency is the ability of a roadway to withstand conditions such as heavy traffic loading and still meet or exceed an expected service life by only requiring minor repairs or maintenance when damage does occur. These characteristics are essential for maintaining a safe and functional transportation infrastructure. And what better way to achieve this than the use of long-lasting asphalt pavements otherwise known as Perpetual Pavements? These pavements rely on strong structural design, quality material selection, construction and good maintenance practices. It is well known that asphalt pavements can be constructed, maintained and repaired quickly with minimal traffic disruptions, thereby reducing delays and increasing safety due to shorter construction duration.

Long-life or Perpetual Pavements are designed to last nearly indefinitely with a structural service life of 50 years or more. They are constructed with durable base layers and only require periodic resurfacing. These pavements are designed, built and maintained to last. This concept was introduced in Ohio in the early 2000s and subsequent research by entities such as Ohio University have improved both the design and performance of these pavements. Today, Ohio’s long-lasting asphalt pavements are constructed more economically with less conservative designs and maintained in good condition while eliminating the need for significant rehabilitation or reconstruction.

The Asphalt Institute’s Jason Wielinski presented the Perpetual Pavement concept at the Ohio Transportation Engineering Conference this October. This presentation provided an overview of the Perpetual Pavement concept, design and the benefits of these pavements to both owner agencies and the traveling public. Included in this presentation were case studies of how local agencies are converting and upgrading existing pavements to structurally function as Perpetual Pavement.

In 2024, the Ohio Department of Transportation (ODOT) published a Resilience Improvement Plan that focused not only on roads and bridges but all assets maintained by the department. The goal of this plan was to ensure the concept of resiliency was incorporated in ODOT’s decision-making for the design, construction and maintenance of the state transportation system. For pavements, ODOT focused on long-lasting pavement designs and system asset management to keep Ohio’s roadways in good condition.

ODOT’s pavement design standards incorporate Perpetual Pavement-like designs, which provide long structural life and minimize the frequency of future maintenance. For asset management, ODOT transitioned nearly 10 years ago from a “worst first” approach to keeping good pavements in good condition. ODOT monitors current pavement conditions and recommends maintenance treatments

to properly maintain the system. These long-lasting pavement designs have all but eliminated the need to remove and replace existing asphalt base pavements and turned the focus more on treatments – such as the mill and overlay of the existing surface. This strategy has resulted in an increased lifespan of Ohio’s roadways and the steady improvement of pavement conditions over the last decade (See President’s Message in the Summer 2025 issue of *Ohio Asphalt* for additional information).

In June of 2026, Ohio University and ODOT are jointly hosting the “Constructing Resilient and Sustainable Transportation Infrastructure for Ohio’s Future Workshop” in Columbus. This workshop will focus on construction practices and designs to create a more resilient and sustainable transportation infrastructure. Although this workshop will be comprehensive in nature, covering a variety

of roadway and structure related items, there will be several presentations on asphalt pavement design and construction. In addition, presentations will be provided on items such as Ohio’s success with Perpetual Pavements and other design and construction strategies that have improved the life and performance of our asphalt pavements. Planning for this event is underway. Look for additional information regarding this event in future issues of *Ohio Asphalt*.

The resilience of asphalt pavements is about designing and constructing infrastructure capable of long-service life along with the ability of that pavement to be maintained in good condition over time. Ohio’s asphalt pavements are currently providing both and are functioning as long-life pavements that are providing excellent perpetual-like performance. This provides a significant benefit to owner agencies such as ODOT as well as Ohio’s taxpayers.

0A

HEY

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We want your thoughts on Flexible Pavements of Ohio’s primary publication – *Ohio Asphalt*. What do you like? What don’t you like? What do you want to see?

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Hackers

Want Your Cash, Not Your Data:

Cyber Risk in Road Construction

By Scott Birmingham, C.E.T., C.I.M., Birmingham Consulting Inc.



Cyber Crime Stats:

- The U.S. is the most targeted country in the world
- Cyber crime costs U.S. businesses half a trillion dollars annually
- 3 out of 4 U.S. companies are vulnerable to a cyber attack
- While 500,000 cyber incidents were reported in 2024, experts believe the majority were never reported
- Executives fear reputational harm more than financial impact



It shouldn't come as a surprise that the entire construction sector lags behind other industries when it comes to cyber security¹, with 80% of construction executives reporting one or more incidents in the past year.²

Couple this with the fact that industrial control systems such as PLCs and SCADA systems are more difficult to protect from cyber attack than standard IT systems³, thus creating a playbook for blackmail and extortion of asphalt and aggregate producers.

