



VAA Asphalt News

The Newsletter for Members and Friends of the Virginia Asphalt Association

January/February 2011

New Look for The Asphalt News !

2011 has brought many changes to VAA and it's membership. The Asphalt News is no exception. So, over the next few months you will see us introduce a new format and design to the Asphalt News. Let us know what you think.

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- Record VDOT Tonnage Advertised
- Quiet Pavements Initiative
- 2011 VDOT Regional Asphalt Seminars
- Updates on Pavement Marking Shortage
- VAA Annual Meeting Approaches
- New Environmental Bills Introduced to General Assembly

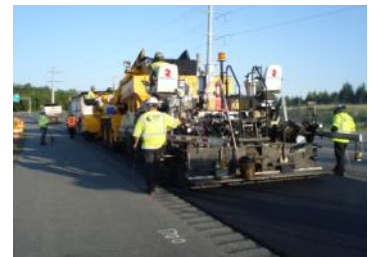
VDOT Advertises Record AC Tonnage for 2011

For the first time in VDOT's history, over 3,000,000 tons of asphalt concrete will be advertised for the January and February lettings. Approximately 40% of the plant mix schedule tonnage was advertised in the Richmond and NOVA Districts. All districts will have schedules worth approximately \$24 million or more.

In addition to the plant mix schedules, VDOT advertised contracts for trench widening,

concrete patching and asphalt patching. VDOT included projects for non-plant mix schedules as well as —bridge maintenance, various construction, guardrail maintenance, pavement marking and signals.

With the inclusion of the Gainesville Construction project in NOVA, VDOT will have advertised 50% more work than all the work advertised in 2010.



Membership Drive

VAA wants to thank all of the members that have helped to make our ongoing membership drive successful. We have welcomed 11 new members.

Quiet Pavements Initiative

In the Summer of 2010, the Virginia General Assembly's Joint Commission on Transportation Accountability established a subcommittee on quiet pavements. The purpose of this subcommittee was to investigate quiet pavement surfaces that could be used in Virginia, possibly as a means to reduce the use of sound walls in noise sensitive areas.

VDOT, VAA, and ACPA established a joint task force to address the questions from the subcommittee and to de-

velop a work plan to investigate current technologies in Virginia and those technologies used elsewhere to reduce tire-pavement noise.

Since September 2010, the task force has developed a plan that incorporates four asphalt test sites (3 in Virginia, 1 at NCAT) for asphalt materials, and two test sites for concrete surface improvement. The asphalt test sites will include: a SMA-9.5 control section, an asphalt rubber modified porous friction course (used in several western states), a single layer PFC-9.5 (used on SR 234 near Manassas), and a double layer PFC

that uses 9.5 and 12.5 mixes (based on the European approach).

The construction of these sites must be completed in the summer of 2011. The contracts should be in the March or April advertisement. One site will be in NOVA, one in Richmond and one in Hampton Roads. Material specifications and project typical sections are in the final draft stages.

Over the next few years, all sites will be monitored for initial and long term noise reduction, skid resistance, ride quality, material life, and winter maintenance requirements.

How Loud Is Loud?

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**If you would like to become a
VAA sponsor, contact Caroline
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VDOT & VAA Host Asphalt Seminars Again in 2011

After much positive feedback from attendees and support from VDOT's Chief Engineer Mal Kerley, VAA and VDOT will be hosting another round of regional seminars in 2011. Like 2010, three seminars will be held across the Commonwealth. They will cover specifications changes for 2011, pavement marking and traffic control requirements, quiet pavements initiative, and an asphalt inspector refresher session.

Fredericksburg - February 22, 2011
Richmond—February 24, 2011
Roanoke—March 1, 2011



VDOT personnel will be able to register through VDOTU; industry, consultants, and non-VDOT government personnel can register directly with the VAA. Cost for the seminar is \$55 per person. This cost includes breaks and lunch. For more information, contact Richard Schreck—Executive VP, VAA or Andy Babish, VDOT State Materials Engineer.

Pavement Marking Materials Shortage and Issues Continue



Last year's Nationwide shortage of some pavement marking materials impacted many states, including Virginia. Most affected were thermal plastic marking material and some paints. Projects were delayed, alternate material

availability was limited and the difference between state DOT specifications made responding to this crisis difficult. In July of last year VAA and VDOT met with Pavement Marking contractors, suppliers and paving contractors to develop a Virginia strategy. The guidance issued by VDOT was scheduled to expire in December of 2010.

However, the Pavement Marking material shortage does not appear to be over and is still a concern for most contractors. The consensus

of the November 2010 follow-up meeting is thermal plastic materials and some types of paint will continue to be in short supply.