It also shouldn't come as a surprise that cyber criminals are already targeting construction. And while asphalt companies don't have massive databases of lucrative personal data – like healthcare, legal or accounting firms – criminals know there's a far more valuable prize to chase.

Because all companies have what criminals really want: Money.

Criminals know that their payday is in the substantial dollar amounts involved in contracts, projects and construction cash flow. Whether it's road resurfacing, annual maintenance projects, or work for residential or commercial developments, the money involved makes for a lucrative target.

Conversations about cyber security tend towards the trifecta of fear, uncertainty and doubt (also referred to as "FUD"). When we look beyond the FUD, cyber crime has real-world impact.

Sunland Asphalt Suffers Expensive Breach

Based on a report filed with the Office of the Maine Attorney General, in August 2022, Sunland Asphalt and Construction of Phoenix, Ariz., detected suspicious activity in their computer network. Their investigation determined that personal information of 7,884 people was accessed. As a result, Sunland posted a notice of breach and sent data breach letters to affected individuals.

Little else was publicly disclosed, so details about exactly what happened are not available. However, we do know that Sunland provided 24 months of credit monitoring and identity theft protection, deployed improved cyber security measures and reviewed their security policies.

The total cost to Sunland is unknown; but we can estimate the cost for 24 months of credit monitoring and identity theft protection for 7,884 people:

Credit monitoring & ID theft protection:	~\$20/month/person
Duration:	24 months
# of people:	7,884
Total cost:	\$3,784,320

This amount doesn't account for the investigation, remediation and security improvements mentioned in the Maine disclosure, however, it would probably be safe to say the total cost would be at least **\$3.8 million**.

All we can hope for is that Sunland's cyber insurance policy covered at least a portion of that amount.

How a Paving Company Almost Lost \$1 million

In one lesser-known attack, a paving company lost nearly \$1 million in cash flow. And that was off-peak season – if it had occurred in peak-construction season, it would have been between \$10 million and \$15 million.

Unlike the Sunland example, we know exactly what happened: An accounts receivable employee looked through her junk folder. She noticed an email from her boss requesting a spreadsheet listing customers with outstanding balances and customer contact information for payment approvals.

She salvaged the email from her junk folder and did what was asked: She exported the information from the accounting system and replied to her boss.

When she asked her boss if he had everything he needed, they both realized something was wrong: She had sent the list to a cyber criminal who had impersonated her boss.

The subsequent investigation revealed the following:

- The email came from a free Gmail account, not a company email.
- The spam filter worked correctly and put the email into the junk folder.
- The email system correctly identified the email as originating outside the company by adding a warning to the message: "Caution! Email is from an external source."

So, the determined cause of attack? Human error. But it wasn't a simple oversight like accidentally clicking on a link.

Despite being enrolled in a security awareness training program to teach people to identify fraudulent emails, the employee hadn't completed the training or testing.

To make matters worse, even though a security awareness training was in place, the company didn't have a policy in place requiring employees to participate.

Based on these findings, the company concluded that the "technical" controls (spam filter and external banner) worked properly. However, the administrative controls didn't work as expected and security awareness training was ineffective.

With no policy for security awareness training, the company had little legal recourse to discipline the employee (the company is not in an “at will” jurisdiction). Also, despite complying with cyber insurance requirements by having security awareness training, the lack of an enforceable policy and the employee’s poor participation record meant that any claim for losses was most likely to be denied.

The company understood their plight:

- The criminal(s) would likely contact customers to redirect payments.
- The stolen information might also be used for blackmail: “Pay us to stay quiet or we’ll ruin your company’s reputation by showing the world how easy it was to scam you.”

Sure enough, one week after the mishap, customers received legitimate-looking payment change notices supposedly from the company. The criminal(s) had purchased a domain name near-identical to the company, making distinguishing between legitimate and fraudulent email difficult.

Thankfully, none of the customers fell for the scam because they had been warned about what happened and what to expect. The company reported the fraudulent domain, which led to its removal, and they implemented a new service to monitor for newly registered domains that were similar to theirs.