Therefore, VDOT has extended the pavement marking guidance developed last year through 2011. This will permit the use of other materials such as epoxy or paint, and provides specific instructions on how to address any pavement marking material shortages that arise during the 2011 asphalt paving season.

SM-4.75: Virginia's Newest Asphalt Preventive Maintenance Tool

Preventive maintenance of pavements has become the buzz for transportation agencies and facility owners. Like changing the oil in your vehicle to keep it running smoothly, applying preventive maintenance on good pavements will keep them smooth and last longer.

In 2008, VDOT placed the first SM-4.75 on the state highway system. A one mile section of secondary roadway was overlaid with the material. Since then, VDOT has placed other

sections in Culpeper District, Lynchburg District and Bristol District. Additionally, several VAA members have used this material on private projects. Initial performance tests conducted by VDOT have been very positive. The SM-4.75



has provided a smooth surface with good friction characteristics. The fine material used in the mix gives an esthetically pleasing look. Current work being performed at the FHWA research facility is documenting the benefits of SM-4.75 in delaying crack initiation.

This Spring, VAA and VDOT will work together to finalize SM-4.75 usage guidelines as well as develop a special provision for the acceptance of the material in the field.

VAA Annual Meeting

Time to make your plans and reservations for the VAA Annual Meeting. This year the VAA will be meeting at the Tides Inn located in Irvington, Virginia. Irvington is located on the Northern Neck where much of Virginia's and the

nations early history occurred. The Tides Inn is situated on the banks of the Rappahannock River. The Inn has numerous amenities including a golf course and spa. This year's Annual Meeting will be held March 31 thru

April 2 and a few of the invited speakers are: Secretary Sean Connaughton, Commissioner Greg Whirley, Deputy Commissioner Charlie Kilpatrick, and Chief Engineer Mal Kerley, for all the details go to vaasphalt.org

Updates from the Statewide Asphalt Co-Op Meeting

On January 13th, the VAA/VDOT Statewide Asphalt Co-Op meeting was held in Charlottesville. The primary purposes of this meeting were to review the 2011 specifications, address any specification concerns, and move forward joint initiatives.

During the review of the specifications, a few concerns were raised by attendees. The first concern was the requirement of trackless tack usage. Several contractors have experienced problems with using the materials in colder weather. It was decided to require their use between May 1 and October 1 when the temperatures are warmer. For the period prior to May 1 and October 1, the use of tacking material was at the contractor's choice—but tracking had to be minimized. The second issue was the

implementation of the AC overlay transition standard. The language in the contracts references overlays on PCC pavement, but also references tie ins for other overlay projects. This creates an inspection and enforcement issue. The Co-Op Committee agreed to modify the special provisions language to only apply to AC overlays on existing concrete pavements. A sub-committee will be established to revise the standard drawing for use on other projects.

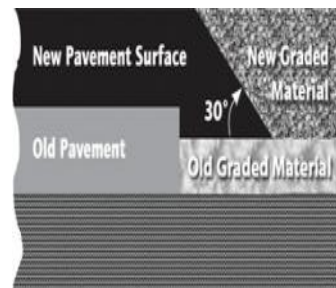
Finally, several initiatives were discussed. They include updates to the SMA usage guidelines, porous asphalt pavements, SM-4.75 (see article), quiet pavements (see article), and safety edge (see article).

Other News and Notes

Many initiatives and activities are on-going in Virginia. FHWA is spearheading the use of **Safety Edge** in Virginia and other states. The Safety Edge is used to place a 30 degree angle on the outside paving joint adjacent to the unpaved shoulder. VDOT is in the process of developing a special provision and identifying potential pilot projects in 2011.

With the addition of new members and member categories to the VAA, three more **VAA/VDOT joint co-op committees** are in the planning stages. The co-ops will cover technical aspects beyond asphalt materials and paving. These committees will cover pavement marking, guardrails, and milling. As details and dates are finalized, more in-

formation will be provided.



Member News

Virginia Paving has a new district address. Their new address is 14500 Avion Parkway, Suite 200, Chantilly, VA. 20151.

The VAA would like to **welcome 3M as a new member**. 3M joined January 1, as our newest Additive & Paving Services member. They provide

numerous products and materials including B-VI tape for marking. Contact Andy Gross at ajgross@mmm.com

Welcome also to our newest equipment company member, **International Truck Sale of Richmond Inc.** They provide transportation products and services for the class 5-8 truck

customer. Contact Rick Schweitzer at email-schweitzer@itsrva.com

In Memoriam

William S. Engleby Jr. (Dink) passed away peacefully on January 25, 2011. He was an Engineer & Vice President of Lee Hy Paving from 1967-1998