What About Plant Protection?

Neither of the previous examples mention production equipment; so, let’s revisit Sunland. We don’t know if production was affected at their asphalt plants. However, if one of their SCADA computers was hacked, criminals could have easily wreaked havoc on production through an outright shutdown, formula manipulation, inventory manipulation, or some other way – all with the intent of extorting money to release control of the plant back to the owner.

For even a small plant, a cyber-forced shutdown would cost more than \$150,000/day in revenue, not to mention remediation costs, contract penalties, or ransom payments.



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Top 5 Security Recommendations for The Asphalt Industry

No two businesses have the same risk profile or resources to manage it. But regardless of a company's risk profile and resources, the following recommendations can be used to mitigate risk:

1. Conduct regular security risk assessments (at least annually).
2. Don't treat information security as a one-and-done project. As cyber crimes become more sophisticated, security must evolve as part of a company's continuous improvement strategy.
3. Create a security culture within your company through training, policies and procedures.
4. Think: "It's not a matter of if we'll experience a cyber attack, it's when," and create multiple layers of protection, including physical or logical isolation of vulnerable production equipment if you're a producer.
5. Create and rehearse an incident response plan (IRP). To draw on a sports analogy, teams practice plays so that they know how to execute on game day. Do the same with your IRP.

Summary

While road construction companies may not seem like obvious targets, the reality is their involvement in large financial transactions makes them lucrative targets for fraud, extortion and other criminal activities.

Because of the common belief the industry is not as susceptible to cyber crime as other industries, firms allocate few resources to truly evaluate and protect against threats.

As seen from Sunland and the paving company examples, the financial and non-financial risks are significant, potentially affecting everything from cash flow to reputation. Fortunately, an effective risk management strategy using proven controls will help.

With cyber crime on the rise, the entire construction sector must evolve to meet the current threat and adapt to future, more sophisticated, threats.

Scott Birmingham leads a team of information security professionals serving clients in a wide spectrum of industries, including heavy civil construction. He can be reached at scott@birminghamconsulting.net.

-
1. Trinity Steet Capital Partners, "Top Ten Risks to the Construction Industry in 2025" (online article, April 2025), <https://trinitystreetcp.com/commercial-real-estate/top-ten-risks-to-the-construction-industry-in-2025/>
 2. Wipfli, "The State of Technology in the Construction Industry" (research report, July, 2025), 2
 3. Vergle Gipson (Idaho National Laboratory), testimony before the U.S. House Subcommittee on Cybersecurity, Infrastructure Protection and Innovation, noting that OT/ICS systems are "more vulnerable to malicious cyberattacks than information technology," because they were designed before cyber resilience became a priority and receive upgrades only after significant failures.



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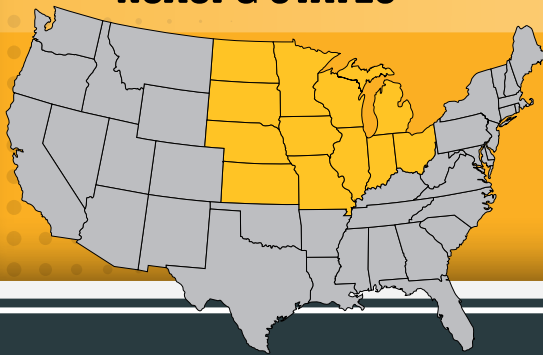
FPO ATTENDS NORTH CENTRAL ASPHALT USER PRODUCER GROUP MEETING

While paving crews hustle to complete projects before the weather turns, fall's falling leaves and shorter days indicate the beginning of "conference" season for the industry.

Similar to recent years, the Ohio Department of Transportation (ODOT), Flexible Pavements of Ohio (FPO) and several Ohio contractor representatives attended the 2025 Annual North Central Asphalt User Producer Group (NCAUPG) Conference, held September 9-11 in Grand Rapids, Mich.

The NCAUPG is a regional group of professionals and experts from state DOTs, industry and academia from north central U.S. states and Canadian provinces working to promote better performing asphalt pavements and asphalt paving technology exchange. The NCAUPG consists of 12 north central states as well as the Canadian provinces of Manitoba and Saskatchewan.

NCAUPG STATES



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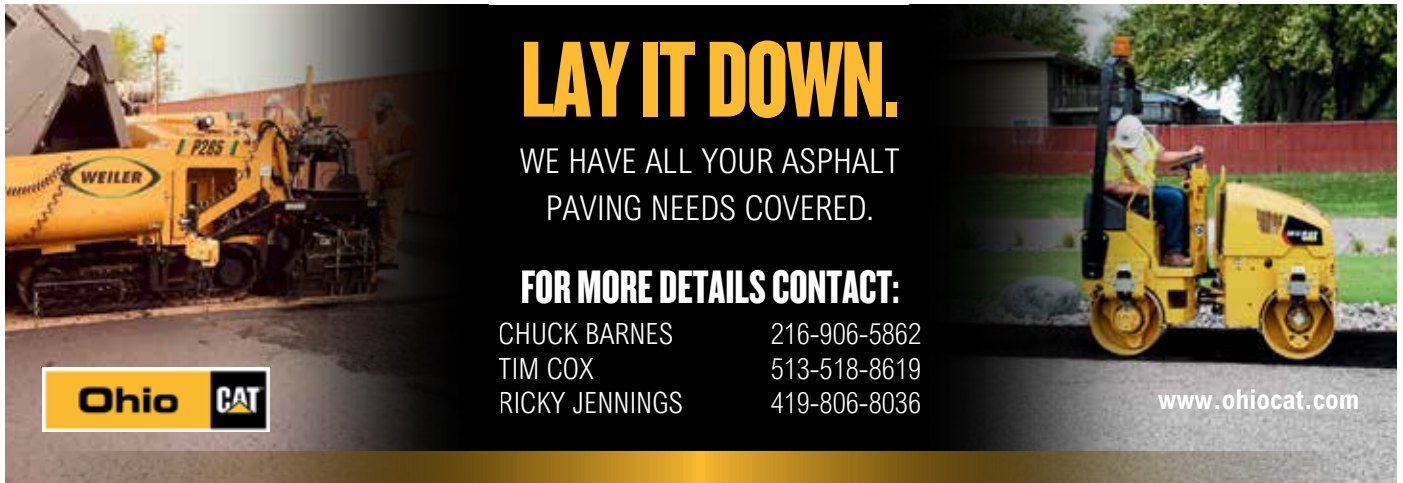


In addition to the traditional state DOT and asphalt association updates, attendees heard presentations on a variety of topics, including the Federal Highway Administration's Mobile Asphalt Technology Center; Consortium for Asphalt Pavement Research and Implementation (CAPRI); the Asphalt Institute's evaluation of new performance-grade (PG) Binder Specifications and alternative extraction solvents; and several presentations related to European use of Stone Mastic Asphalt (SMA) and Balanced Mix Design (BMD). In addition to an abundance of technical information, attendees were afforded the opportunity to benchmark with other states within the NCAUPG region and network with a variety of state DOTs, asphalt associations, contractors and various industry equipment and material experts.

The 2026 NCAUPG is tentatively planned for Springfield, Ill.



North Central Asphalt User/Producer Group
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WHY IT'S IMPORTANT TO CHOOSE WISELY

PART 1

(Editor's note: This is the first of a multi-part series on choosing the correct asphalt mix selection for your project.)



It's interesting at times to review projects to observe how engineers design and select asphalt for their resurfacing or rehabilitation projects. If you ask designers what is most important regarding their asphalt pavement project you will often hear that they want excellent performance at the least possible cost.

That sounds reasonable. We're all taxpayers and whether we're traveling in our personal or work life we all want good quality pavements that provide both performance and value. The conundrum we occasionally see is that some designers or owners or agencies want high levels of performance but are only willing to pay for the lowest-cost materials often placed at or near minimum recommend lift thicknesses. Or, they simply specify the same materials "they have always used" because they have generally worked pretty well on past projects with little consideration given to newer mix specifications that may be designed specifically for the characteristics of their project. These approaches may work in some cases, but as communities develop and traffic increases and heavy trucks are needed to support development and industry and manufacturing, the use of the cheapest or the same old materials can at times become risky. In more severe cases, improper mix selection can result in poor performance and premature failure as well as poor return on the dollars invested in the project.