Mark Your Calendar

- ◆ AC Field School Northern VA February 1
- ◆ Annual NAPA Meeting Orlando, FL February 3—10
- ◆ VAA Board Meeting, Richmond, VA. February 15
- ◆ SHRP2 R23 Long-Life Pavement Workshop Fredericksburg, VA February 15
- ◆ AC Field School Staunton, VA February 16
- ◆ VDOT Asphalt Seminar Fredericksburg, VA February 22
- ◆ NOVA AC Co-Op NOVA District Office February 18
- ◆ VDOT Asphalt Seminar Richmond, VA February 24
- ◆ VDOT Asphalt Seminar Roanoke, VA March 1
- ◆ AC Field School Hampton Rhoads, VA March 8
- ◆ AC Field School Richmond, VA. March 22
- ◆ VAA Annual Meeting Tides Inn, Irvington, VA March 31—April 2
- ◆ AC Field School Salem, VA. April 4 - 5
- ◆ AC Field School Fredericksburg, VA. April 12
- ◆ VAA Fall Asphalt Conference Richmond, VA. October 3 - 5
- ◆ VAA Invitational Golf Tournament Mattaponi Springs Golf Club October 5

ENVIRONMENTAL NEWS

Chesapeake Bay Cleanup



The EPA has released its plan to produce a cleaner Chesapeake Bay over the next 15 years. Virginia's plan is part of the overall effort that will cost billions to implement. ***The control strategies will focus primarily on reducing nutrient inputs (nitrogen and phosphorous) as well as sediment reductions. Urban area storm water controls will be one of the areas of emphasis.***

This could include more use of porous pavements, "green roofs", rain barrels, etc. to reduce areas of impervious surfaces and capture roof runoff. The agricultural industry will see a significant impact from the bay cleanup plan and the Farm Bureau has recently filed suite against the EPA over the cleanup standards.

Emergency Generators

The Department of Environmental Quality has put out some new rules on whether emergency generators are subject to air permitting. To be exempt, the generator must have an aggregate brake h.p. of less than 1675 h.p. (1,125 kilowatts—diesel) or less than 910 h.p. (611 kilowatts) for gasoline engines.

Fugitive Dust Reduction Rules

The EPA has pre-proposed a new rule which would require a reduction of exposures to particulate matter and fugitive dust by up to 50%. Asphalt plants and quarries could be significantly impacted by the rule if it is imposed. NAPA and the NSSGA are jointly working with other organizations to try to head off the implementation of the proposal. In a worst case scenario,

plants might have to cut production to meet the new rule. A final EPA proposed rule is due out in February, 2011. The VAA will be tracking the status of this rule as it moves through the EPA rulemaking process. A final rule is expected to take awhile to enact as there will be plenty of opposition.

EPCRA Section 312 Reporting

Members are reminded to notify state and local emergency response officials of any changes (location and quantity) involving hazardous materials that are stored or used onsite. The Emergency-Planning and Community Right to Know Act (EPCRA), Section 312, requires companies to update the appropriate

officials annually by March 1. Even if there are no changes from the previous year's report – notification must be given by checking the no-changes box on the appropriate form and submitting the information. The notice can be provided online in many jurisdictions.

General Assembly Bills of Interest

CO2 Emissions Enforcement - A bill (HB 1398) before the 2011 General Assembly would defer to the EPA any enforcement of carbon dioxide emission standards or cap and trade provisions in Virginia. The bill also requires the Governor, in consultation with the Attorney General, to determine the legality of the Congress or EPA imposing rules that are not supported by scientific evidence.

SEP's for DCR Enforcement Actions - The 2011 General Assembly is considering a bill (HB 2368) that would allow offsets of penalties assessed as part of a Department of Conservation and Recreation (DCR) enforcement action through the implementation of Supplemental Environmental Projects (SEPs). The Department of Environmental Quality (DEQ) already allows the use of SEP's as part of any enforcement action that includes a penalty assessment.

DEQ Civil Penalties - SB 1119, if passed by the General Assembly, would allow an increase to the maximum civil penalty limit from \$10,000 to \$32,500 under DEQ Special Orders issued for periods of less than 12 months. Civil Penalty procedures (§ 10.1-1186.6) have also been amended to include the ability of DEQ to assess a civil penalty of up to \$15,000 for violations of any laws, regulations, or permit provisions after proper notice to the alleged violator and opportunity for a formal fact finding hearing. The proposed changes would apply to all DEQ media including: water, waste and air.

Local Government Storm Water Utilities – HB 1737 would amend the rules in place that allow local governments by ordinance to establish utilities from which a special system of charges can be set up to cover the costs associated with the administration and implementation of local storm water programs. The bill limits the income derived from the programs to no more than the actual costs of the program and lists the allowable charges recoverable by the locality. A number of localities – mainly in the Tidewater region have already set up storm water utilities and are collecting fees.