Fortunately, the Ohio Department of Transportation (ODOT) along with Ohio's asphalt paving industry have developed a variety of mixes that are specifically designed for three distinctly different applications based upon traffic. Ohio currently has various mix specifications designed for heavy, medium and light traffic applications. If designers and owners/agencies truly want pavements that provide great performance

and value, it is incumbent upon decision makers to select the best and the most appropriate materials for the traffic expected on their project.

As the Baby Boomer generation continues to leave the workforce for the greener pastures of retirement, today's designers and specifiers are often young(er) engineers or technicians that find themselves learning on the job and gaining experience. More experienced designers are often generalists that need to exhibit technical knowledge in many different civil engineering disciplines and may not necessarily be an expert in asphalt materials. And, senior engineers are at times tempted to design based upon past success and may or may not be completely up-to-date on current material specifications or options.

Regardless of where you find yourself in your civil engineering career path, subsequent articles in *Ohio Asphalt* will provide additional information for you on the design and constructability characteristics of various asphalt mix specifications designed for heavy, medium and light traffic applications. In addition, available specifications for the aforementioned traffic-based categories will be provided for future reference.

In the meantime, please don't hesitate to contact Flexible Pavements of Ohio (FPO) if you have any questions about appropriate mix selection for your project. As the trade association for the asphalt paving industry in Ohio, FPO wants you to be successful in your use of asphalt to build projects that provide the performance and value that you expect. Therefore, one of our goals is to support you in your efforts to choose wisely when selecting asphalt mixes for your client, customer or taxpayers.



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2025

HELPING STUDENTS CONTINUE TO SWING FOR THE FENCES

FPO SCHOLARSHIP PROGRAM

ASSISTING 11 SCHOLARS

2026

Baseball is like life – and that comes from someone whose life revolves around baseball.

Howard Kellman has spent more than 50 years as a baseball play-by-play announcer. En route to fulfilling the dream he had as a 12-year-old to make broadcasting a career, to announcing his 7,000th game for the Triple-A Indianapolis Indians this summer, Kellman has seen how sports provide lessons for life.

In his keynote address to 2025-2026 Ohio Asphalt Pavement Industry Scholarship recipients, Kellman – speaking of a baseball analogy – drove home how each day offers a new opportunity to start fresh, just like a new game, and that decision – “like swinging at a pitch” – determines the outcome.

For 30 years, the Ohio Asphalt Pavement Industry Scholarship Program has been providing opportunities to students and colleges alike in hitting their goals of strengthening the state’s asphalt pavement industry. The program’s twofold purpose includes the awarding of one-year scholarships to students and incentivizing colleges and universities to offer curriculum in asphalt pavement technology.

Kellman, who is a contributor to the Flexible Pavements of Ohio (FPO) Asphalt Pavement Industry Scholarship Fund, shared several stories he’s gathered over his career in sports and related them to the Scholarship

Breakfast audience of students, parents, faculty members and FPO members.

Some of those life lessons included at the 2025 Ohio Asphalt EXPO event were:

- “It’s good to be good *and* lucky,” Kellman said of 2025 NCAA National Football Champion Ohio State University after making the expanded eight-game playoffs after losing two regular-season games
- “You have to keep your sense of humor,” Kellman said, referring to how a baseball manager’s words during a visit to the mound provided levity to his distraught pitcher who had just given up three consecutive homeruns. “I wanted to give them time to load the next fireworks,” the manager said. The shared laugh settled the hurler and resulted in him pitching better.
- A simple word of encouragement can mean a lot, especially coming from baseball-great Jackie Robinson, who complimented Jerry Harkness on his shooting technique. It seemingly meant a lot to the young basketball player, as he went on to star in college and the NBA. “Encouragement can make someone’s day,” said Kellman, adding, “encouragement is oxygen to the soul ... Praise that person, praise them for a job well done.”

Along with discussing the importance of accountability, remembering that people are human and extolling

the virtue of keeping focused and cool during adversity, Kellman said, “For the young engineering students, control your emotions. You may be going through a challenge, keep your cool and you will prosper through the long run. It has been said the difference between successful people and those who aren’t – successful people try 15 minutes longer. There is something to be said for that ... just keep hanging in there and trying and you’ll succeed.”

The FPO Scholarship Program has been succeeding since it was conceptualized and appeared in the association’s 1994 Long Range Strategic Plan. At that time, FPO was looking to increase awareness of asphalt pavement technology and as a result of the scholarship program more educational opportunities in pavement technology are available to students.

SCHOLARSHIP PROGRAM OBJECTIVES

In its 30th year, 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

With the 2025-2026 academic year’s 11, one-year, \$5,000 endowments, FPO’s Ohio Asphalt Pavement Industry Scholarship Program is helping Ohio college students take one more step toward their goal of graduating with a degree in civil engineering, construction management or construction technology. With the addition of this year’s \$55,000, the endowment program surpassed the “million-dollar milestone” in the amount of money awarded since 1995. The 30-year endowment program has awarded 579 scholarships totaling \$1,021,099.

FPO ASPHALT PAVEMENT INDUSTRY SCHOLARSHIP FUND CONTRIBUTORS

The following companies and individuals contributed to endowing the Ohio Asphalt Pavement Industry Scholarship Fund through the National Asphalt Pavement Association Research & Education Foundation (NAPAREF) or by direct contributions:

Osama Abdulshafi, Ph.D.
 Barrett Paving Materials Inc.*
 Bowers Asphalt & Paving Inc.
 Wayne & Debbie Brassell
 Burgett Family/Kokosing Construction Co. Inc.*
 Columbus Bituminous Concrete Corp.
 Columbus Equipment Co.
 Cunningham Asphalt Paving Inc.
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 Martin Marietta Materials*
 Meeker Equipment Co. Inc.
 Mid-Ohio Paving Inc.
 Northeastern Road Improvement
 Northern Ohio Paving
 Northstar Asphalt, Inc.*
 Ohio CAT & Caterpillar Inc.*
 Osterland
 Schloss Paving
 The Shelly Co.*
 Shelly & Sands Inc.
 H.P. Streicher Inc.
 Thomas Asphalt Paving Co.
 Valley Materials Inc.

**Denotes pledges of \$50,000 or more*

For the 2025-2026 academic year, the Ohio Asphalt Pavement Industry Scholarship Program is assisting students at six universities – Akron, Cincinnati, Dayton, Ohio, Ohio Northern and Ohio State – and includes four repeat recipients – University of Akron’s Austin Medure, University of Dayton’s Jack Williams and Ohio State University’s Shawn Essilfie and Benjamin Mast.

Let’s meet the 2025-2026 scholarship recipients:

2025-2026 FPO ASPHALT PAVEMENT INDUSTRY SCHOLARSHIP RECIPIENTS



CAEL CLARK

Burgett Family/
Kokosing
Construction Co.
Civil Engineering
Ohio U.



JOSH COSTELLO

Ohio CAT/Caterpillar Inc.
Civil Engineering/
Construction Management
U. of Dayton



ZOE EAGON

Northstar Asphalt/
Kenmore
Construction Co.
Civil Engineering Technology
U. of Akron



***SHAWN ESSILFIE**

Erie Blacktop Inc.
Civil Engineering
Ohio State U.



JONAH HUTCHINS

John R. Jurgensen/Valley
Asphalt/Martin Marietta
Materials
Construction Management
U. of Cincinnati



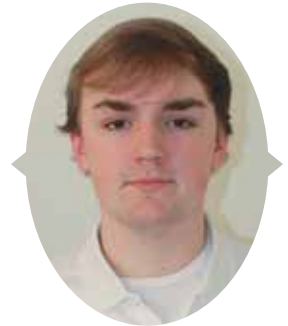
LAUREN LARUE

Gerken Paving Inc.
Civil Engineering
U. of Akron



KAEL MARGRAF

Shelly & Sands Inc.
Civil Engineering
Ohio Northern U.



***BENJAMIN MAST**

Fred & Teresa Frecker
Construction Systems
Management
Ohio State U. ATI



***AUSTIN MEDURE**

Barrett Paving
Materials Inc.
Civil Engineering
U. of Akron



ANDREW THATCHER

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



***JACK WILLIAMS**

The Shelly Co.
Civil Engineering
U. of Dayton



***REPEAT
SCHOLARSHIP
RECIPIENT**



Kellman, in his more than a half-century and thousands of baseball games he has provided play-by-play, has learned a thing or two about swinging for the fences. He provided his anecdotal wisdom to the March 19th Ohio Asphalt EXPO's Scholarship Awards Breakfast audience, as student recipients, sponsoring companies and the 30-year program were honored.

.....
To learn more about the 2025-2026 FPO Scholarship recipients, scan the
QR Code to view the video shown at the 2025 Ohio Asphalt EXPO.
.....



APPLICATIONS FOR 2026-2027 FPO SCHOLARSHIPS OPEN NOVEMBER 24TH

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 2026-2027 academic year is set for Nov. 24, 2025 to Jan. 20, 2026.

Working through the Ohio Asphalt Scholarship Fund and the National Asphalt Pavement Association Research and Education Foundation (NAPAREF), FPO and its member companies sponsor 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 current 2025-26 academic year, the scholarship program awarded 11, \$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 prior to graduation. Scholarships will be awarded to undergraduate students entering their junior, senior or fifth year of a bachelor's degree program 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. Grad students must be pursuing education and/or research in the area of asphalt pavement technology.



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





2025 QUALITY ASPHALT PAVING AWARD NOMINATIONS

Flexible Pavements of Ohio (FPO) is now accepting nominations for the 2025 Quality Asphalt Paving and Ecological Master Craftsman awards. Only FPO asphalt producers and contractor members are eligible to participate in this program.

Nominations for the Quality Asphalt Paving Awards are being accepted for work performed during the 2025 construction season. Quality Asphalt Paving Awards nominations are being accepted in the following project categories:

- Ohio Department of Transportation/Ohio Turnpike Projects
- Local Roads or Streets
- Commercial Parking Facilities
- Special Use Pavement (i.e. bikeways, racetracks, etc.)
- Airport Pavements

Nominations are due Oct. 24, 2025, with a final deadline for award nominations of Nov. 21, 2025. Scan the QR code to download the nominee forms and for additional information:



IT'S TIME TO UPDATE YOUR INFORMATION

To better serve you, Flexible Pavements of Ohio
is updating its membership contact information.
But we need your help.



Please use the QR code to
update your company's
contact information.





Mark Your Calendars



NAPA 2026 Annual Meeting
January 26-29, 2026
Fairmont Scottsdale Princess
7575 East Princess Drive
Scottsdale, Ariz. 85255

The National Asphalt Pavement Association's 2026 Annual Meeting provides the latest tools such as general sessions, workshops, committee meetings and industry networking to help you reach your goals in the asphalt pavement industry. NAPA's Annual Meeting is where the industry gathers to set its future.

Visit the NAPA website at www.asphaltpavement.org for additional conference information.



Ohio Asphalt Paving Conference
February 4, 2026
The Ohio State University
The Fawcett Center
2400 Olentangy River Road
Columbus, Ohio 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 17-18, 2026
Columbus/Polaris Hilton Hotel
8700 Lyra Drive
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. If you construct, inspect, manage or maintain local or private

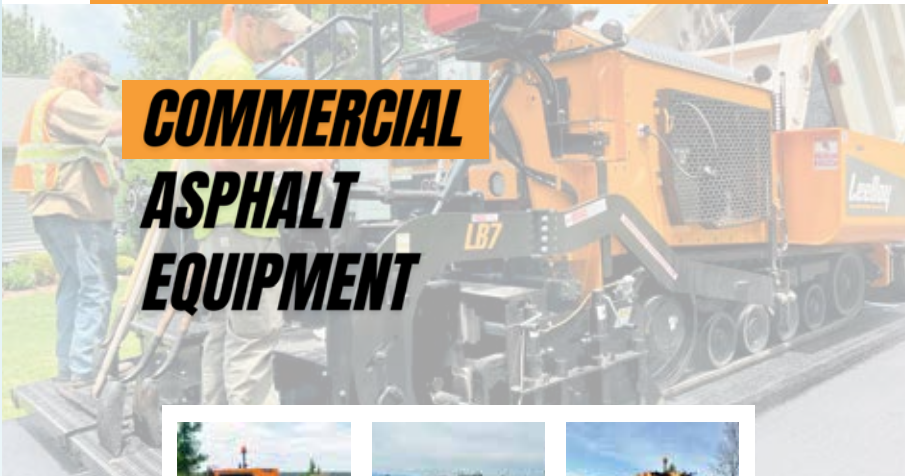
transportation infrastructure, the Ohio Asphalt EXPO has the information you need to ensure a successful, long-lasting asphalt pavement.

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





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